Appendix 5.20

Transportation and Traffic Appendices

Appendix 5.20A

Entrada South (VTTM 053295)
Traffic Impact Analysis

Stantec Consulting Services, Inc.
June 30, 2014

Department of Public Works
Review Letter

County of Los Angeles
September 17, 2014

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 17, 2014

IN REPLY PLEASE
REFER TO FILE: T-4

Mr. Daryl Zerfass, P.E.
Stantec Consulting Services Inc.
38 Technology Drive, Suite 100
Irvine, CA 92618-5312

Dear Mr. Zerfass:

ENTRADA SOUTH (VTTM 53295)
TRAFFIC IMPACT ANALYSIS - JUNE 2014
CASTAIC JUNCTION AREA

We reviewed the Traffic Impact Analysis for the proposed Entrada South project. The project site is generally located west of the Golden State (I-5) Freeway, south of the Six Flags Magic Mountain Amusement Park, north of the existing Westridge community, and directly east of the Mission Village (VTTM 061105) planned development in the unincorporated Castaic Junction area.

Project Specific Impact Analysis

We generally agree with the Traffic Impact Analysis that the project alone will have a significant impact at the two intersections listed below. As a result, the project shall be solely responsible for implementing the recommended mitigation measures listed below. The following improvements, or equally beneficial and financially equivalent improvements approved by the Director of Public Works, shall be implemented in accordance with the timeframe set forth in an updated Westside Santa Clarita Valley Roadway Phasing Analysis which is currently pending Public Works' review and approval. The improvements listed below first describe the resulting intersection configuration (e.g., north approach: Two left-turn lanes and two through lanes), followed by a description of the recommended mitigation measure, which is shown in parentheticals (e.g., add one left-turn lane).

1. The Old Road at Rye Canyon Road

   North approach: Two left-turn lanes and two through lanes (add one left-turn lane).

South approach: Two through lanes and two exclusive right-turn lanes (add one through lane and convert two free flow right-turn lanes to two exclusive right-turn lanes).

East approach: One left-turn lane and two exclusive right-turn lanes (convert two free flow right-turn lanes to two exclusive right-turn lanes).

2. The Old Road at Stevenson Ranch Road

   North approach: One left-turn lane, three through lanes, and one right-turn lane (add one through lane).

   Although the improvements listed above will mitigate the project's impacts, to enhance the efficiency of signal operations at the intersection, we recommend also implementing the following improvements:

   - Modify traffic signal to add a lag eastbound left-turn phase during the morning peak-hour period.
   - Modify traffic signal to add a lag westbound left-turn phase during the afternoon peak-hour period.

Short Range Cumulative Year 2024 Projects Impact Analysis

We generally agree with the Traffic Impact Analysis that the traffic generated by this project and other related projects will have a significant cumulative impact in year 2024 at the seven intersections listed below. As a result, the project shall pay its pro-rata share, as identified below, of the cost to construct the following recommended traffic improvements, or equally beneficial and financially equivalent improvements approved by the Director of Public Works, consistent with the timeframe set forth in the updated phasing analysis currently pending Public Works' review and approval. The project shall submit cost estimates for the cumulative impact mitigations to Public Works for review and approval following project approval and prior to recordation of the first map associated with the project.

1. I-5 Freeway southbound on/off-ramps at Magic Mountain Parkway

   North approach: Two left-turn lanes, one shared left-turn/through lane, and one right-turn lane (add one left-turn lane and remove one right-turn lane).

   The project's pro-rata share is 31 percent.

2. I-5 Freeway southbound off-ramp at Valencia Boulevard

   East approach: Three through lanes (add one through lane).

   I-5 Freeway southbound on-ramp from westbound Valencia Boulevard shall provide two through lanes, one shared through/free flow right-turn lane, and one free flow right-turn lane (convert one free right-turn lane to a shared through/free flow right-turn lane).

   The project's pro-rata share is 3 percent.

3. I-5 Freeway southbound off-ramp at McBean Parkway

   East approach: Two through lanes and one shared through/right-turn lane (convert one right-turn lane to a shared through/right-turn lane).

   The project's pro-rata share is 12 percent.

4. The Old Road at Magic Mountain Parkway

   North approach: Two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn lane (convert one through lane to one shared through/right-turn lane).

   Although the improvements listed above will mitigate the project's impact, we recommend implementing, in place of the above-listed improvements, two left-turn lanes, three through lanes, and one right-turn lane with right-turn overlap signal phasing (modify traffic signal to provide an overlap phase for the southbound right-turn movement).

   West approach: Two left-turn lanes, five through lanes, and one right-turn lane (add one through lane).

   The project's pro-rata share is 28 percent.

5. The Old Road at Stevenson Ranch Parkway

   East approach: Two left-turn lanes, two through lanes, and one right-turn lane (convert one shared through/right-turn lane to one through lane and one right-turn lane).

   The project's pro-rata share is 13 percent.

6. Wolcott Way at State Route 126

   North approach: Two left-turn lanes, one through lane, and one right-turn lane (add one left-turn lane and convert one shared left-turn/through lane to one through lane).

   South approach (new): One left-turn lane, one through lane, and two right-turn lanes (provide one left-turn lane, one through lane, and two right-turn lanes).

   East approach: Two left-turn lanes, two through lanes, and one right-turn lane (add one left-turn lane).

   The project's pro-rata share is 2 percent.

7. Westridge Parkway at Magic Mountain Parkway

   South approach (new): One left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane (provide one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane; modify traffic signal to add split phasing for the northbound and southbound traffic).

   The project's pro-rata share is 9 percent.

Long Range Cumulative Year 2034 Projects Impact Analysis

The Traffic Impact Analysis was conducted under the two separate scenarios listed below:

1. Extension of Pico Canyon Road to Valencia Boulevard is removed from the County's Highway Master Plan, and

2. Extension of Pico Canyon Road to Valencia Boulevard is implemented in accordance with the County's Highway Master Plan.

Scenario 1 Long Range Cumulative Year 2034 Projects Impact Analysis

We generally agree with the Traffic Impact Analysis that the traffic generated by this project and other related projects will have a significant cumulative impact under Scenario 1 in year 2034 at the intersections listed below. As a result of the identified significant cumulative impacts, the project shall pay its pro-rata share, as identified below, of the cost to construct the following recommended traffic improvements, or equally beneficial and financially equivalent improvements approved by the Director of

Public Works, consistent with the timeframe set forth in the updated phasing analysis currently pending Public Works' review and approval. The project shall submit cost estimates for the cumulative impact mitigations to Public Works for review and approval following project approval and prior to recordation of the first map associated with the project.

1. The Old Road at Rye Canyon Road

   North approach: Two left-turn lanes and three through lanes (add one through lane).

   South approach: Three through lanes and two exclusive right-turn lanes (add one through lane).

   Although the improvements listed above will mitigate the project's impact, we recommend implementing, in place of the above listed improvements, three through lanes and one free flow right-turn lane (add one through lane and convert two exclusive right-turn lanes to one free flow right-turn lane).

   East approach: Three left-turn lanes and two exclusive right-turn lanes (add two left-turn lanes and convert two free flow right-turn lanes to two exclusive right-turn lanes).

   The project's pro-rata share is 17 percent.

2. Wolcott Way at State Route 126

   West approach: One left-turn lane, three through lanes, and one right-turn lane (add one through lane and one right-turn lane).

   East approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane).

   The project's pro-rata share is 1 percent.

Scenario 2 Long Range Cumulative Year 2034 Projects Impact Analysis

We generally agree with the Traffic Impact Analysis that the traffic generated by this project and other related projects will have a significant cumulative impact under Scenario 2 in year 2034 at the intersections listed below. As a result of the identified significant cumulative impacts, the project shall pay its pro-rata share, as identified below, of the cost to construct the following recommended traffic improvements, or equally beneficial and financially equivalent improvements approved by the Director of

Public Works, consistent with the timeframe set forth in the updated phasing analysis currently pending Public Works' review and approval. The project shall submit cost estimates for the cumulative impact mitigations to Public Works for review and approval following project approval and prior to recordation of the first map associated with the project.

1. The Old Road at Rye Canyon Road

   North approach: Two left-turn lanes and three through lanes (add one through lane).

   South approach: Three through lanes and two exclusive right-turn lanes (add one through lane).

   Although the improvements listed above will mitigate the project's impact, we recommend implementing, in place of the above listed improvements, three through lanes and one free flow right-turn lane (add one through lane and convert two exclusive right-turn lanes to one free flow right-turn lane).

   East approach: Three left-turn lanes and two exclusive right-turn lanes (add two left-turn lanes and convert two free flow right-turn lanes to two exclusive right-turn lanes).

   The project's pro-rata share is 16 percent.

2. Wolcott Way at State Route 126

   West approach: One left-turn lane, three through lanes, and one right-turn lane (add one through lane and one right-turn lane).

   East approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane).

   The project's pro-rata share is 1 percent.

On-Site Intersection Improvements

Traffic signals shall be installed at the following five intersections within the project site. The street names for these intersections are taken from the subject report and were not checked against the latest tentative tract maps. The project shall solely design and construct the traffic signals to the satisfaction of Public Works. The traffic signals shall

be installed and be operational concurrently with the installation of the curb, gutter, and the first lift of asphalt pavement, with temporary traffic detection loops if needed. Detailed striping/signing and traffic signal plans shall be submitted to Public Works for review and approval.

Commerce Center Drive and PA 1-3 Commercial Road
Commerce Center Drive and Magic Mountain Parkway
A Street (west)/Commercial Road and Magic Mountain Parkway
A Street (east)/Media Center and Magic Mountain Parkway
Westridge Parkway and B Drive

On-Site Roadway Improvements

The project shall be solely responsible for constructing the roadway listed below. The roadway shall be designed in accordance with the descriptions included in the Westside Bridge and Thoroughfare District report.

- Magic Mountain Parkway from The Old Road to Commerce Center Drive

In addition to the above-mentioned project specific impact mitigations, cumulative impact mitigations, and on-site improvements, the following item will be made a condition of approval for the project:

The Phasing Analysis report (November 2006) evaluated the timing of required improvements commensurate with the proposed phased land developments in the Westside Santa Clarita Valley area. These improvements represent the cumulative impacts and mitigations for the Newhall Ranch Specific Plan as well as other planned development in the Westside Santa Clarita Valley.

In accordance with the enclosed Public Works comment letter dated September 30, 2010, on the Mission Village Traffic Impact Analysis report, an update to the Phasing Analysis report is expected to occur at the following development thresholds within the Newhall Ranch Specific Plan.

1) 3,176 residential units and 13.17 million square feet nonresidential uses
2) 6,066 residential units and 14.87 million square feet nonresidential uses
3) 14,515 residential units and 16.00 million square feet nonresidential uses
4) 21,373 residential units and 17.65 million square feet nonresidential uses
5) 25,001 residential units and 19.78 million square feet nonresidential uses
6) 27,615 residential units and 22.08 million square feet nonresidential uses

In the event the Environmental Impact Report prepared for Entrada South determines that the project would result in significant impacts to Caltrans facilities, the project also needs to reach an understanding with Caltrans as to the improvements necessary to mitigate the identified impacts. Therefore, if the Environmental Impact Report identifies significant impacts to Caltrans facilities, the following mitigation is required:

> The applicant shall consult with Caltrans to determine the improvements necessary to mitigate the significant impacts to State Highway facilities that would result from the addition of project traffic. Once the improvements are determined, the applicant shall either construct the necessary improvements or pay an equitable share consistent with applicable law towards construction of the improvements. In furtherance of this requirement, if the Environmental Impact Report identifies significant impacts to Caltrans facilities, the applicant shall enter into a traffic mitigation agreement with Caltrans before or within 6 months of certification of the Entrada South Environmental Impact Report.

Additionally, we recommend the applicant consult with the City of Santa Clarita to obtain their concurrence with any potential California Environmental Quality Act impacts within their jurisdiction.

If you have any further questions regarding the review of this document, please contact Mr. Kent Tsujii of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4776.

Very truly yours,

GAIL FARBER
Director of Public Works

FOR

DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

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Enc.

cc: Department of Regional Planning (Carolina Blengini)

Entrada South (VTTM 053295) Traffic Impact Analysis

June 2014

Prepared For: Newhall Land

2073007070

Entrada South (VTTM 053295)
Traffic Impact Analysis

County of Los Angeles

June 30, 2014

Prepared for:

NEWHALL LAND

25124 Springfield Court, Suite 300

Valencia, CA 91355

Submitted by:

Stantec Consulting Services Inc.

38 Technology Drive, Suite 100

Irvine, CA 92618

Stantec

This report, entitled Entrada South (VTTM 053295) Traffic Impact Analysis, was produced by the following individuals:

Prepared by:

Maria Manalili, PTP
(949) 923-6072

Transportation Planner
Stantec Consulting Services Inc.

Daryl Zerfass, PE, PTP
(949) 923-6058

Principal, Transportation Planning and Traffic Engineering
Stantec Consulting Services Inc.

REGISTERED PROFESSIONAL ENGINEER
DARYL J. ZERFASS
No.1824
exp 6/30/15
TRAFFIC
STATE OF CALIFORNIA

Reviewed by:

Melissa Dugan, PTP
(949) 923-6212

Associate, Transportation Planning and Traffic Engineering
Stantec Consulting Services Inc.

Table of Contents

1.0 INTRODUCTION 1.1
1.1 PROPOSED PROJECT 1.1
1.2 STUDY AREA 1.1
1.3 METHODOLOGY 1.6
1.3.1 Project Impact Analysis 1.6
1.3.2 Westside Roadway Phasing Analysis 1.7
1.3.3 Westside Bridge and Major Thoroughfare District 1.8
1.4 PERFORMANCE CRITERIA 1.9
1.5 DEFINITIONS 1.16
1.6 REFERENCES 1.18

2.0 TRANSPORTATION SETTING 2.1
2.1 EXISTING CONDITIONS 2.1
2.1.1 Existing Roadway System 2.1
2.1.2 Existing Traffic Volumes and Levels of Service 2.1
2.1.3 Public Transportation 2.10
2.1.4 Active Transportation 2.17
2.2 FUTURE CONDITIONS 2.19
2.2.1 Future Roadway System 2.19
2.2.2 Future Land Use Development 2.20
2.2.3 Future Traffic Volumes 2.25

3.0 PROJECT DESCRIPTION 3.1
3.1 PROJECT OVERVIEW 3.1
3.2 PROJECT TRIP GENERATION 3.3
3.3 PROJECT TRIP DISTRIBUTION 3.6
3.4 PROJECT TRAFFIC FORECASTS – ON SITE 3.8
3.5 PROJECT TRAFFIC FORECASTS – OFF SITE 3.17

4.0 IMPACT ANALYSIS 4.1
4.1 EXISTING PLUS AMBIENT GROWTH ANALYSIS 4.1
4.1.1 Existing plus Ambient Growth plus Project Impact Analysis 4.2
4.1.2 Existing plus Ambient Growth plus Project Mitigation 4.2
4.2 CUMULATIVE CONDITIONS ANALYSIS 4.2
4.2.1 Cumulative Conditions Impact Analysis 4.16
4.2.2 Cumulative Conditions Mitigation 4.31
4.3 WESTSIDE PHASING ANALYSIS 4.31
4.4 CONGESTION MANAGEMENT PROGRAM ANALYSIS 4.34
4.4.1 CMP Highway System 4.34

5.0 SUPPLEMENTAL ANALYSIS 5.1
5.1 EXISTING PLUS PROJECT IMPACT ANALYSIS 5.1

5.1.1 Entrada South Existing plus Project Impact Analysis 5.14
5.1.2 Existing plus Project Mitigation 5.14
5.2 CONSTRUCTION TRAFFIC 5.26
5.3 WESTSIDE BUILDOUT CONDITIONS TRAFFIC ANALYSIS 5.26

LIST OF TABLES

Table 1-1 Level of Service Descriptions – Arterial Roadways and Intersections 1.10
Table 1-2 Level of Service Descriptions – Freeways 1.11
Table 1-3 Volume/Capacity Ratio Level of Service Ranges 1.12
Table 1-4 LOS Criteria for Basic Freeway Segments 1.14
Table 1-5 Arterial Intersection Performance Criteria 1.15
Table 1-6 Freeway Mainline Performance Criteria 1.17
Table 2-1 ICU and LOS Summary - Existing Conditions 2.11
Table 2-2 Freeway AADT Volumes - Existing Conditions 2.12
Table 2-3 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) - Existing Conditions 2.13
Table 2-4 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) - Existing Conditions 2.15
Table 2-5 Defined Related Projects Included in the Cumulative Database 2.21
Table 2-6 State Highway Traffic Growth Rates (2008 through 2012) 2.26
Table 3-1 Trip Generation Rates 3.4
Table 3-2 Land Use and Trip Generation Summary – Entrada South 3.4
Table 3-3 Internal and External Trip Volumes and Percentages 3.5
Table 3-4 Project Trip Summary 3.6
Table 3-5 LOS Summary - Buildout Conditions (On-Site) 3.14
Table 3-6 Traffic Signal ADT Warrant Analysis – ADT Volumes (On-Site) 3.15
Table 3-7 Traffic Signal Peak Hour Warrant Analysis (On-Site) 3.16
Table 4-1 ICU Summary – Existing plus Ambient Growth Conditions (2024) with and without Project 4.9
Table 4-2 Off-Site Mitigation Measures for Project Impacts – Existing plus Ambient Growth Conditions (2024) 4.10
Table 4-3 ICU Summary – Existing plus Ambient Growth Conditions (2024) with Project Mitigation 4.10
Table 4-4 Freeway AADT Summary - Cumulative Conditions (2024) with and without Project 4.22
Table 4-5 ICU Summary – Cumulative Conditions (2024) with and without Project 4.23
Table 4-6 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) - Cumulative (2024) Conditions with and without Project 4.25
Table 4-7 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) - Cumulative (2024) Conditions with and without Project 4.28
Table 4-8 Off-Site Mitigation Measures for Project Impacts – 2024 Cumulative Conditions 4.32
Table 4-9 ICU Summary – Cumulative Conditions (2024) with Project Mitigation 4.33
Table 4-10 ICU Summary – CMP Methodology 4.35
Table 4-11 Freeway Volume Summary – CMP Monitoring Locations 4.36
Table 4-12 Freeway Mainline Analysis – CMP Methodology 4.37
Table 4-13 Transit Trip Summary 4.38
Table 5-1 Freeway AADT Summary – Existing Conditions with and without Project 5.13
Table 5-2 ICU Summary – Existing Conditions with and without Project 5.15
Table 5-3 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) – Existing Conditions with and without Project 5.17
Table 5-4 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) – Existing Conditions with and without Project 5.20

Table 5-5 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) – Existing Conditions with and without Project with Improvements Under Construction 5.23
Table 5-6 Off-Site Mitigation Measures for Project Impacts – Existing plus Project Conditions 5.25
Table 5-7 ICU Summary – Existing plus Project Conditions with Project Mitigation 5.25
Table 5-8 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with and without Project 5.28
Table 5-9 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with and without Project 5.30
Table 5-10 Impact Summary – 2034 Cumulative Conditions 5.32
Table 5-11 Off-Site Mitigation Measures for Project Impacts – 2034 Cumulative Conditions 5.33
Table 5-12 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with Project Mitigation 5.34
Table 5-13 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with Project Mitigation 5.35

LIST OF FIGURES

Figure 1-1 Project Site Location....1.2
Figure 1-2 Project Site Plan....1.3
Figure 1-3 Project Local Study Area – Intersection Location Map....1.4
Figure 1-4 Project Regional Study Area – Freeway Analysis Locations....1.5
Figure 2-1 Existing Roadway System....2.2
Figure 2-2 Existing Intersection Lane Configurations (North Area)....2.3
Figure 2-3 Existing Intersection Lane Configurations (South Area)....2.4
Figure 2-4 ADT Volumes (000s) – Existing Conditions....2.5
Figure 2-5 AM Peak Hour Turning Movement Volumes – Existing Conditions (North Area)....2.6
Figure 2-6 AM Peak Hour Turning Movement Volumes – Existing Conditions (South Area)....2.7
Figure 2-7 PM Peak Hour Turning Movement Volumes – Existing Conditions (North Area)....2.8
Figure 2-8 PM Peak Hour Turning Movement Volumes – Existing Conditions (South Area)....2.9
Figure 2-9 Existing and Future Bicycle Facilities....2.18
Figure 2-10 Related Projects Location Map....2.24
Figure 3-1 On-Site Roadways and Intersection Lane Configurations....3.2
Figure 3-2 Project Trip Distribution (%)....3.7
Figure 3-3 ADT Volumes, Buildout of Entrada South and all Cumulative Development – On-Site....3.9
Figure 3-4 AM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development – Project Access....3.10
Figure 3-5 AM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development – On-Site....3.11
Figure 3-6 PM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development – Project Access....3.12
Figure 3-7 PM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development – On-Site....3.13
Figure 3-8 ADT Volumes (000s) – Project Only (Year 2024)....3.18
Figure 3-9 AM Peak Hour Turning Movement Volumes – Project Only (Year 2024) North Area....3.19
Figure 3-10 PM Peak Hour Turning Movement Volumes – Project Only (Year 2024) South Area....3.20
Figure 3-11 AM Peak Hour Turning Movement Volumes – Project Only (Year 2024) North Area....3.21
Figure 3-12 PM Peak Hour Turning Movement Volumes – Project Only (Year 2024) South Area....3.22
Figure 4-1 ADT Volumes (000s) – Existing plus Ambient Growth (2024)....4.3
Figure 4-2 AM Peak Hour Volumes (000s) – Existing plus Ambient Growth (2024)....4.4
Figure 4-3 PM Peak Hour Volumes (000s) – Existing plus Ambient Growth (2024)....4.5
Figure 4-4 ADT Volumes (000s) – Existing plus Ambient plus Project (2024)....4.6
Figure 4-5 AM Peak Hour Volumes (000s) – Existing plus Ambient plus Project (2024)....4.7
Figure 4-6 PM Peak Hour Volumes (000s) – Existing plus Ambient plus Project (2024)....4.8
Figure 4-7 ADT Volumes (000s) – Cumulative Conditions without Project (2024)....4.11
Figure 4-8 AM Peak Hour Volumes (000s) – Cumulative Conditions without Project (2024) North Area....4.12
Figure 4-9 AM Peak Hour Volumes (000s) – Cumulative Conditions without Project (2024) South Area....4.13

Figure 4-10 PM Peak Hour Volumes (000s) – Cumulative Conditions without Project (2024) North Area....4.14
Figure 4-11 PM Peak Hour Volumes (000s) – Cumulative Conditions without Project (2024) South Area....4.15
Figure 4-12 ADT Volumes (000s) – Cumulative Conditions with Project (2024)....4.17
Figure 4-13 AM Peak Hour Volumes (000s) – Cumulative Conditions with Project (2024) North Area....4.18
Figure 4-14 AM Peak Hour Volumes (000s) – Cumulative Conditions with Project (2024) South Area....4.19
Figure 4-15 PM Peak Hour Volumes (000s) – Cumulative Conditions with Project (2024) North Area....4.20
Figure 4-16 PM Peak Hour Volumes (000s) – Cumulative Conditions with Project (2024) South Area....4.21
Figure 5-1 ADT Volumes (000s) – Project Only (Existing Roadway Network)....5.2
Figure 5-2 AM Peak Hour Turning Movement Volumes – Project Only (Existing Roadway Network) North Area....5.4
Figure 5-3 PM Peak Hour Turning Movement Volumes – Project Only (Existing Roadway Network) South Area....5.5
Figure 5-4 AM Peak Hour Turning Movement Volumes – Project Only (Existing Roadway Network) North Area....5.6
Figure 5-5 PM Peak Hour Turning Movement Volumes – Project Only (Existing Roadway Network) South Area....5.7
Figure 5-6 ADT Volumes (000s) – Existing plus Project (Existing Roadway Network)....5.8
Figure 5-7 AM Peak Hour Volumes (000s) – Existing plus Project (Existing Roadway Network) North Area....5.9
Figure 5-8 AM Peak Hour Volumes (000s) – Existing plus Project (Existing Roadway Network) South Area....5.10
Figure 5-9 PM Peak Hour Volumes (000s) – Existing plus Project (Existing Roadway Network) North Area....5.11
Figure 5-10 PM Peak Hour Volumes (000s) – Existing plus Project (Existing Roadway Network) South Area....5.12

LIST OF APPENDICES

APPENDIX A ICU WORKSHEETS OFF-SITE A.1

APPENDIX B LOS OPERATIONAL WORKSHEETS B.1

APPENDIX C TRAFFIC COUNT WORKSHEETS..... C.1

APPENDIX D TRAFFIC SIGNAL WARRANT D.1

APPENDIX E TRAFFIC VOLUME FAIR SHARE CALCULATIONS..... E.1

APPENDIX F CONSTRUCTION TRAFFIC ESTIMATES.....F.1

APPENDIX G 2012 AND 2014 TRAFFIC COUNT COMPARISON..... G.1

APPENDIX H I-5 NORTH CORRIDOR IMPROVEMENT PROJECTS..... H.1

1.0 Introduction

The Entrada South Project (the Project) is a proposed mixed-use master-planned community located in northwestern unincorporated Los Angeles County. The Project is located just west of Interstate 5 (I-5) and The Old Road, south of the Six Flags Magic Mountain Amusement Park, north of the existing Westridge community, and directly east of the Mission Village planned development in the approved Newhall Ranch Specific Plan.

1.1 PROPOSED PROJECT

Figure 1-1 illustrates the general location of the Project. The Project includes Vesting Tentative Tract Map (VTTM) 053295, which consists of a variety of land uses – including 339 single-family dwelling units (DU) and 1,235 multi-family condominium units and/or townhome units, for a total of 1,574 DUs. Furthermore, the Project seeks approval of approximately 295,200 square feet of commercial retail development, 435,000 square feet of general office, and one elementary school. The Project also proposes 5.6 acres of public park, 2.9 acres of recreation centers to serve Entrada residents, a 27.2-acre spineflower preserve, and 106.8 acres of open space. The proposed Project site plan, based upon the Entrada South VTTM, is shown in Figure 1-2.

The Project also includes a 119.1-acre area consisting of External Map Improvements, including grading, utility, roadway, drainage, and other infrastructure improvements which are outside VTTM 053295, but which are necessary to support full Project implementation. The External Map Improvements include segments of Westridge Parkway, Media Center Drive, and Commerce Center Drive. Site access will be provided by a westerly extension of Magic Mountain Parkway and a northerly extension of Westridge Parkway. Figure 1-3 illustrates the roadways providing access to the Project site.

The site is currently undeveloped, but at buildout the development will result in approximately 31,500 average daily trips (36,000 daily trip ends) after taking into account the proposed land uses for the Project site. Detailed trip generation and trip distribution data is provided in Chapter 3.0, Project Description.

1.2 STUDY AREA

The study area includes the roadways and intersections within the project site as well as locations off-site where project-generated traffic could potentially cause a significant impact. The study area for the local Santa Clarita Valley area is presented in Figure 1-3. The regional study area, which takes into account the freeway system, is presented in Figure 1-4. The area includes several future new roadways, as well as improvements to existing roadways, all of which are currently planned and programmed. As shown, the study area extends easterly to include Bouquet Canyon Road

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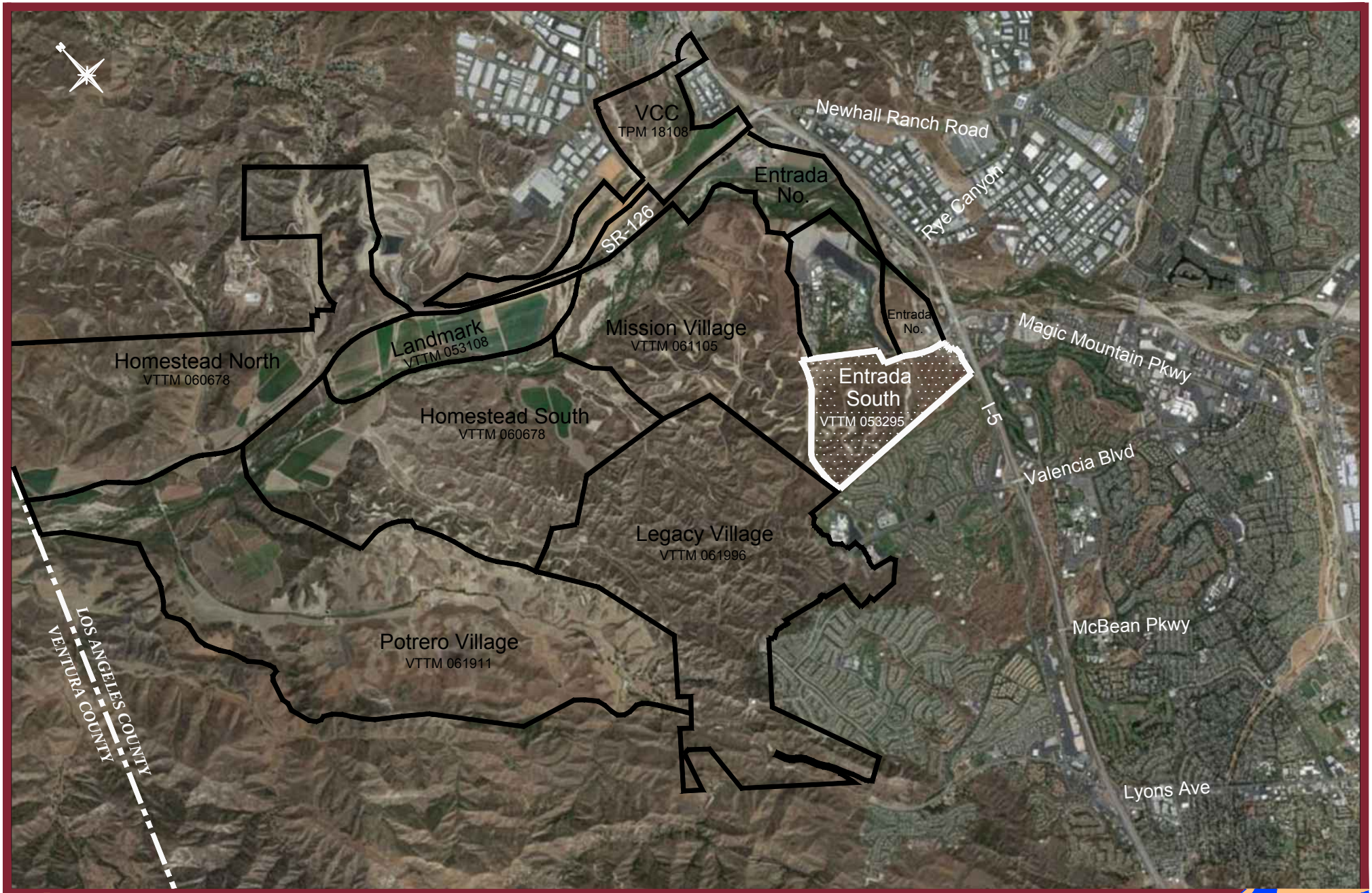

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Project Site Location

Figure 1-1

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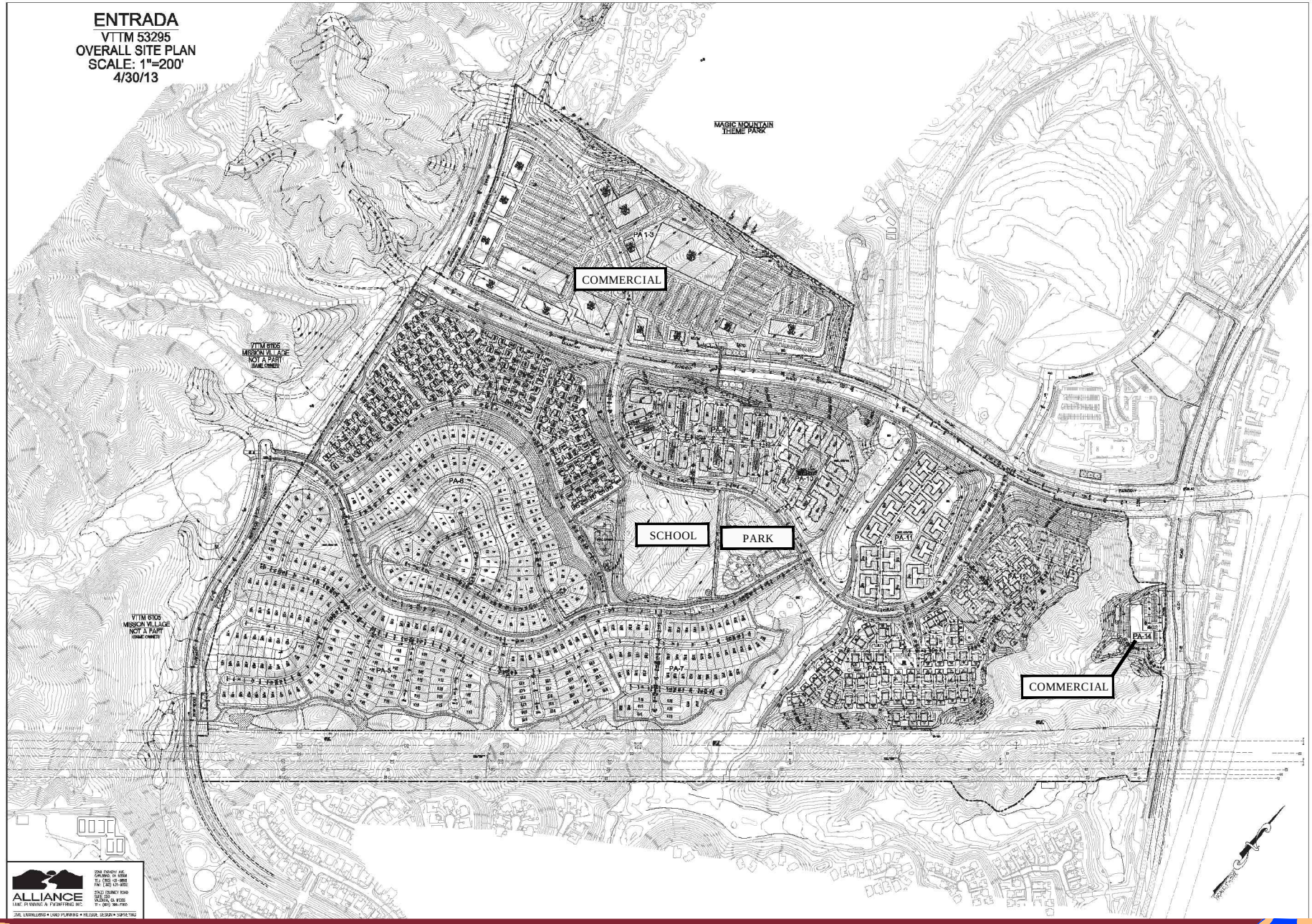
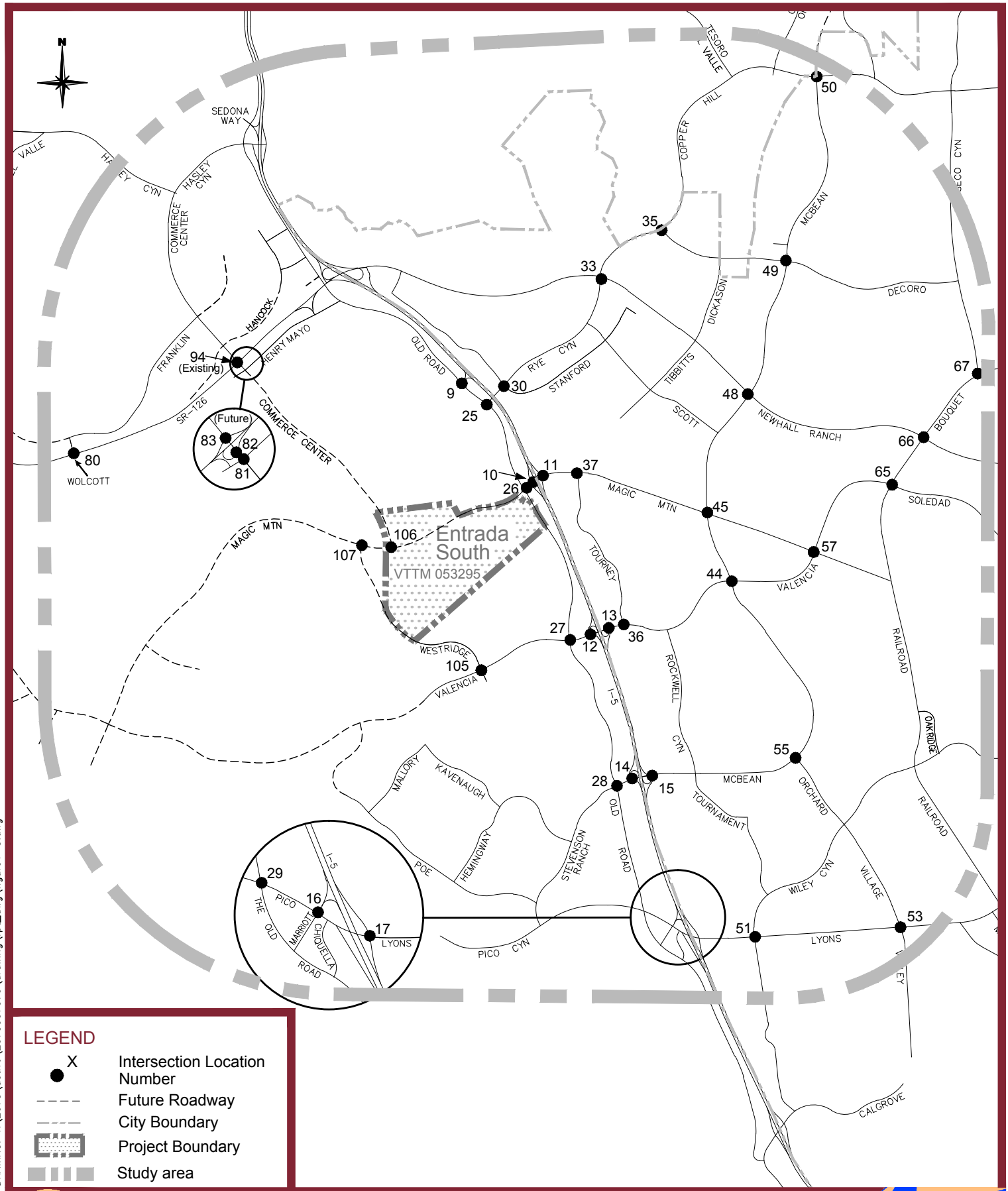


Project Site Plan

Figure 1-2



LEGEND

- X — Intersection Location Number
- Future Roadway
- City Boundary
- Project Boundary
- Study area

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Project Local Study Area - Intersection Location Map

Figure 1-3

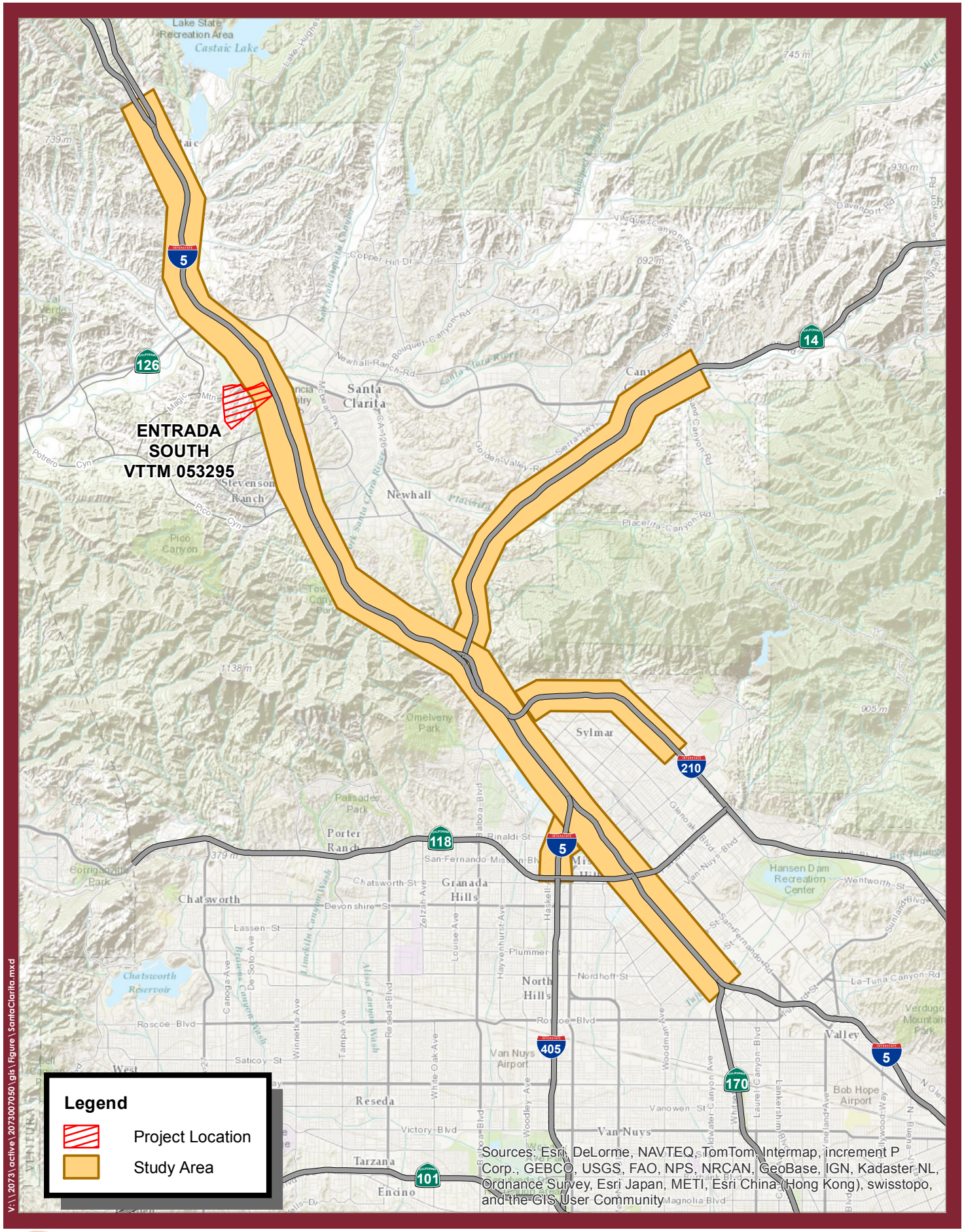

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Figure 1-4

Project Regional Study Area - Freeway Analysis Location

1.5

and Railroad Avenue in the City of Santa Clarita, and westerly to include the planned extensions of Magic Mountain Parkway, Valencia Boulevard, and the future Long Canyon Road. The study area was derived by utilizing a traffic model to distribute project trips to the area's roadways (see Section 1.3.1 for additional discussion of the traffic model used for this analysis), and each major intersection with a discernible volume of project traffic (i.e., daily traffic volumes > 500 ADT) was included in the study area.

1.3 METHODOLOGY

The traffic analysis evaluates the proposed project utilizing the established guidelines of the Los Angeles County Department of Public Works (See Reference 4 in Section 1.6). For locations within the City of Santa Clarita, the analysis follows the City's established guidelines for analysis (See Reference 5 in Section 1.6). A plan-to-ground analysis (i.e., existing conditions plus project analysis) is also provided. The scenarios analyzed are as follows:

1. Existing Conditions
2. Existing Conditions plus Project
3. Existing Conditions plus Ambient Growth
4. Existing Conditions plus Ambient Growth plus Project
5. Year 2024 Cumulative Conditions/Related Projects without Project
6. Year 2024 Cumulative Conditions/Related Projects with Project
7. Year 2034 Cumulative Conditions (Buildout) without Project
8. Year 2034 Cumulative Conditions (Buildout) with Project

1.3.1 Project Impact Analysis

The County's traffic study guidelines specify the analysis of Scenarios 1, 3, 4 and 6 shown above. Additionally, the City of Santa Clarita utilizes Scenario 5 for determining project impacts, and Scenario 2 is utilized to provide a plan-to-ground analysis (i.e., existing conditions, plus project).

Since the Santa Clarita Valley is a growing area with numerous proposed, approved and pending projects (i.e., "Related Projects"), the Cumulative Conditions Scenarios are based on forecasts derived using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM) as that model has the capability of forecasting the complex interaction of vehicle trips between existing and future land uses.

The SCVCTM was developed jointly by the County of Los Angeles Department of Public Works and the City of Santa Clarita and is the primary tool used for forecasting traffic volumes for the

Santa Clarita Valley. The SCVCTM has the ability to provide traffic volume forecasts for a long-range setting, which represents buildout conditions (generally considered as year 2035 or later), as well as Interim Year forecasts that are based on a defined list of planned, approved, and pending projects. The SCVCTM is regularly updated and is based on the currently approved General Plans of the County and City of Santa Clarita.

1.3.2 Westside Roadway Phasing Analysis

Incorporated as reference for this traffic impact analysis is a special comprehensive phasing analysis, the Westside Santa Clarita Valley Roadway Phasing Analysis (Phasing Analysis), that was prepared to address the cumulative development of planned projects in the Santa Clarita Valley that are generally located west of the I-5 freeway (Westside projects; see Reference 8 in Section 1.6). The Phasing Analysis was approved by the County in May 2007 for use as a supporting document for traffic studies evaluating Westside projects, such as Entrada South. The Phasing Analysis will be updated at predefined intervals. The specific projects addressed by the Phasing Analysis are as follows:

1. Mission Village (VTTM 061105 – Part of the Newhall Ranch Specific Plan area)
2. Landmark Village (VTTM 053108 – Part of the Newhall Ranch Specific Plan area)
3. Homestead South (VTTM 060678 – Part of the Newhall Ranch Specific Plan area)
4. Homestead North (Part of the Newhall Ranch Specific Plan area)
5. Potrero Village (VTTM 061911 – Part of the Newhall Ranch Specific Plan area)
6. Legacy Village (VTTM 061996 – Part of the Stevenson Ranch area)
7. Entrada South (VTTM 053295)
8. Entrada North (VTTM 071377)
9. Valencia Commerce Center (TPM 18108)

The Westside study area includes the Entrada South Project Site, the entirety of the approved Newhall Ranch Specific Plan area (Mission Village, Landmark Village, Homestead North and South, and Potrero Village), the Entrada North Project Site, the Legacy Village Project Site, as well as the undeveloped portions of the Valencia Commerce Center industrial park area. The Phasing Analysis evaluates the cumulative impact of these areas as they build out over the next 25 years. All together, these projects represent the development of over 27,000 residential dwelling units and over 11 million square feet of commercial uses. Along with the phased development of the Westside projects, the Phasing Analysis incorporates other anticipated development projects outside of the Westside area (see discussion in Section 2.2.2), as well as the buildout of the remaining portions of the Santa Clarita Valley, as allowed by the City and County General Plans.

The Phasing Analysis identifies milestones based on residential unit counts and commercial square footage to specify when the specific improvements should be in place. As such, the Entrada South project will be developed in accordance with these milestones and the corresponding specific improvements as identified in the Phasing Analysis. At each location where a threshold is

exceeded, improvements have been identified that result in LOS D conditions, which are generally considered an acceptable peak hour level of service for suburban areas. In that regard, by being part of the overall Westside Phasing program, the Entrada South project complies with the County's traffic impact analysis guidelines requirement to provide fair-share mitigation for cumulative (i.e., existing plus ambient growth plus project plus related project) impacts.

1.3.3 Westside Bridge and Major Thoroughfare District

The Project Site is located within the Westside Bridge and Major Thoroughfare District (B&T District), an area of benefit for financing specific improvements in the Westside area of the Santa Clarita Valley. The Westside B&T District (see Reference 11 in Section 1.6) was established in July, 2011, and it provides an equitable financing mechanism by which new development within the District boundaries will share the costs of providing full roadway mitigation improvements.

The Santa Clarita Valley includes several established B&T Districts, which fund roadway improvements using impact fees paid by land developments located within the respective District. The roadway improvements have been planned to accommodate forecasted traffic growth occurring both within the District and cumulative traffic from outside the District. For example, the Westside B&T District will fund the construction of major new roadways, such as Magic Mountain Parkway, Long Canyon Road, and Valencia Boulevard, the Commerce Center Drive Bridge over the Santa Clara River, widening of The Old Road to Major Highway standards, interchange improvements for the I-5 freeway, and numerous intersection improvements for existing intersections throughout the District (see Reference 11 in Section 1.6 for a complete listing of all District improvements).

The Westside B&T District fee was established in 2011 as $21,400 per factored dwelling unit (FDU), and is subject to escalation annually. Each type of major land use within the District has been assigned a FDU value based on the average traffic impact for that category relative to a single-family residence, as shown below:

- Single Family Residential ..... 1.0 FDU
- Condominium/Townhome ..... 0.8 FDU
- Apartment..... 0.7 FDU
- Commercial (per gross acre) ..... 5.0 FDU
- Industrial (per gross acre) ..... 3.0 FDU

The proposed project will participate in the Westside B&T District through the payment of District fees (typically at the time of final map recordation) and/or by constructing District-identified improvements prior to map recordation.

1.4 PERFORMANCE CRITERIA

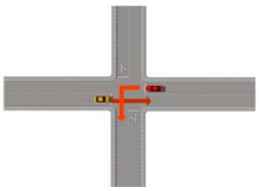
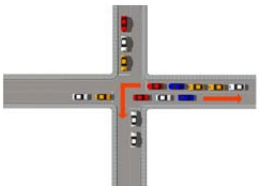
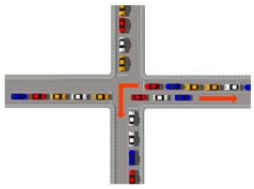
For CEQA purposes, defined performance criteria are utilized to determine if a proposed project causes a significant impact. Performance criteria are based on two primary measures. The first is "capacity", which establishes the vehicle carrying ability of a roadway and the second is "volume." The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding level of service (LOS) is defined. Traffic LOS is designated "A" through "F" with LOS "A" representing free flow conditions and LOS F representing severe traffic congestion. Traffic flow quality for each LOS is described in Table 1-1 for arterial roadways and intersections, and in Table 1-2 for freeways.

Table 1-3 summarizes the V/C ranges that correspond to LOS "A" through "F" for arterial roads, intersections and freeway segments. The V/C ranges listed for arterial roads and intersections within the study area are those used by the County of Los Angeles and the City of Santa Clarita. The V/C ranges listed for freeway segments are based on the V/C and LOS relationships specified in the 2010 Highway Capacity Manual (see Reference 3 in Section 1.6 and referred to as "HCM 2010" in this report) for basic freeway sections with free-flow speeds of 65 miles per hour, and the V/C methodology is specified by the County's Congestion Management Program (CMP) for the evaluation of CMP freeway monitoring stations.

Both the V/C ratio and the LOS are used in determining impact significance. Certain LOS values are deemed unacceptable, and increases in the V/C ratio which cause or contribute to the LOS being unacceptable are defined as a significant impact. Note that while the Caltrans guidelines for the preparation of traffic studies (see Reference 6 in Section 1.6) recommend the HCM 2010 method for the evaluation of State highway facilities, those guidelines do not include a threshold of significance criteria for the determination of a significant project impact that is based on the HCM 2010 methodologies. While the Caltrans guidelines do not identify specific impact criteria due to differences between rural and urban areas of the State, as well as differences between the northern, central, and southern regions, the local Caltrans Districts will determine the impact criteria based on the appropriate requirements of that District. As such, the thresholds of significance criteria specified by the local agencies (i.e., Caltrans District 7, County of Los Angeles, City of Santa Clarita, and the LA County CMP) are utilized for this analysis.

In establishing V/C based performance criteria, there are certain items that need to be addressed to obtain suitable V/C estimates and relate them to LOS. For instance, while average daily traffic (ADT) is a useful measure to show general levels of traffic on a facility and to provide data for other related aspects such as noise and air quality, highway congestion is largely a peak hour or peak period occurrence and ADT does not reflect peak period conditions very effectively. Because of this, ADT is not used here as the basis for capacity evaluation but instead this evaluation focuses on those parts of the day when such congestion can occur, specifically the AM and PM peak hours.

Table 1-1 Level of Service Descriptions – Arterial Roadways and Intersections

LOS	Traffic Flow Description	V/C or ICU
A	 Minimal or no vehicle delay.	0.00 – 0.60
B	Slight delay to vehicles.	0.61 – 0.70
C	Moderate vehicle delays, traffic flow remains stable.	0.71 – 0.80
D	 More extensive delays at intersections.	0.81 – 0.90
E	 Long queues create lengthy delays.	0.91 – 1.00
F	Severe delays and congestion.	> 1.00

Sources: HCM 2010, Congestion Management Program of Los Angeles County
V/C = Volume to Capacity ratio
ICU = Intersection Capacity Utilization

Table 1-2 Level of Service Descriptions – Freeways

LOS	Traffic Flow Description		Density (pc/mi/ln)
A		Free-flow conditions. Free-flow speed prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.	≤11
B		Reasonably free-flow operations, and free-flow speed on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.	>11 – 18
C		Traffic flow and speeds near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.	>18 – 26
D		Speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.	>26 – 35
E		Operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. The physical and psychological comfort afforded to drivers is poor.	>35 – 45
F		Breakdown, or unstable flow. Breakdown occurs when the ratio of demand to capacity exceeds 1.00. Whenever queues due to a breakdown exist, they have the potential to extend upstream for considerable distances.	>45

Source: HCM 2010
pc/mi/ln = passenger cars per mile per lane

Table 1-3 Volume/Capacity Ratio Level of Service Ranges

LOS	Roadway V/C & Intersection ICU Ranges	Freeway Segment V/C Ranges[1]
A	0.00 – 0.60	0.00 – 0.30
B	0.61 – 0.70	0.31 – 0.50
C	0.71 – 0.80	0.51 – 0.71
D	0.81 – 0.90	0.72 – 0.89
E	0.91 – 1.00	0.90 – 1.00
F	Above 1.00	Above 1.00

Sources: Congestion Management Program of Los Angeles County
HCM 2010

[1]Values based on a free flow speed of 65 mph.

For the arterial and freeway system, the peak hour is the accepted time period used for impact evaluation and a number of techniques are available to establish suitable V/C ratios and define the corresponding LOS. These definitions and procedures are established by individual local jurisdictions, such as the County, the City of Santa Clarita, or by regional programs such as the Congestion Management Program (CMP).

The analysis of the arterial road system is based on intersection capacity since this is the defining capacity limitation on an arterial highway system. There may be exceptions where certain facilities have long distances between signalized intersections; however, that is not the case within the traffic analysis study area here, and, as such, peak hour intersection performance is the most representative measure for evaluating the study area arterial road system.

The analysis of the freeway system is based on peak hour volumes by direction. The measure used to provide an estimate of LOS can be V/C, speed (miles/hour) or density (passenger cars/mile/lane). The three basic measurements for traffic (speed, density, and volume) are interrelated in such a way that if values for two of these measures are known, the third can be computed. Table 1-4 shows the relationship between these three measures and how they translate to LOS.

Levels of service for arterial roadway intersections and for freeway mainline segments are determined based on operating conditions during the AM and PM peak hours. For intersections, the intersection capacity utilization (ICU) methodology is applied, providing a planning level basis for determining V/C and LOS. This methodology sums the V/C ratios for the critical movements of an intersection and is the preferred procedure for intersection analysis by the City of Santa Clarita and the County of Los Angeles. The ICU methodology is generally compatible with the intersection capacity analysis methodology outlined in the HCM 2010. For freeway segments, the V/C methodology is applied, which also provides a planning level basis for determining capacity utilization and LOS, and which is the methodology specified by the County CMP. The HCM 2010 equates V/C ratios to other performance measures such as speed and density as shown in the previously referenced Table 1-4.

The ICU calculation methodology and associated impact criteria for the study area arterial system are summarized in Table 1-5. The County utilizes a variable scale of ICU impact amounts that are based on the pre-project LOS. As shown in the previously referenced Table 1-5, the higher the pre-project LOS, the smaller the threshold for determining a significant impact. For long-range planning purposes when a specific project increment is not applicable, LOS D (ICU not to exceed 0.90) is a commonly accepted target level of service for the design of future intersections, as well as for existing intersections. The City of Santa Clarita strives to maintain LOS D for existing and future conditions. However, several intersections in both the City and the County have been

Table 1-4 LOS Criteria for Basic Freeway Segments

Criteria	LOS				
	A	B	C	D	E
Maximum density (pc/mi/ln)	11	18	26	35	45
Minimum speed (mi/h)	65.0	65.0	64.6	59.7	52.2
Maximum V/C	0.30	0.50	0.71	0.89	1.00
Maximum service flow rate (pc/h/ln)	710	1,170	1,680	2,090	2,350

Notes:

The exact mathematical relationship between density and V/C has not always been maintained at LOS boundaries because of the use of rounded values. Density is the primary determinant of LOS. The speed criterion is the speed at maximum density for a given LOS.

Values based on a free flow speed of 65 mph.

Source: HCM 2010

Table 1-5 Arterial Intersection Performance Criteria

V/C Calculation Methodology

Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:

Saturation Flow Rates:

County Methodology: 1,600 vehicles/hour/lane for through lanes, right-turn lanes, and single left-turn lanes
2,880 vehicles/hour/lane for dual left-turn lanes (total of both lanes)

City Methodology: 1,750 vehicles/hour/lane for all lanes

Clearance Interval: 0.10

Impact Thresholds

An intersection is considered to be significantly impacted if compared to the ICU in the no-project scenario, the ICU in the with-project scenario increases the ICU by the following:

County Thresholds:

Pre-Project ICU	Project Increment
0.71 - 0.80 (LOS C)[1]	greater than or equal to 0.04
0.81 - 0.90 (LOS D)	greater than or equal to 0.02
0.91 or more (LOS E & F)	greater than or equal to 0.01

City Thresholds:

With-Project ICU	Project Increment
0.81 - 0.90 (LOS D)	greater than or equal to 0.02
0.91 or more (LOS E & F)	greater than or equal to 0.01

[1]Note: The County guidelines do not address situations where pre-project conditions are less than 0.71. In that situation, County staff has interpreted the guidelines to mean that an increase resulting in a with-project condition of 0.75 or more is considered significant. The interpretation is based on the following scenario, which is addressed by the guidelines: 0.71 (pre-project) + 0.04 (project increment) = 0.75 and is a significant impact.

Abbreviations:
V/C – Volume/Capacity Ratio
LOS – Level of Service
ICU – Intersection Capacity Utilization

identified as operating at LOS E for General Plan Buildout Conditions as part of the General Plan/Area Plan update (see Reference 7 in Section 1.6).The freeway V/C calculation methodology and associated impact criteria for the study area freeway system are summarized in Table 1-6. The County CMP specifies that LOS E or existing LOS, whichever is worse, represents the performance standard for freeway segments, and Caltrans goal is to maintain no worse than LOS E in urban areas.

1.5 DEFINITIONS

Certain terms used throughout this report are defined below to clarify their intended meaning:

ADT	Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.
CMP	Congestion Management Program. A state mandated program administered by the Los Angeles County Metropolitan Transportation Authority (MTA) that provides a mechanism for coordinating land use and development decisions.
ICU	Intersection Capacity Utilization. A measure of the volume to capacity ratio for an intersection. Typically used to determine the peak hour level of service for a given set of intersection volumes.
LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments.
Peak Hour	This refers to the hour during the AM peak period (typically 7 AM - 9 AM) or the PM peak period (typically 3 PM - 6 PM) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.
Tripend	A trip generation measure which represents the total trips entering and leaving a location.
V/C	Volume to Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.
VPH	Vehicles per Hour. Used for roadway volumes (counts or forecasts) and trip generation estimates. Measures the number of vehicles in a one-hour period, typically the AM and PM peak hour.

Table 1-6 Freeway Mainline Performance Criteria

V/C Calculation Methodology

Level of service to be based on peak hour V/C values calculated using the following assumptions for a planning level analysis:

Saturation/Service Flow Rates:

Mainline Mixed-flow/General Purpose Lane:	2,000 vehicles/hour/lane
Mainline Mixed-flow/General Purpose Lane on an Extended Uphill Grade:	1,600 vehicles/hour/lane
High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT Lane:	1,600[1] vehicles/hour/lane
Auxiliary Lane:	1,000 vehicles/hour/lane
Auxiliary Lane for Freeway to Freeway Connectors:	2,000 vehicles/hour/lane
Truck Lane:	1,600 vehicles/hour/lane
Truck Lane on Extended Uphill Grade:	1,200 vehicles/hour/lane

Saturation flow rates derived from Caltrans PeMS data and through discussions with Caltrans staff.

[1] For buffered or contiguous HOV facilities, LOS C occurs at approximately 1,650 vph, or less if there is significant bus volume or if there are physical constraints (source: High Occupancy Vehicle Guidelines for Planning, Design and Operations, Caltrans, 2003, Chapter 2, page 4). However, for the purpose of planning studies, Caltrans District 7 has specified a capacity of 1,600 vph based on the desire to maintain an operating condition for the HOV lanes that is better than for general purpose lanes. As such, a V/C ratio of 1.00 in the HOV lane represents a better operating condition than a V/C ratio of 1.00 in the general purpose lanes.

Impact Threshold

A freeway mainline segment is considered to be significantly impacted if each of the following conditions are met:

The segment is forecast to operate deficiently (i.e., worse than LOS E (urban areas) or existing LOS, whichever is worse).

Compared to the V/C in the no-project alternative, the V/C in the with-project alternative increases by greater than or equal to .02 (the impact threshold specified in the CMP).

Abbreviations:

V/C – Volume/Capacity Ratio
PeMS – Performance Monitoring System
LOS – Level of Service
CMP – Congestion Management Program

1.6 REFERENCES

1. "Trip Generation 9th Edition," Institute of Transportation Engineers, 2012.
2. "Technical Memorandum – Newhall Ranch Villages Mixed-Use Trip Generation Estimate," Fehr & Peers, March 2010.
3. "Highway Capacity Manual 2010," Transportation Research Board, National Research Council, 2010.
4. "Traffic Impact Analysis Report Guidelines," County of Los Angeles Department of Public Works, January 1997.
5. "Preliminary Traffic Impact Report Guidelines," City of Santa Clarita, August 1990.
6. "Guide for the Preparation of Traffic Impact Studies," Caltrans, December 2002.
7. "One Valley One Vision Valley-Wide Traffic Study," Austin-Foust Associates, Inc., June 2010.
8. "Westside Santa Clarita Valley Roadway Phasing Analysis," Austin-Foust Associates, Inc., November 2006.
9. "I-5 HOV/Truck Lanes Project SR-14 to Parker Road Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact" (SCH No. 2007051028), State of California Department of Transportation, September 2009.
10. "I-5 HOT Lane Project Supplemental EIR/Environmental Reevaluation" (SCH No. 2007051028), State of California Department of Transportation, May 2013.
11. "Westside Bridge and Major Thoroughfare Construction Fee District Report," Los Angeles County Department of Public Works, February 2011.

2.0 Transportation Setting

This chapter describes the transportation setting for the traffic analysis. Existing conditions are first discussed, followed by a description of the buildout of the circulation system.

2.1 EXISTING CONDITIONS

The following section describes existing traffic conditions in the study area. It includes a description of the study area roadway system, existing traffic volumes and corresponding levels of service as defined by the performance criteria outlined in the previous chapter.

2.1.1 Existing Roadway System

The existing roadway network in the study area is illustrated in Figure 2-1. Existing intersection lane configurations are illustrated in Figure 2-2 for the northern portion of the study area and in Figure 2-3 for locations in the southern portion of the study area.

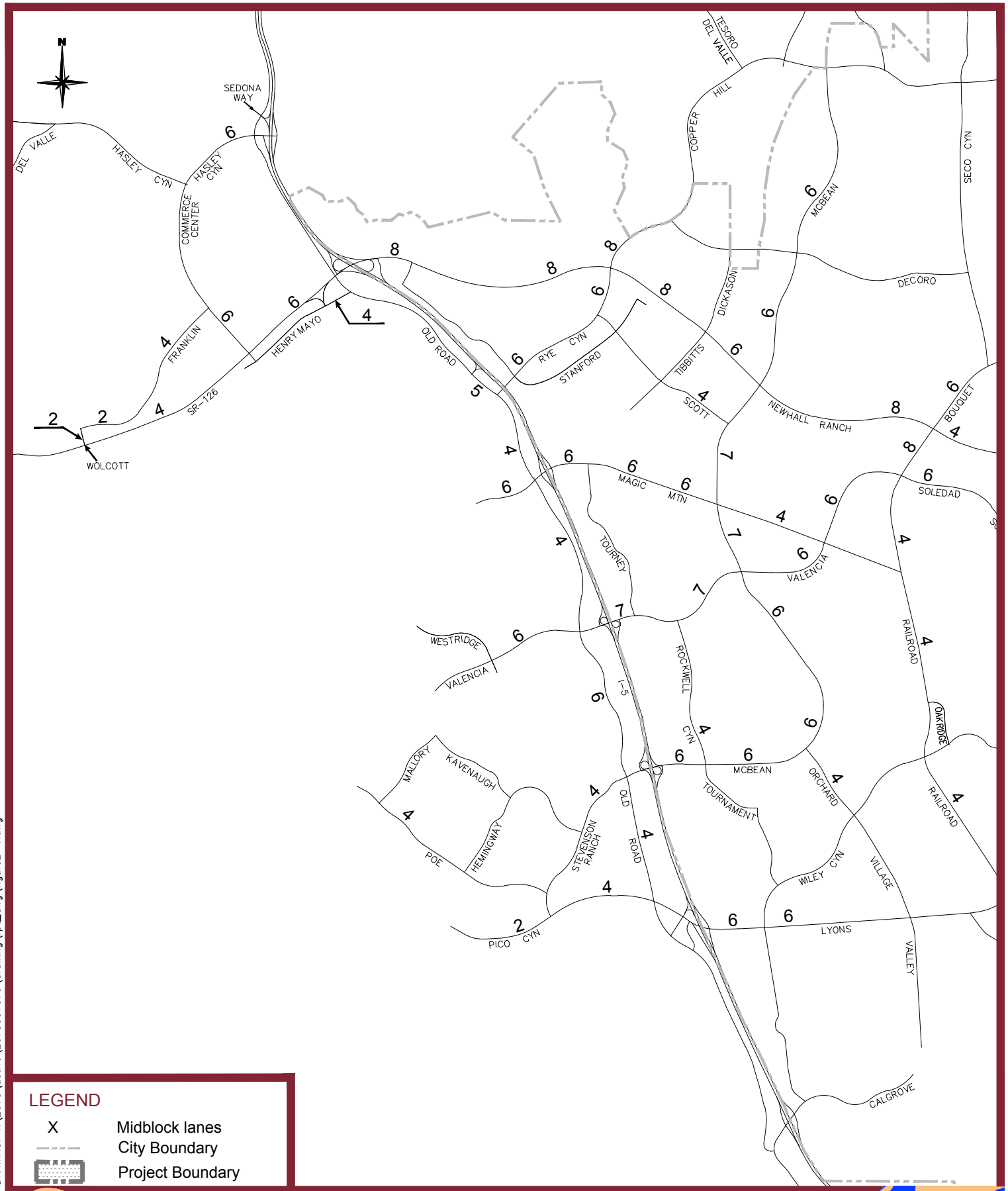
The Interstate 5 (I-5) Freeway, located east of the Project Site, provides for regional travel in the north/south direction. Additional freeways in the area include SR-14, which provides access to the Antelope Valley, and I-210 and I-405, which along with I-5 provide access to the region south of the Newhall Pass.

2.1.2 Existing Traffic Volumes and Levels of Service

Existing conditions (2012[1]) ADT volumes for the Santa Clarita Valley area are provided in Figure 2-4. Illustrations of peak hour turning movement volumes can be found in Figure 2-5 (North area) and Figure 2-6 (South area) for the AM peak hour, and in Figure 2-7 (North area) and in Figure 2-8 (South area) for the PM peak hour. Traffic count data was collected during the critical AM and PM peak hours on various dates between 2011 and 2012 throughout the study area. Printouts of the traffic count data sheets are provided in Appendix C.

As discussed in the section on performance criteria in Section 1.4, LOS is a concept developed to quantify the degree of comfort afforded to drivers as they travel on a given roadway. The degree of comfort includes such elements as travel time, number of stops, total amount of stopped delay, etc. As defined in the HCM 2010, six grades are used to denote the various LOS. The six are denoted A through F and a discussion of these was given in Section 1.4.

[1] Traffic counts were collected in 2012 specifically for use in this study. Subsequent traffic counts have been collected in 2014 to validate the 2012 data. Appendix G includes a comparison between these 2012 and 2014 counts and shows that traffic increased, on average, by 1.5% per year, which is less than the ambient annual growth rates assumed for this analysis (see discussion in Section 4.1).



LEGEND

X Midblock lanes

City Boundary

Project Boundary

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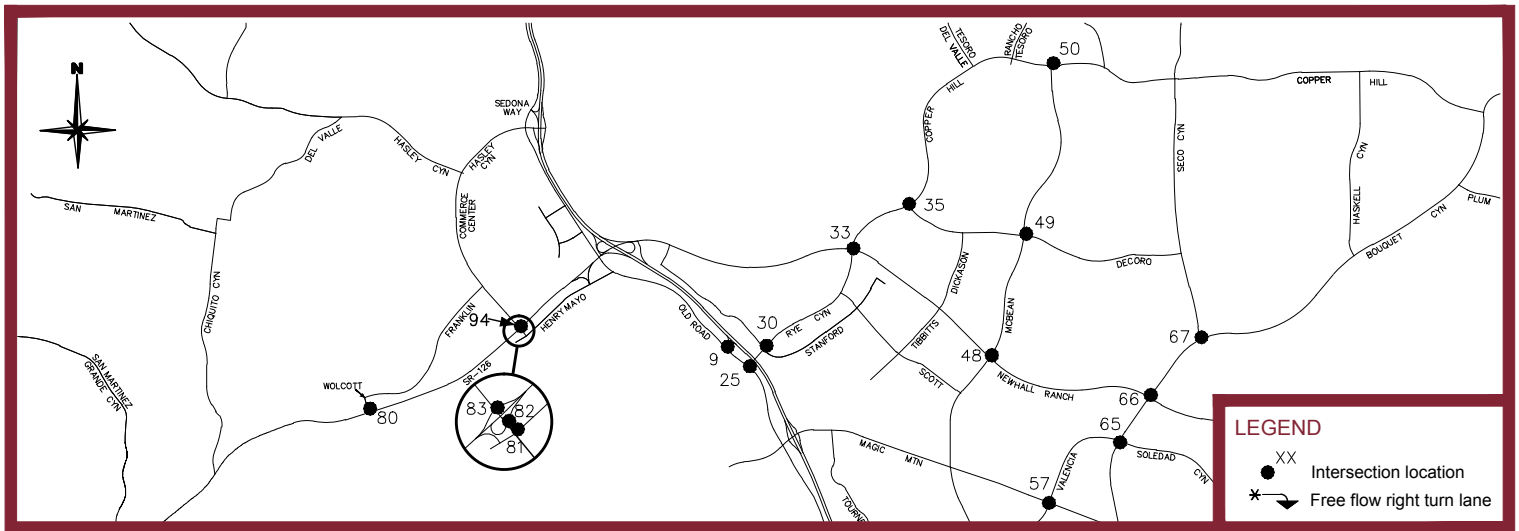
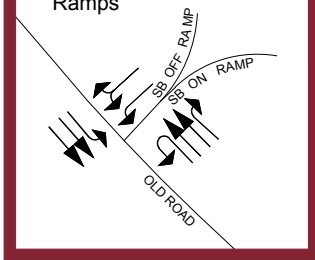
Existing Roadway System

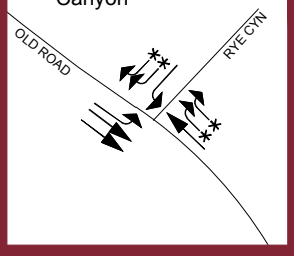
Figure 2-1



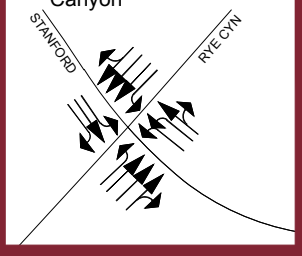
9. The Old Road & I-5 SB Ramps



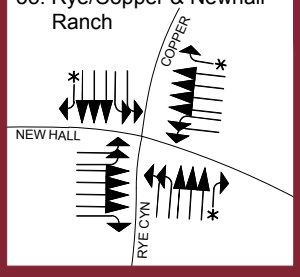
25. The Old Road & Rye Canyon



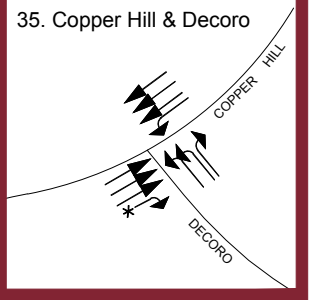
30. Ave Stanford & Rye Canyon



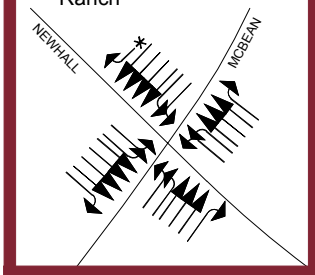
33. Rye/Copper & Newhall Ranch



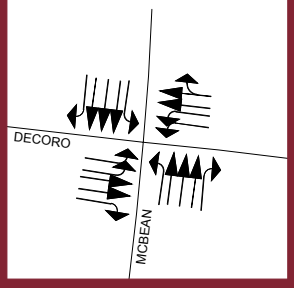
35. Copper Hill & Decoro



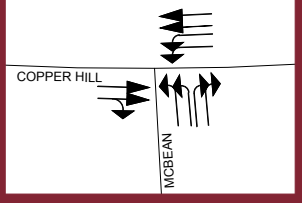
48. McBean & Newhall Ranch



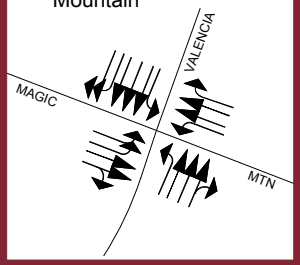
49. McBean & Decoro



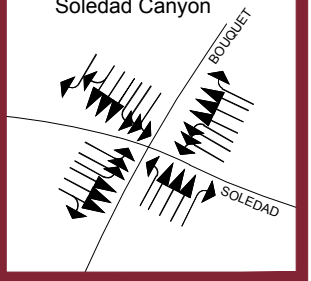
50. McBean and Copper Hill



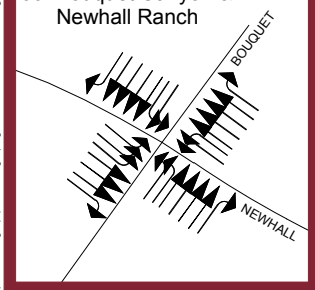
57. Valencia & Magic Mountain



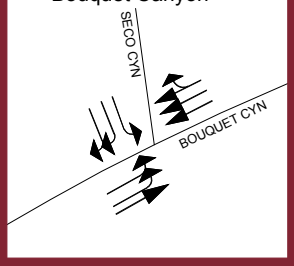
65. Bouquet Canyon & Soledad Canyon



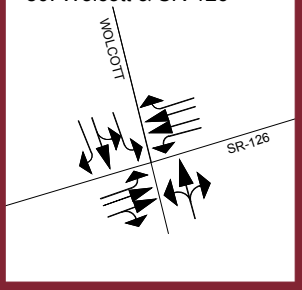
66. Bouquet Canyon & Newhall Ranch



67. Seco Canyon & Bouquet Canyon



80. Wolcott & SR-126



81. Commerce Center & Henry Mayo

Intersection under construction

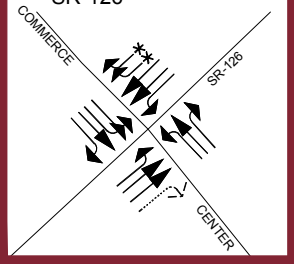
82. Commerce Center & SR-126 EB Ramps

Intersection under construction

83. Commerce Center & SR-126 WB Ramps

Intersection under construction

94. Commerce Center & SR-126



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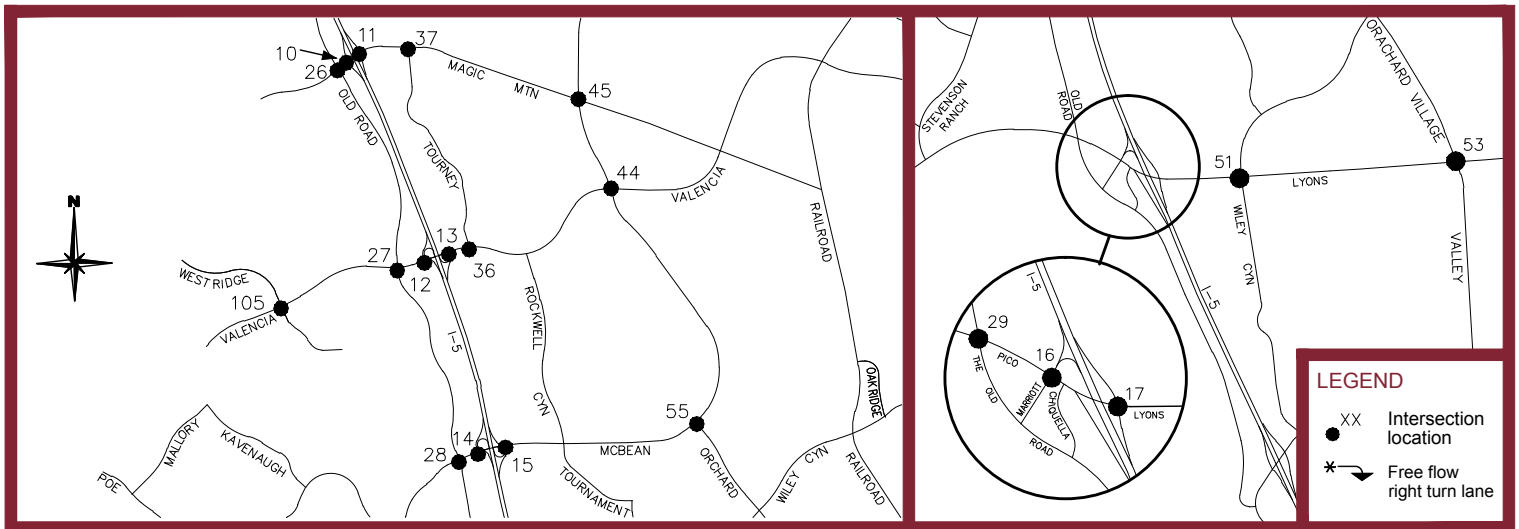
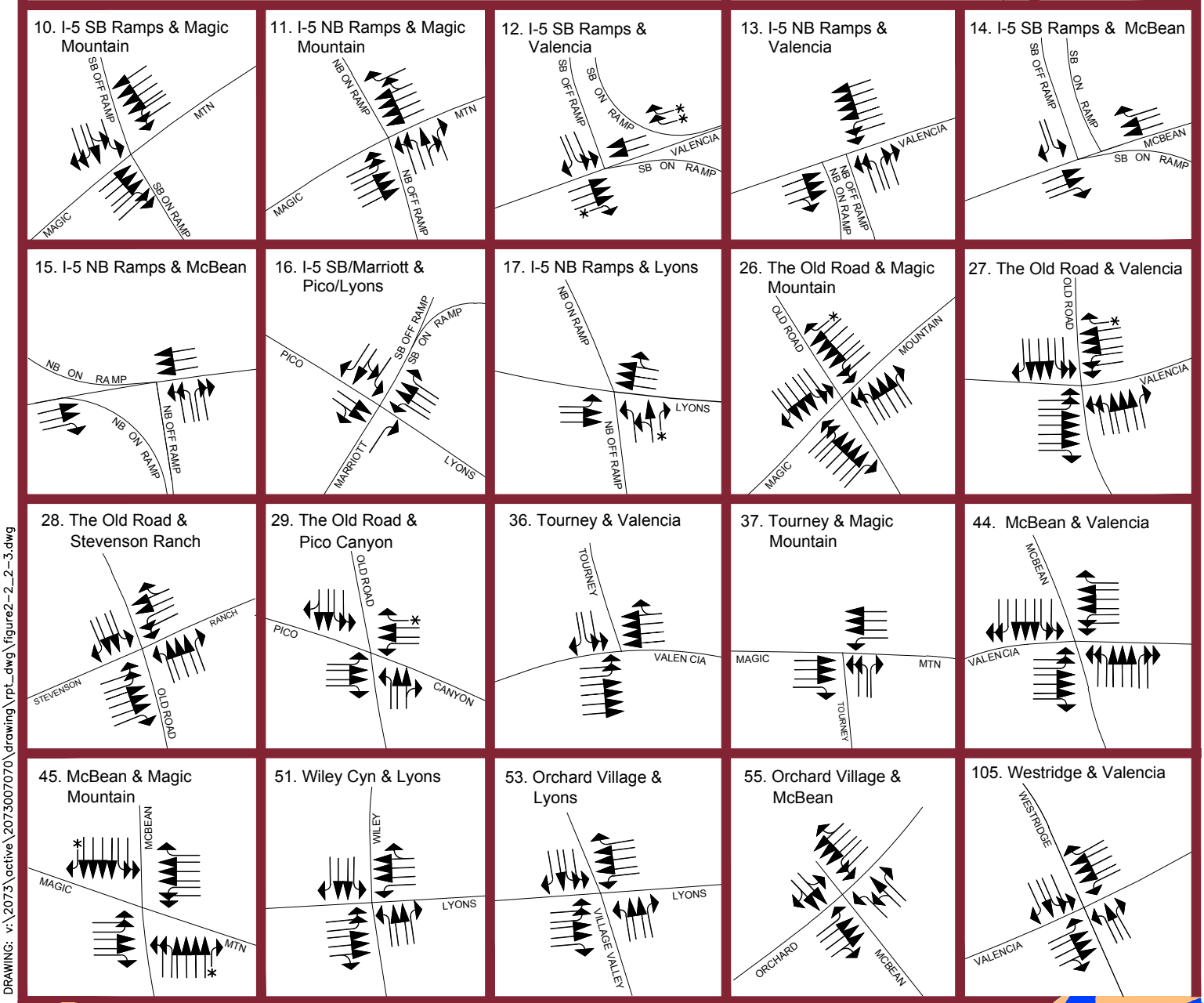
Stantec

Existing Intersection Lane Configurations
North Area

Figure 2-2





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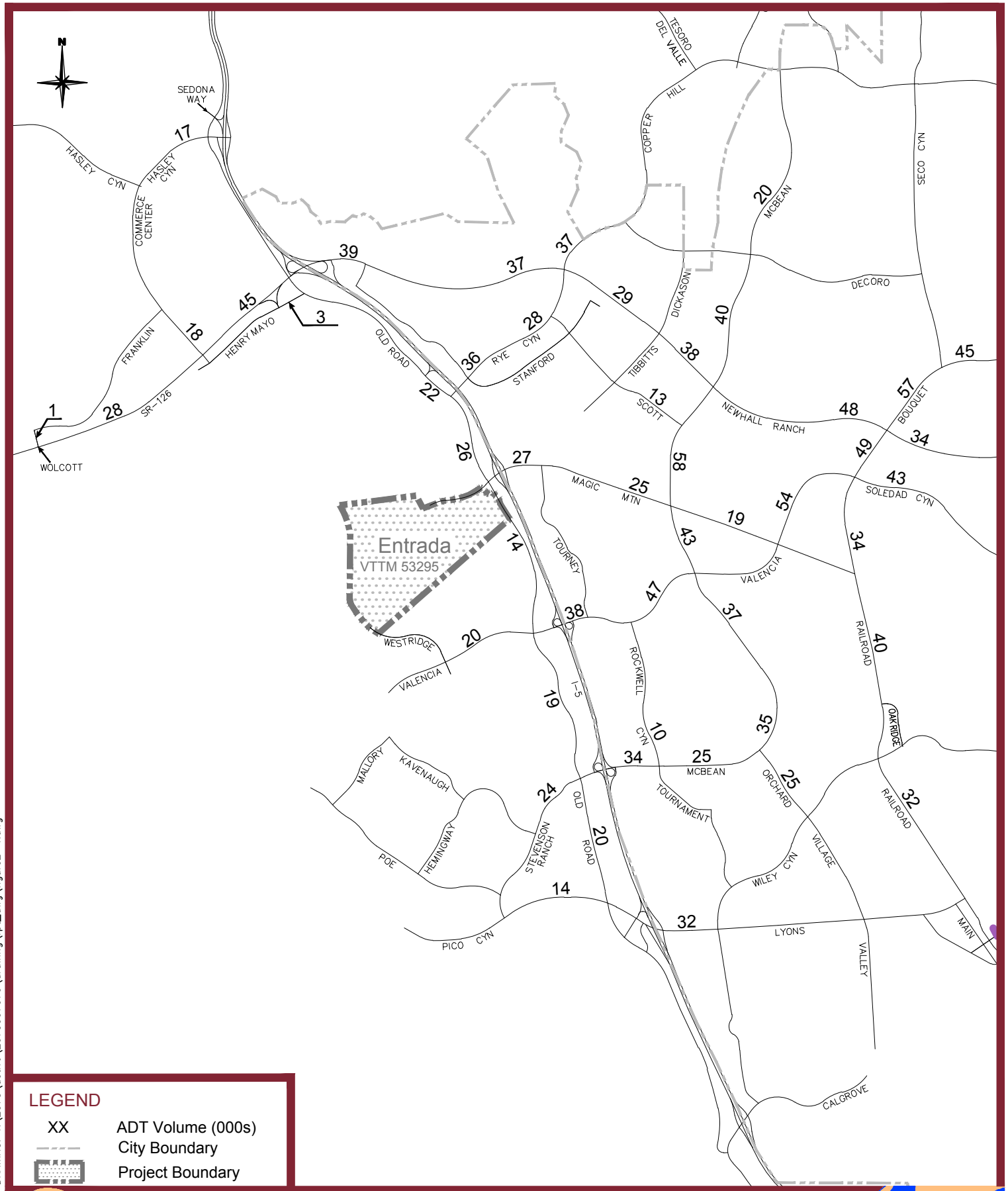
Stantec

Existing Intersection Lane Configurations
South Area

Figure 2-3



LEGEND

XX ADT Volume (000s)

City Boundary

Project Boundary

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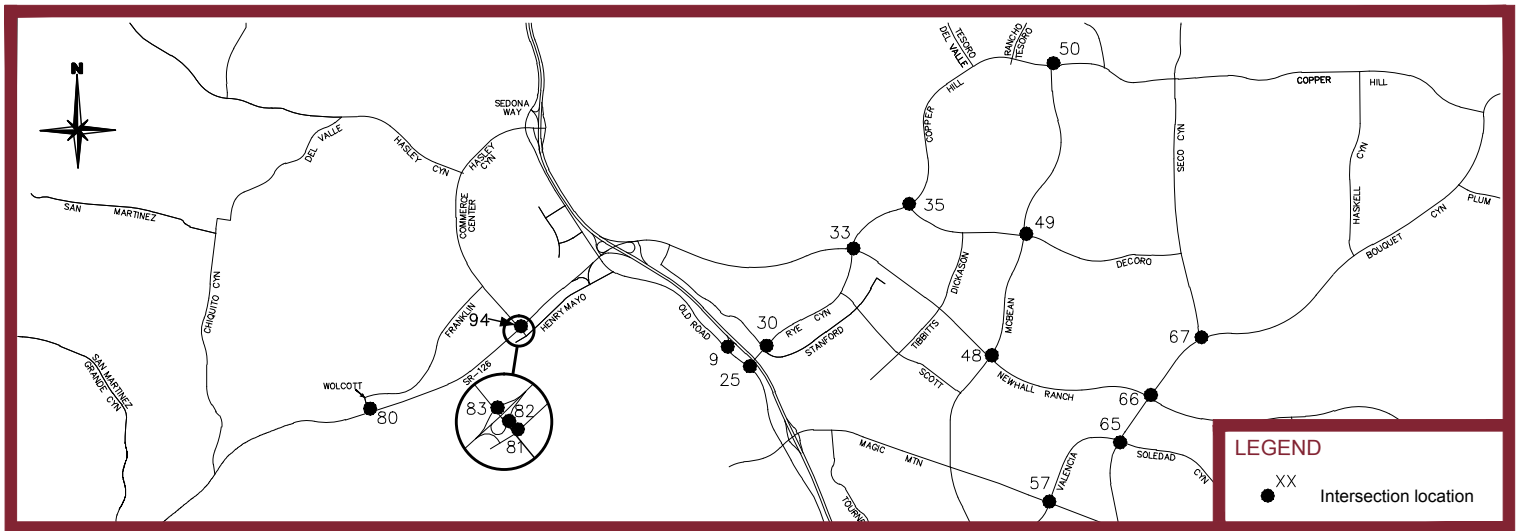
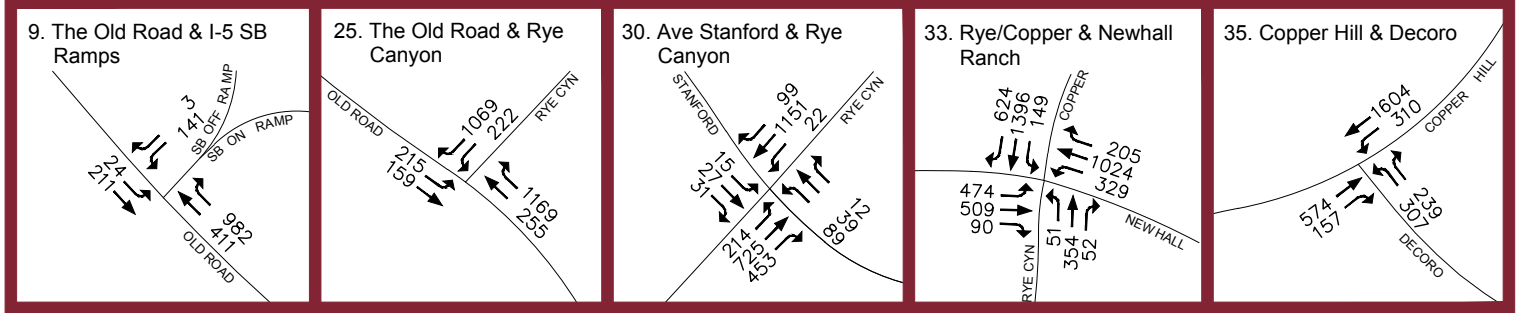
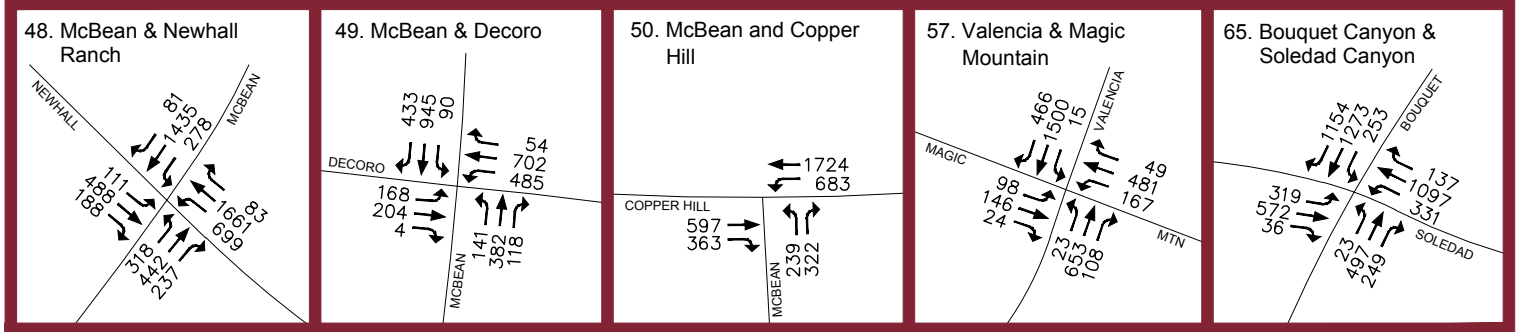
Stantec

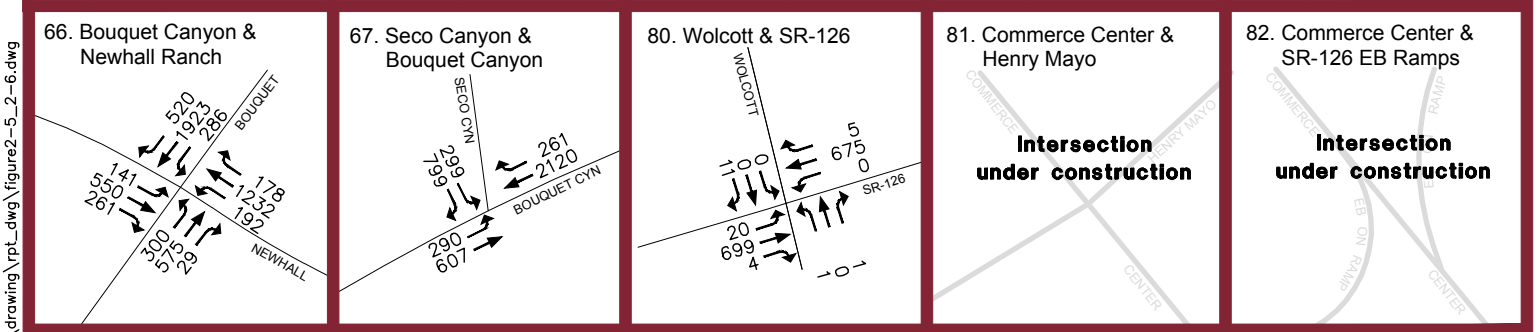
ADT Volumes (000s)
Existing Conditions

Figure 2-4









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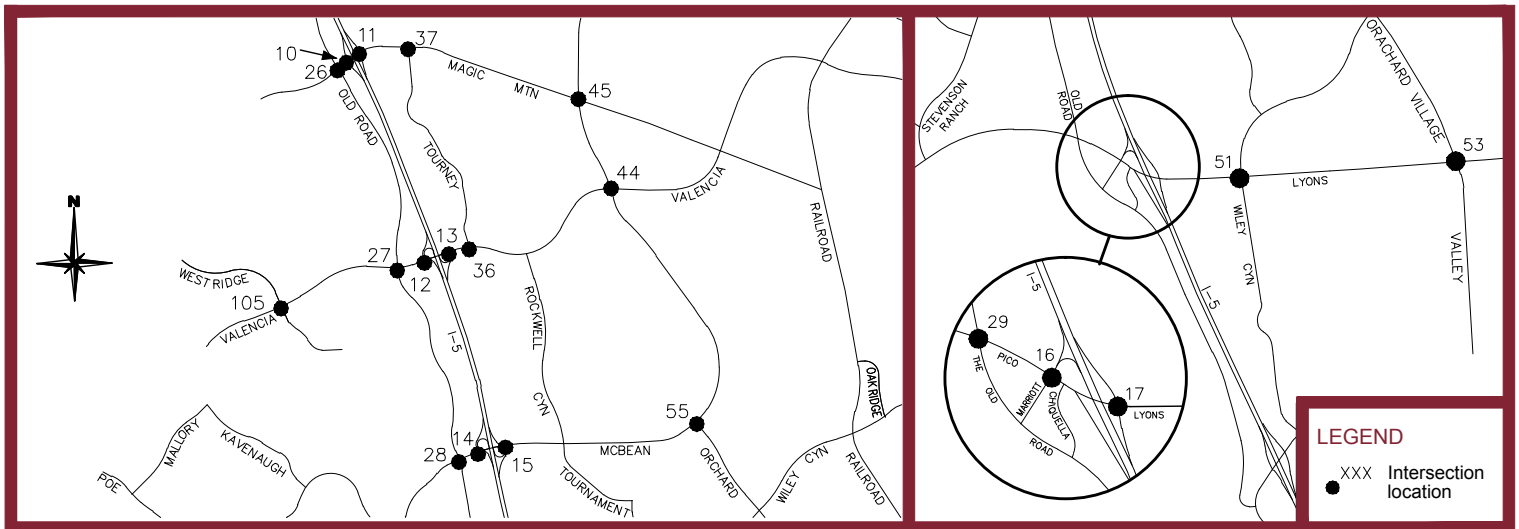
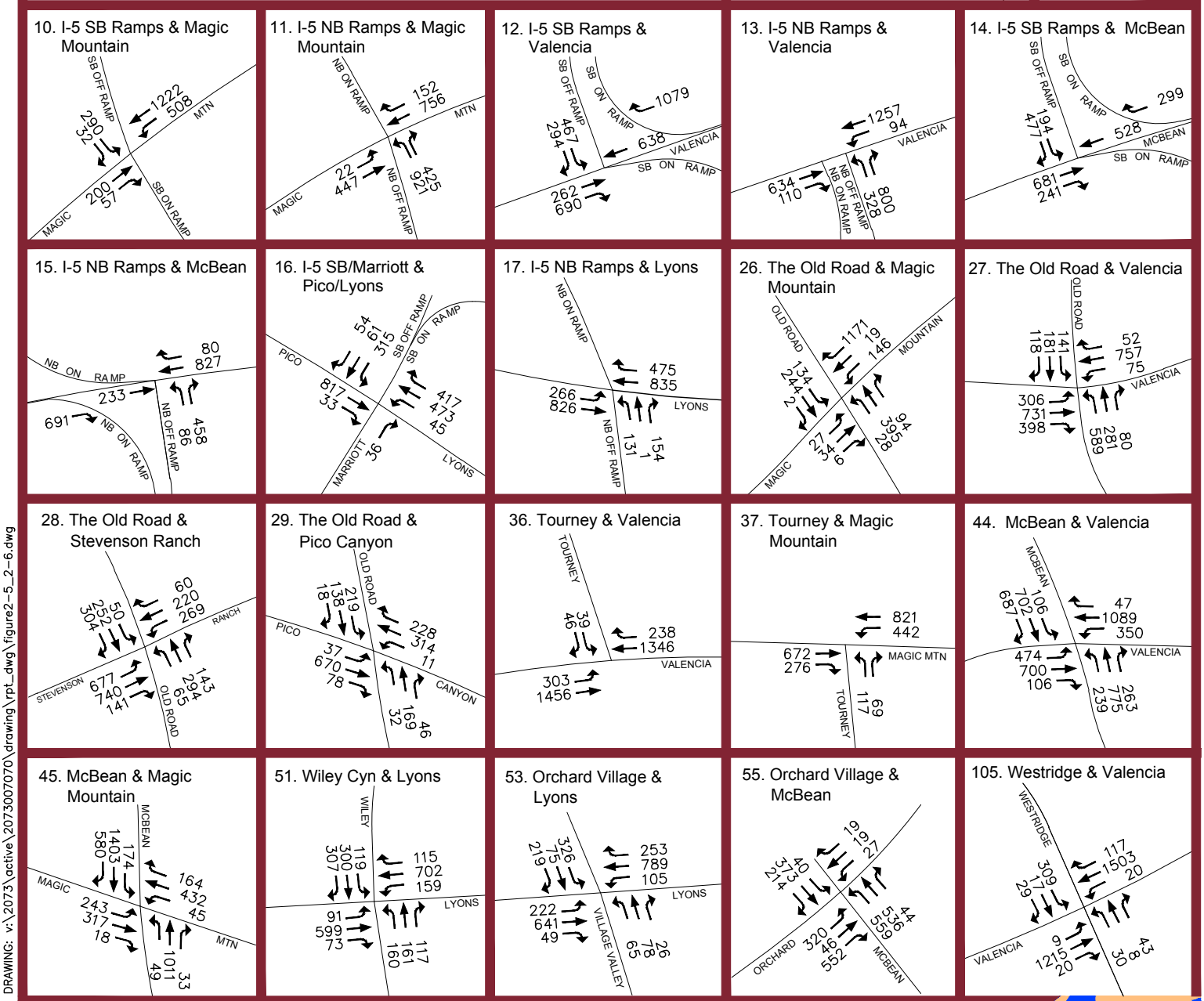
Stantec

AM Peak Hour Turning Movement Volumes
Existing Conditions (North Area)

Figure 2-5





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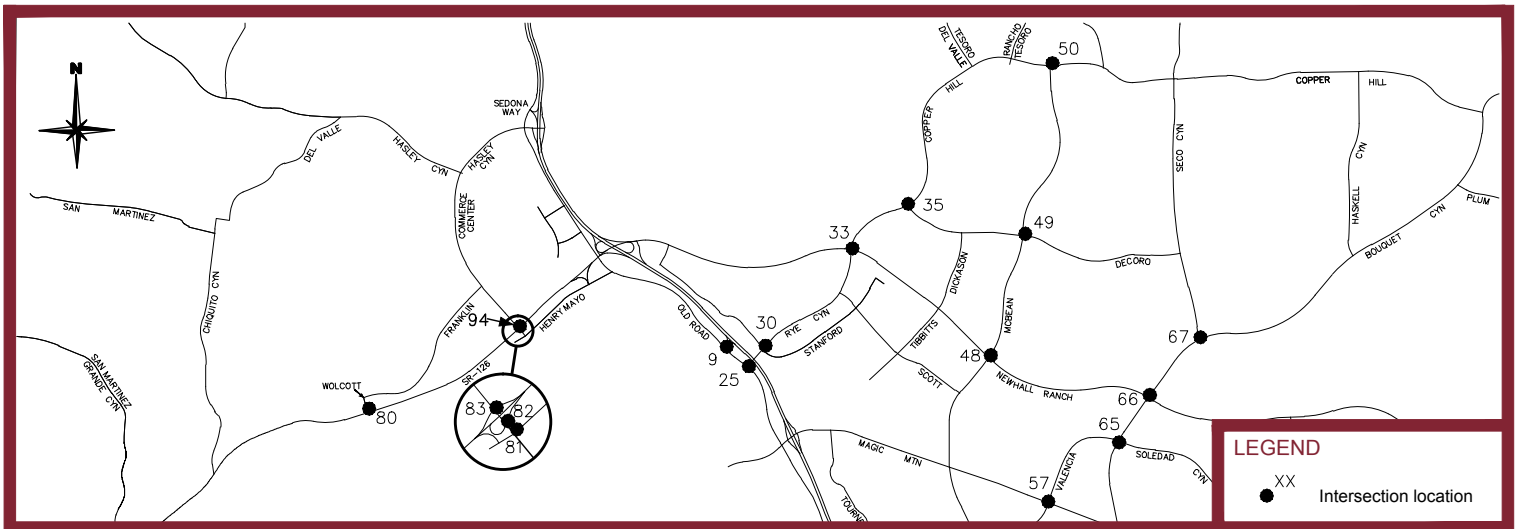
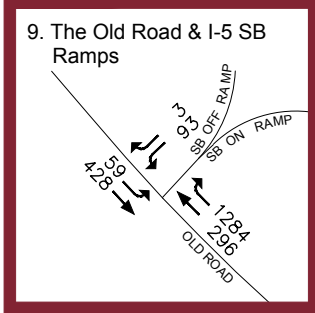
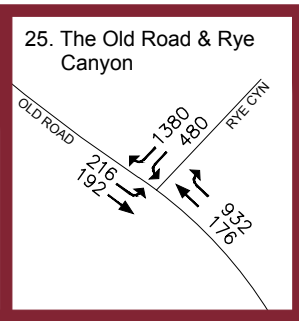
Stantec

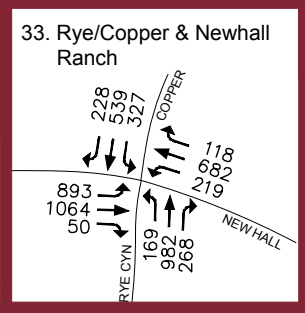
AM Peak Hour Turning Movement Volumes
Existing Conditions (South Area)

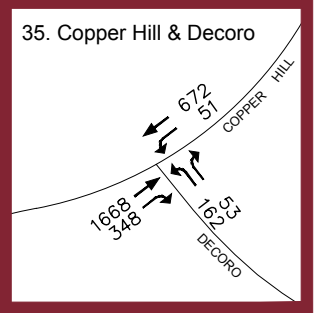
Figure 2-6

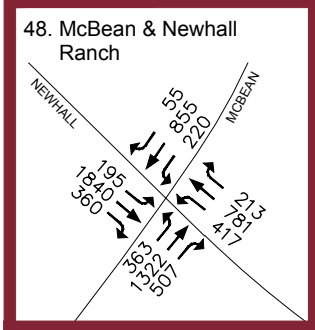


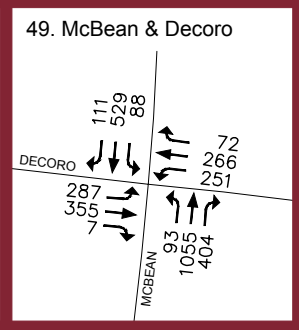


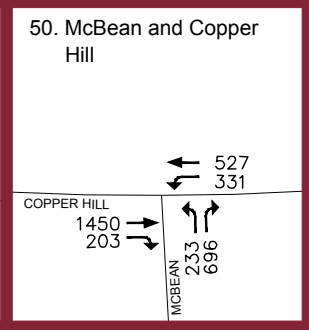


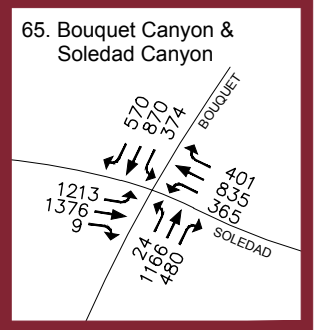


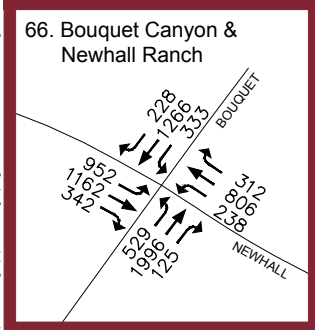


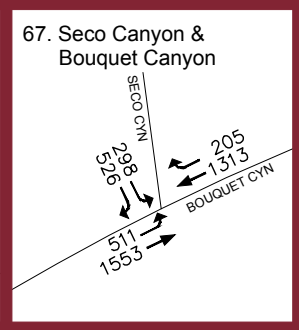


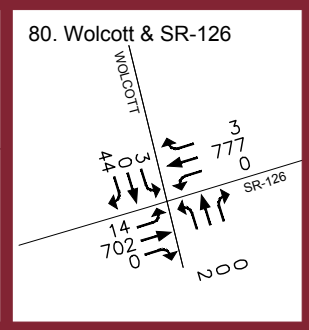


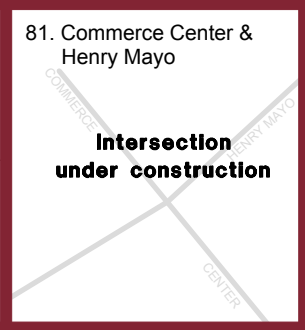


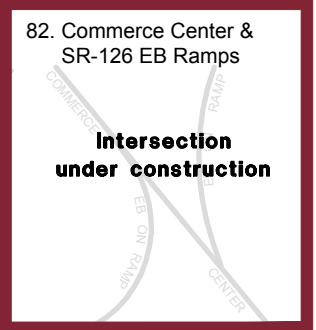


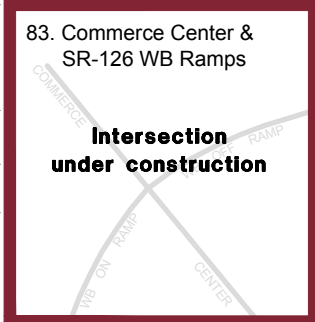


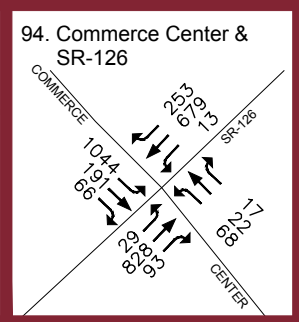












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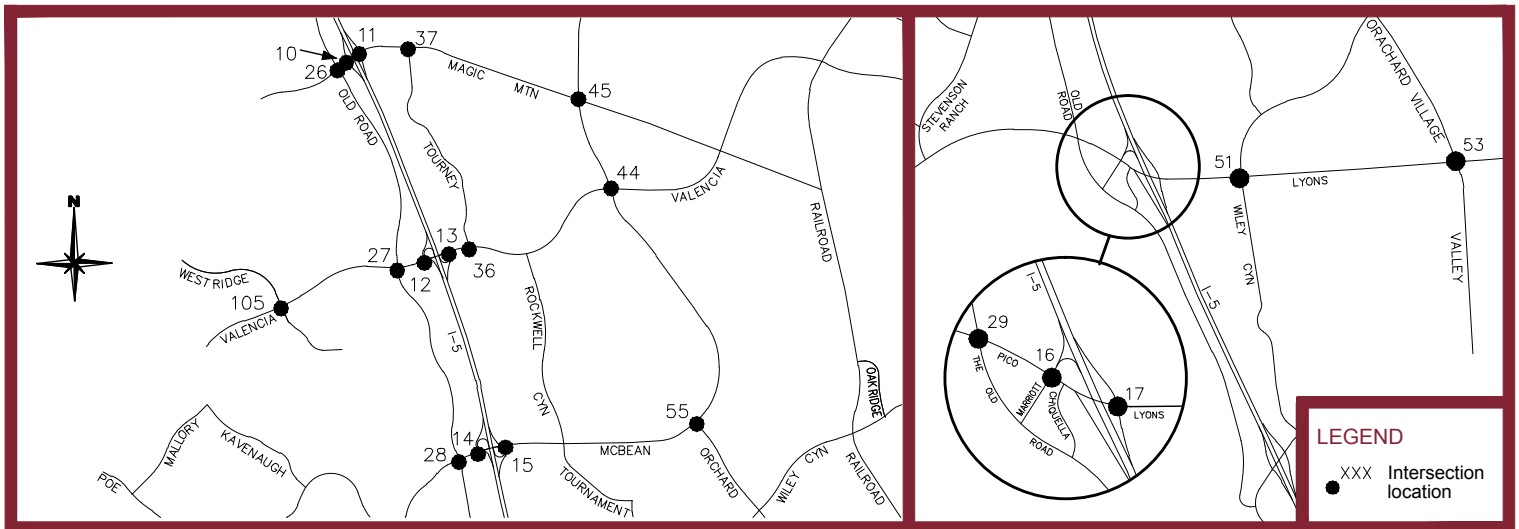
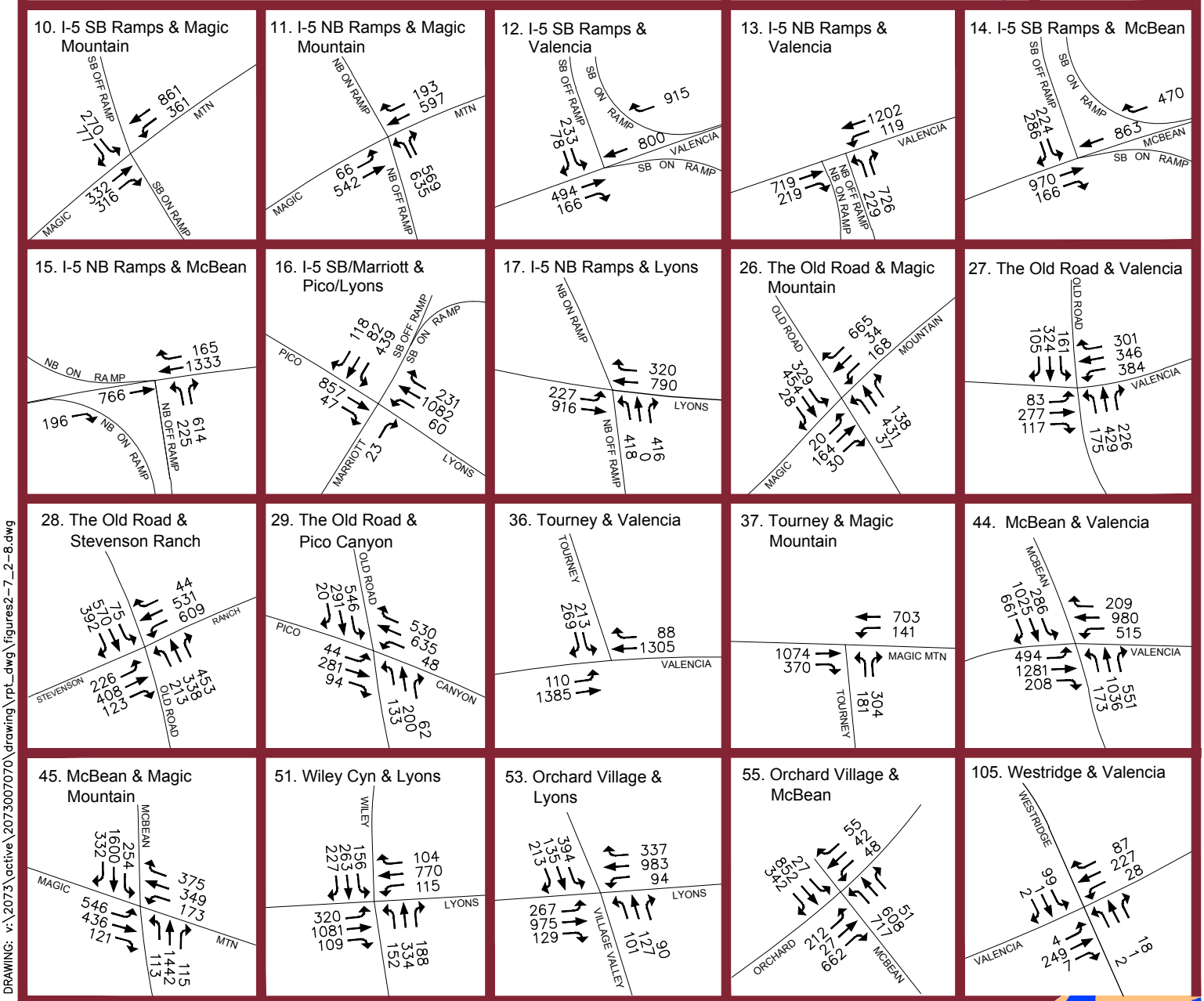
Stantec

PM Peak Hour Turning Movement Volumes
Existing Conditions (North Area)

Figure 2-7





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Stantec

PM Peak Hour Turning Movement Volumes
Existing Conditions (South Area)

Figure 2-8

The results of the ICU LOS analyses for project area intersections are shown in Table 2-1 (detailed ICU worksheets are provided in Appendix A). The table shows that the intersections currently operate at LOS D or better, with the following exception:

9. The Old Road & I-5 Rye Canyon SB Ramps (ICU = 0.95/LOS E in the PM Peak hour)

Freeway traffic volumes for existing (2012) conditions as reported by Caltrans are provided in Table 2-2 for average annual daily traffic (AADT). Table 2-3 and Table 2-4 list the freeway peak hour volumes and the corresponding v/c ratios. Peak hour volumes were obtained from the Caltrans Performance Measurement System (PeMS) over the period of one month for 2013 weekday conditions. These peak hour volumes represent the mean (average) weekday volume plus one standard deviation and, therefore, are more conservative than utilizing an average weekday volume. Table 2-3 and Table 2-4 indicate those segments presently operating over capacity, which is indicated by a V/C greater than 1.0.

As shown on Table 2-3 and Table 2-4, the segments of I-5 generally between the Van Nuys Boulevard interchange and the SR-170 interchange are shown to be operating over capacity under existing conditions. However, HOV lanes planned for completion in late 2014 are currently under construction between Buena Vista Street and SR-118 and would alleviate the traffic congestion in this area. Similarly, the southbound segment of I-5 generally between the Calgrove interchange and the SR-14 interchange is also shown to be presently operating over capacity. However, truck lanes planned to be completed in 2014 are currently under construction between SR-14 and Pico Canyon Road/Lyons Avenue and would alleviate the traffic congestion for this section of freeway. (See Appendix H for additional information regarding these improvements.)

Also as shown on Table 2-3 and Table 2-4, on SR-14 the southbound segment generally between the Newhall Avenue interchange and the Placerita Canyon interchange are shown to be operating over capacity under existing conditions. The segments of I-210 and I-405 within the study area presently are operating under capacity.

2.1.3 Public Transportation

City of Santa Clarita Transit (SCT) currently operates two fixed route transit line within close proximity (typically defined as ¼ mile) to the Entrada South Project Site. The two routes, 3 and 7, service patrons travelling to and from Six Flags Magic Mountain Amusement Park.

SCT Routes 3 and 7 provide service between the Seco Canyon area and Six Flags Magic Mountain Amusement Park. Additional routes, accessible from these routes, provide service to the greater Santa Clarita Valley area.

SCT Commuter Express offers express commuter bus travel to Los Angeles, Warner Center, Van

Table 2-1 ICU and LOS Summary - Existing Conditions

Intersection	Jurisdiction	AM Peak Hour		PM Peak Hour		Count Date
		ICU	LOS	ICU	LOS	
9. The Old Road & I-5 SB Ramps	County/Caltrans	0.74	C	0.95	**E**	4/21/2011
10. I-5 SB Ramps & Magic Mountain	County/Caltrans	0.41	A	0.41	A	4/27/2011
11. I-5 NB Ramps & Magic Mountain	City/Caltrans	0.48	A	0.39	A	4/27/2011
12. I-5 SB Ramps & Valencia	County/Caltrans	0.48	A	0.43	A	3/19/2012
13. I-5 NB Ramps & Valencia	City/Caltrans	0.48	A	0.50	A	4/9/2012
14. I-5 SB Ramps & McBean	County/Caltrans	0.58	A	0.56	A	4/11/2012
15. I-5 NB Ramps & McBean	City/Caltrans	0.52	A	0.52	A	4/11/2012
16. I-5 SB/Marriott & Pico/Lyons	County/Caltrans	0.52	A	0.60	A	4/9/2012
17. I-5 NB On/Off & Lyons Ave	City/Caltrans	0.56	A	0.56	A	4/11/2012
25. The Old Road & Rye Canyon	County	0.53	A	0.65	B	4/26/2011
26. The Old Road & Magic Mountain	County	0.29	A	0.39	A	4/27/2011
27. The Old Road & Valencia	County	0.61	B	0.42	A	3/19/2012
28. The Old Road & Stevenson Ranch	County	0.55	A	0.71	C	4/9/2012
29. The Old Road & Pico Canyon	County	0.47	A	0.60	A	4/10/2012
30. Ave Stanford & Rye Canyon	City	0.51	A	0.62	B	4/29/2010
33. Rye/Copper Hill & Newhall Ranch	City	0.67	B	0.74	C	4/21/2011
35. Copper Hill & Decoro	County/City	0.54	A	0.54	A	4/20/2011
36. Tourney & Valencia	City	0.43	A	0.46	A	3/19/2012
37. Tourney & Magic Mountain	City	0.52	A	0.49	A	4/17/2012
44. McBean & Valencia	City	0.65	B	0.77	C	4/10/2012
45. McBean & Magic Mountain	City	0.46	A	0.70	C	4/17/2012
48. McBean & Newhall Ranch	City	0.75	C	0.79	C	4/21/2011
49. McBean & Decoro	City	0.66	B	0.53	A	4/20/2011
50.McBean & Copper Hill	City	0.66	B	0.77	C	4/19/2011
51. Wiley Canyon & Lyons	City	0.54	A	0.59	A	4/12/2012
53.Orchard Village & Lyons	City	0.43	A	0.52	A	3/22/2012
55. Orchard Village & McBean	City	0.49	A	0.64	B	4/12/2012
57. Valencia & Magic Mountain	City	0.57	A	0.70	C	4/11/2012
65. Bouquet & Soledad	City	0.72	C	0.78	C	4/12/2012
66. Bouquet & Newhall Ranch	City	0.67	B	0.79	C	11/9/2011 (AM) & 4/16/2012 (PM)
67. Seco Cyn & Bouquet Cyn	City	0.80	C	0.71	C	11/08/2011
80. Wolcott & SR-126	County/Caltrans	0.32	A	0.37	A	3/27/2012
94. Commerce Center & SR-126 (under construction)	County/Caltrans	0.48	A	0.77	C	3/28/2012 (pre-construction)
105. Westridge & Valencia	County	0.54	A	0.20	A	3/19/2012

Note: Traffic counts collected in 2010 and 2011 have been compared to 2012 traffic counts at nearby intersections to validate their consistency 2012 conditions.

Bold = Deficiency (LOS > D)

Table 2-2 Freeway AADT Volumes - Existing Conditions

No.	Segment	2012 AADT
401.	I-5 North of Lake Hughes	70,000
402.	I-5 Between Lake Hughes & Parker	70,000
403.	I-5 Between Parker & Hasley Canyon	88,000
404.	I-5 Between Hasley Canyon & SR-126	108,000
405.	I-5 Between SR-126 & Rye Canyon	125,000
406.	I-5 Between Rye Cyn & Magic Mtn	134,000
407.	I-5 Between Magic Mtn & Valencia	149,000
408.	I-5 Between Valencia & McBean	171,000
409.	I-5 Between McBean & Pico/Lyons	182,000
410.	I-5 Between Pico/Lyons & Calgrove	196,000
411.	I-5 Between Calgrove & SR-14	197,000
412.	I-5 Between SR-14 & I-210	329,000
413.	I-5 Between I-210 & Roxford	258,000
414.	I-5 Between Roxford & I-405	275,000
415.	I-5 Between I-405 & S.F. Mission	135,000
416.	I-5 Between S.F. Mission & Brand	143,000
417.	I-5 Between Brand & SR-118	149,000
418.	I-5 Between SR-118 & Van Nuys	267,000
419.	I-5 Between Van Nuys & Terra Bella	278,000
420.	I-5 Between Terra Bella & Osborne	288,000
421.	I-5 Between Osborne & SR-170	280,000
501.	SR-14 Between I-5 & Newhall	157,000
502.	SR-14 Between Newhall & Placerita Cyn	146,000
503.	SR-14 Between Placerita Cyn & Golden Valley	139,000
504.	SR-14 Between Golden Valley & Sierra Hwy	141,000
505.	SR-14 Between Sierra Hwy & Sand Cyn	114,000
506.	SR-14 Between Sand Cyn & Soledad	99,000
507.	SR-14 Between Soledad & Agua Dulce Cyn	95,000
601.	I-405 Between I-5 & Rinaldi	137,000
602.	I-405 Between Rinaldi & S.F. Mission	137,000
603.	I-405 Between S.F. Mission & SR-118	143,000
701.	I-210 Between I-5 & Yarnell	76,000
702.	I-210 Between Yarnell & Roxford	73,000
703.	I-210 Between Roxford & Polk	71,000
704.	I-210 Between Polk & Hubbard	82,000

AADT – Annual Average Daily Traffic

Table 2-3 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) - Existing Conditions

No.	Segment	Lanes	Capacity	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
Northbound							
401.	I-5 North of Lake Hughes	4M	8,000	1,351	0.169	2,359	0.295
402.	I-5 Between Lake Hughes & Parker	4M	8,000	1,442	0.180	1,869	0.234
403.	I-5 Between Parker & Hasley Canyon	4M	8,000	1,813	0.227	2,350	0.294
404.	I-5 Between Hasley Canyon & SR-126	4M + 1A	9,000	2,225	0.247	2,884	0.320
405.	I-5 Between SR-126 & Rye Canyon	4M	8,000	2,575	0.322	3,338	0.417
406.	I-5 Between Rye Cyn & Magic Mtn	4M	8,000	2,760	0.345	3,578	0.447
407.	I-5 Between Magic Mtn & Valencia	4M	8,000	3,069	0.384	3,978	0.497
408.	I-5 Between Valencia & McBean	4M	8,000	3,523	0.440	4,566	0.571
409.	I-5 Between McBean & Pico/Lyons	4M	8,000	3,749	0.469	4,859	0.607
410.	I-5 Between Pico/Lyons & Calgrove	4M	8,000	4,038	0.505	5,233	0.654
411.	I-5 Between Calgrove & SR-14	4M[C]	6,400	4,058	0.634	5,260	0.822
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	7,863	0.468	12,930	0.770
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	6,166	0.532	10,139	0.874
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	6,573	0.483	10,808	0.795
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	3,227	0.425	5,306	0.698
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	3,418	0.397	5,620	0.653
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	3,561	0.307	5,856	0.505
418.	I-5 Between SR-118 & Van Nuys	4M + 3A[F]	14,000	6,381	0.456	10,493	0.750
419.	I-5 Between Van Nuys & Terra Bella	4M + 2A	10,000	6,644	0.664	10,925	**1.093**
420.	I-5 Between Terra Bella & Osborne	4M + 2A	10,000	6,883	0.688	11,318	**1.132**
421.	I-5 Between Osborne & SR-170	4M + 2A[F]	12,000	6,692	0.558	11,004	0.917
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	2,999	0.259	7,881	0.679

(Cont.)

Table 2-3 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) - Existing Conditions (Continued)

No.	Segment	Lanes	Capacity	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
Northbound (Cont.)							
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	2,789	0.367	7,329	0.964
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	2,655	0.349	6,978	0.918
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	2,693	0.313	7,078	0.823
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,177	0.287	5,723	0.753
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	1,891	0.338	4,970	0.887
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	1,815	0.239	4,769	0.628
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	3,274	0.431	5,384	0.708
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	3,274	0.431	5,384	0.708
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	3,418	0.322	5,620	0.530
Eastbound							
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	4,613	0.659	2,918	0.417
702.	I-210 Between Yarnell & Roxford	3M	6,000	4,431	0.739	2,803	0.467
703.	I-210 Between Roxford & Polk	3M	6,000	4,310	0.718	2,726	0.454
704.	I-210 Between Polk & Hubbard	3M	6,000	4,977	0.830	3,149	0.525

Vol = Volume
V/C = Volume to Capacity Ratio
M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)

See Table 1-6 for lane capacities.

Bold = segment is operating over capacity (V/C > 1.000)

Table 2-4 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) - Existing Conditions

No.	Segment	Lanes	Capacity	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
Southbound							
401.	I-5 North of Lake Hughes	4M	8,000	1,309	0.164	2,240	0.280
402.	I-5 Between Lake Hughes & Parker	4M	8,000	1,778	0.222	2,415	0.302
403.	I-5 Between Parker & Hasley Canyon	4M	8,000	2,235	0.279	3,036	0.380
404.	I-5 Between Hasley Canyon & SR-126	4M	8,000	2,743	0.343	3,726	0.466
405.	I-5 Between SR-126 & Rye Canyon	4M	8,000	3,175	0.397	4,313	0.539
406.	I-5 Between Rye Cyn & Magic Mtn	4M	8,000	3,404	0.425	4,623	0.578
407.	I-5 Between Magic Mtn & Valencia	4M	8,000	3,785	0.473	5,141	0.643
408.	I-5 Between Valencia & McBean	4M	8,000	4,343	0.543	5,900	0.737
409.	I-5 Between McBean & Pico/Lyons	4M	8,000	4,623	0.578	6,279	0.785
410.	I-5 Between Pico/Lyons & Calgrove	4M	8,000	4,978	0.622	6,762	0.845
411.	I-5 Between Calgrove & SR-14	4M[C]	6,400	5,004	0.782	6,797	**1.062**
412.	I-5 Between SR-14 & I-210	4M + 1H + 2A[F] + 2T	16,800	14,213	0.846	9,409	0.560
413.	I-5 Between I-210 & Roxford	5M + 1H	11,600	11,146	0.961	7,379	0.636
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	11,880	0.874	7,865	0.578
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	5,832	0.767	3,861	0.508
416.	I-5 Between S.F. Mission & Brand	4M + 1A	9,000	6,178	0.686	4,090	0.454
417.	I-5 Between Brand & SR-118	4M + 2A[F]	12,000	6,437	0.536	4,261	0.355
418.	I-5 Between SR-118 & Van Nuys	6M	12,000	11,534	0.961	7,636	0.636
419.	I-5 Between Van Nuys & Terra Bella	6M	12,000	12,010	**1.001**	7,951	0.663
420.	I-5 Between Terra Bella & Osborne	6M + 1A	13,000	12,442	0.957	8,237	0.634
421.	I-5 Between Osborne & SR-170	4M + 2A[F]	12,000	12,096	**1.008**	8,008	0.667
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	8,431	0.727	4,412	0.380
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	7,840	**1.032**	4,103	0.540
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	7,464	0.982	3,906	0.514
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	7,572	0.880	3,962	0.461

(Cont.)

Table 2-4 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) - Existing Conditions (Continued)

No.	Segment	Lanes	Capacity	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
Southbound (Cont.)							
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	6,122	0.806	3,203	0.422
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	5,316	0.949	2,782	0.497
507.	SR-14 Between Soledad & Agua Dulce Cyn	2M + 1H	5,600	5,102	0.911	2,670	0.477
601.	I-405 Between I-5 & Rinaldi	3M + 1A	7,000	5,918	0.845	3,918	0.560
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	5,918	0.779	3,918	0.516
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	6,178	0.583	4,090	0.386
Westbound							
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,120	0.303	4,948	0.707
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,037	0.339	4,752	0.792
703.	I-210 Between Roxford & Polk	3M	6,000	1,981	0.330	4,622	0.770
704.	I-210 Between Polk & Hubbard	3M	6,000	2,288	0.381	5,338	0.890

Vol = Volume
V/C = Volume to Capacity Ratio
M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)

See **Table 1-6** for lane capacities.

Bold = segment is operating over capacity (V/C > 1.000)

Nuys, Century City and the Antelope Valley. Three Metrolink stations exist within the City of Santa Clarita, which serve the Antelope Valley line. This line travels between Lancaster and Union Station, Los Angeles.

The City of Santa Clarita also operates approximately 20 supplemental school day service routes to serve students. The supplemental school day service routes provide transit service to various areas within the Santa Clarita Valley and are available on school days during peak morning and afternoon travel times.

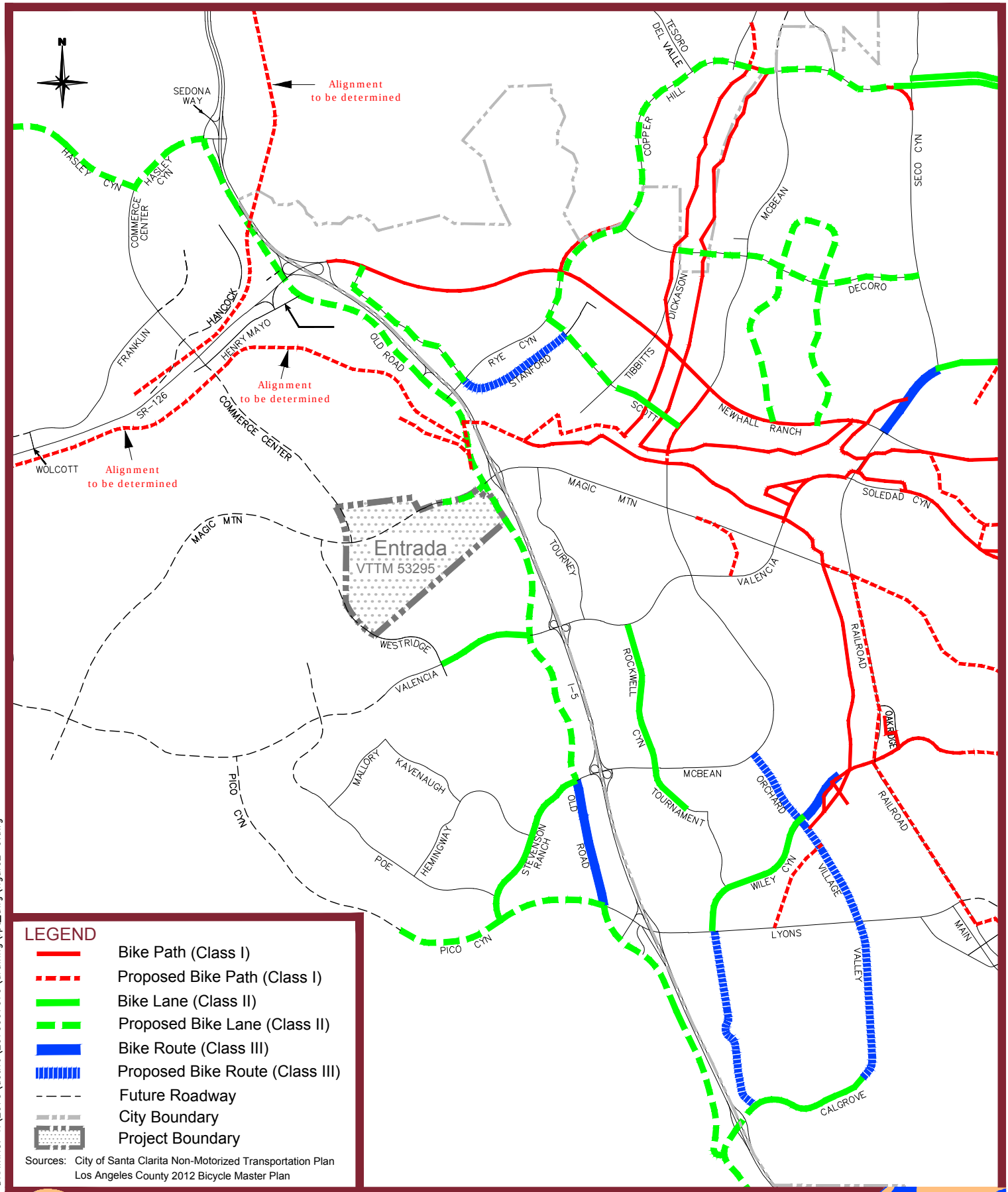
Future bus transit routes are anticipated to be extended along Magic Mountain Parkway in the project area by SCT as part of a comprehensive valley-wide transit system.

2.1.4 Active Transportation

The Project Site is located adjacent to The Old Road, which is fully improved with sidewalks on each side of the roadway. The intersection of The Old Road at Magic Mountain Parkway is also fully improved with sidewalks on all four corners and pedestrian crosswalks controlled by a traffic signal on all four legs.

Magic Mountain Parkway adjacent to the Project Site is currently not fully improved and lacks sidewalks on each side of the roadway. As part of the project, Magic Mountain Parkway will be improved to full County standards, which will include the construction of 10' sidewalks along the south side of the roadway and 8' sidewalks along the north side of the roadway. In addition, a pedestrian bridge is proposed to cross over Magic Mountain Parkway, connecting the project's residential neighborhood with the project's commercial center. Within the Project Site, a complete network of streets with sidewalks, as well as separate pedestrian pathways is proposed, and will facilitate movement between the various areas of the site.

The County of Los Angeles and the City of Santa Clarita each have Bicycle Master Plans (BMPs) with facilities in the project area. Figure 2-9 illustrates the existing and planned future bicycle facilities in the area. In the vicinity of the Project Site, the County BMP identifies The Old Road and Magic Mountain Parkway for future Class II bike lanes. In the City of Santa Clarita, a Class I bike path exists along the Santa Clara River and crosses under the I-5 freeway approximately 0.5 miles north of the Project Site. The County BMP identifies a future continuation of the Class I path along the river, as well as a connection to the planned Class II bike lanes planned for The Old Road.



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Existing and Future Bicycle Facilities

Figure 2-9

2.2 FUTURE CONDITIONS

The following section describes the long-range buildout conditions in the study area. It includes a description of the planned roadway system in the vicinity of the Project Site and a summary of the anticipated increase of land use.

2.2.1 Future Roadway System

The Los Angeles County Highway Plan and the Newhall Ranch Specific Plan include future roadways near and within the Project Site. There is one primary roadway (i.e., designated on the County Highway Plan), Magic Mountain Parkway, that will be constructed within or adjacent to the Project Site. The road is included within the Westside B&T District, which will provide the necessary funding for the roads (see discussion in Section 1.3.3).

Magic Mountain Parkway will cross through the project in a east/west direction and will provide access to the City of Santa Clarita as well as I-5 to the east. This portion of Magic Mountain Parkway is classified as a Major Highway in the County Highway Plan and is currently constructed as far west as the entrance to the Six Flags Magic Mountain Amusement Park.

The future roadway system also includes the southerly extension of Commerce Center Drive to Magic Mountain Parkway (part of the approved Mission Village (VTTM 061105); the northerly extension of Westridge Parkway to "B" Drive (VTTM 053295) adjacent to Entrada South (part of both Mission Village and Entrada South); the extension of Westridge Parkway from "B" Drive (VTTM 053295) to Magic Mountain Parkway (park of Mission Village); the westerly extension of Valencia Boulevard to Magic Mountain Parkway (part of the proposed Legacy Village); and the northerly extension of Poe Parkway beyond Valencia Boulevard (also part of the proposed Legacy Village). Each of these improvements is planned and included within the Westside Bridge and Thoroughfare District, which will provide the necessary funding for the roads.

The County of Los Angeles, in conjunction with Metro and Caltrans, is currently constructing a grade separated interchange at the intersection of Commerce Center Drive and SR-126. The project includes on-ramps and off-ramps at Commerce Center Drive and Henry Mayo Drive, installation of new traffic signals, the widening of SR 126, and realignment of Henry Mayo Drive along the Santa Clara River. The project is being funded with fees paid to the Westside Bridge and Thoroughfare District and grant funds from Metro. The interchange construction is scheduled to be completed in the summer of 2016.

The County of Los Angeles is advancing a project to widen The Old Road from four lanes to six lanes from approximately 700 feet north of Magic Mountain Parkway to Turnberry Lane, widen Henry Mayo Drive from The Old Road to the State Route 126 hook ramps, and widen Rye Canyon Road between The Old Road and Avenue Stanford, near the unincorporated Castaic

Junction area of the County of Los Angeles, west of the City of Santa Clarita. The project is currently in the design phase and the timeframe for construction is currently uncertain.

As to the freeway, the I-5 Freeway is currently built to eight lanes in the project study area, and Caltrans and the Metropolitan Transportation Authority (Metro) are in the process of expanding the freeway to provide additional capacity. In September 2009, Caltrans approved a Final Environmental Impact Report/Environmental Assessment for the I-5 High Occupancy Vehicle (HOV)/Truck Lanes Project SR-14 to Parker Road. The project will add: one HOV lane in each direction on I-5 from the SR-14 interchange north to Parker Road; truck climbing lanes in each direction from the SR-14 interchange to Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound); and full auxiliary lanes within portions of the Project study area. In May 2013, Caltrans approved a Supplemental EIR/Environmental Reevaluation (EIR/ER) for the improvement project that replaces the planned HOV lanes with high occupancy toll (HOT) lanes (see References 9 and 10 in Section 1.6). According to the EIR/ER, Caltrans estimates completion of the truck lanes in 2014 and the HOT lanes in 2018.

2.2.2 Future Land Use Development

Future land development is anticipated for the Santa Clarita Valley as quantified in the SCVCTM. The SCVCTM includes a land use database prepared by Los Angeles County and the City of Santa Clarita that is based on the approved General Plans of each jurisdiction. This database is regularly updated as specific projects are proposed and thus is a comprehensive listing of cumulative projects. In addition, the land use database has also been updated based on the OVOV plan (See Reference 7 in Section 1.6). Trips to and from the Santa Clarita Valley, as well as "through-trips", are included in the forecasts; thus, regional growth, which is traffic volume increases occurring outside of the SCVCTM area, is incorporated into the model.

As noted above, the SCVCTM is regularly updated as specific development projects are proposed. Pending, recorded and approved projects are incorporated into the Long-range Buildout/Cumulative database. For the purpose of this analysis, an Interim Year horizon of 2024 (consistent with the project's anticipated buildout date) has been prepared by including all known related (i.e., cumulative) projects as well as interpolated growth for areas in which the OVOV plan anticipates future development.

A listing of the known cumulative projects that have been included within the 2024 Interim Year database is provided in Table 2-5. Figure 2-10- shows the general location of the projects listed in Table 2-5. Where future development will occur but specific projects have not yet been developed, the Interim Year database utilizes interpolated land use projections based on the allowable uses shown in the OVOV plan.

Table 2-5 Defined Related Projects Included in the Cumulative Database

No.	Project	Description
1	Mission Village (TR 61105)	4,055 Residential Units; 1,555,100 sq. ft. Commercial Business Park/Office/Retail
2	Landmark Village (TR 53108)	Phases 1 & 2 (2024 Horizon): 1,444 Residential Units; 279,000 sq. ft. Commercial Office/Retail Full Project: 1,444 Residential Units, 1,030,000 sq. ft. Commercial Office/Retail
3	Legacy Village (TR 61996)	3,457 Residential Units; 884,000 sq. ft. Commercial Office/Retail
4	Homestead South	3,617 Residential Units; 66,400 sq. ft. Commercial/ Retail; 900 student elementary school; 1,200 student middle school; 2,500 student high school
5	Entrada North	1,510 Residential Units; 2,380,000 sq. ft. Commercial Office/Retail/Industrial
6	Potrero Village	4,296 Residential Units; 250,000 sq. ft. Commercial Office/Retail
7	Homestead North	Phase 1 (2024 Horizon): 1,050 Residential Units Full Project: 1,818 Residential Units, 1,250,000 sq. ft. Commercial Office/Retail
8	Valencia Commerce Center Phase III (PM 26363)	664,000 sq. ft. Commercial Industrial/Retail
9	Valencia Commerce Center Phase IV (TR 18108)	3,227,068 sq. ft. Commercial Business Park/Office/Industrial
10	Sterling Industrial Center (VTPM 060030)	1,200,000 sq. ft. Industrial Park
11	Green Valley Ranch (VTTM 60257)	233 Single Family Detached Residential Units and 21,000 sq. ft. Commercial Retail
12	Green Valley Ranch (VTTM 62000)	19 Single Family Detached Residential Units
13	Castaic High School	2,600 student High School
14	Tesoro Del Valle Areas B & C	714 Single Family Detached Residential Units
15	Northlake Specific Plan	Phase 1 (2024 Horizon): 1,696 Single Family Detached Residential Units (TR 51852) Full Project: 2,337 Single Family Detached Residential Units; 1,286 Multi-Family Residential Units; 169,884 sq. ft. Commercial Retail; 545,589 sq. ft. Light Industrial
16	Chiquita Canyon Landfill Expansion	Expansion of landfill operations by approximately 143 acres (net increase of approximately 600 trucks on peak day). Relocation of access roadway from SR-126 to Wolcott Way.
17	Tract 18654	30,000 sq. ft. Commercial Retail
18	Lyons Canyon Ranch (TR 53653)	95 Single Family Detached Residential Units and 95 Active Senior Units
19	Masters College Expansion	600 Student Expansion and 54 Attached Residential Units

Continued

Table 2-5 Defined Related Projects Included in the Cumulative Database (Continued)

No.	Project	Description
20	Disney Ranch Studios (VTTM 071216)	554,950 sq. ft. of Sound Stages, Production Offices, Mills, Bungalows, Warehouse, Commissary, and Administration Building
21	Soledad Circle Estates (TR 62343)	147 Detached Residential Units
22	Tract 47760	500 Single Family Detached Residential Units, Elementary School, and Park
23	Tract 52193	62 Single Family Detached Residential Units
24	Villa Metro	315 Single Family Detached Residential Units and 8,000 sq. ft. Commercial Retail
25	Keystone	499 Single Family Detached Residential Units, and Jr. High School (or 665 DU without Jr. High School)
26	Skyline Ranch	1,260 Single Family Detached Residential Units and Elementary School
27	Tract 46018-2	100 Single Family Detached Residential Units
28	Tract 60665	7 Single Family Detached Residential Units
29	Tract 52475	46 Single Family Detached Residential Units
30	Tract 72630	53 Single Family Detached Residential Units
31	Heritage Hills (TR 65806)	190 Single Family Detached Residential Units
32	UCLA Film Archives	250,000 sq. ft. Office/Archiving
33	Gate-King Industrial Park	4,200,000 sq. ft. Industrial Park
34	Porta Bella (Whittaker-Bermite)	1,244 Single Family Detached Residential Units, 1,677 Attached Residential Units, 2,900,000 sq. ft. Commercial Office/Retail
35	Tract 62595	33 Single Family Detached Residential Units
36	Valle Di Oro (TR 53419)	111 Attached Residential Units
37	Downtown Newhall Specific Plan	Specific Plan/Redevelopment Area consisting of approximately 700 net new residential units and approximately 300,000 sq. ft. net new commercial.
38	North Newhall Specific Plan	Specific Plan/Redevelopment Area consisting of approximately 600,000 sq. ft. net new commercial and one hotel.
39	Henry Mayo Newhall Memorial Hospital Master Plan	127,000 sq. ft. Hospital Expansion and 200,000 sq. ft. Medical Office Buildings (net increases)
40	Town Center Mall Expansion	203,500 sq. ft. Retail Commercial (Phase II) and 75,000 sq. ft. Retail Office (Phase III)
41	Newhall Gateway Plaza	22,000 sq. ft. Retail Commercial
42	Los Valles (TR 52584)	497 Single Family Detached Residential Units
43	Romero Canyon Estates (TR 46443)	95 Single Family Detached Residential Units
44	Vista Canyon Ranch	Transit Oriented Mixed Use Development consisting of 998 residential units, 1,000,000 sq. ft. commercial retail and office, and 1 hotel
45	Hasley Ranch Estates (TR 066190)	168 acres/67 Single Family Detached Residential Units

Continued

Table 2-5 Defined Related Projects Included in the Cumulative Database (Continued)

No.	Project	Description
46	Parcel Map 060646	13.4 acres/4 Single Family Detached Residential Units
47	Parcel Map 069961	80.5 acres/4 Single Family Detached Residential Units
48	Parcel Map 19149	4 Single Family Detached Residential Units
49	Tract 52729	34 Single Family Detached Residential Units
50	Tract 067278	23 Single Family Detached Residential Units
51	Tract 42537	222 Single Family Detached Residential Units
52	Tapia Canyon (TR 72126, formerly 53822)	405 Single Family Detached Residential Units
53	Tract 069987	21.3 acres (NU3 Zoning) 9 Single Family Detached Residential Units (Pending)
54	Tract 069708	268 acres (NU3 Zoning)/ estimated 54 Single Family Detached Residential Units (est.[1])
55	Parcel Map 067785	80.03 acres (NU3 Zoning) - 4 Single Family Detached Residential Units (Pending)
56	Tract 53933	46.93 acres (UR4 Zoning) / 70 Single Family Detached Residential Units (est.[1])
57	Tract 46798	21.52 acres (UR2 Zoning) / 62 Single Family Detached Residential Units (est.[1])
58	Tract 46798-01	15.55 acres (UR2 Zoning) / 45 Single Family Detached Residential Units (est.[1])
59	Tract 53189	180.31 acres (NU3 Zoning) / 36 Single Family Detached Residential Units (est.[1])
60	Tract 52796	230.43 acres (NU1 & NU3 Zoning) / 102 Single Family Detached Residential Units
61	Tract 52715	71.19 acres (NU3 Zoning) / 14 Single Family Detached Residential Units (est.[1])
62	Tract 52829	74.88 acres (UR2 Zoning) / 170 Single Family Detached Residential Units (est.[1])
63	Tract 43589	75.61 acres (NU5 Zoning) / 90 Single Family Detached Residential Units (est.[1])
64	TR 066561	81.72 acres (NU3 Zoning) / 16 Single Family Detached Residential Units (est.[1])
65	Valencia Sheraton	200 Room Hotel
66	Valencia Town Center Square	Mixed-use Residential, Retail & Office development consisting of 10 residential units and 40,000 sq. ft. of commercial retail and office
67	Pitches Detention Center	Additional 1,156 beds in a low to medium security detention facility.

See Figure 2-10 for locations.

[1]number of residential units estimated based on General Plan allowable land use density.

Sources: LA County Dept. of Public Works (March 2014); LA County Dept. of Regional Planning GIS-NET3 (accessed March 2014); Mission Village Traffic Impact Analysis (March 2011); Castaic Bridge and Major Thoroughfare Construction Fee District Update Report (June 2009); discussions with City of Santa Clarita staff (April 2013).

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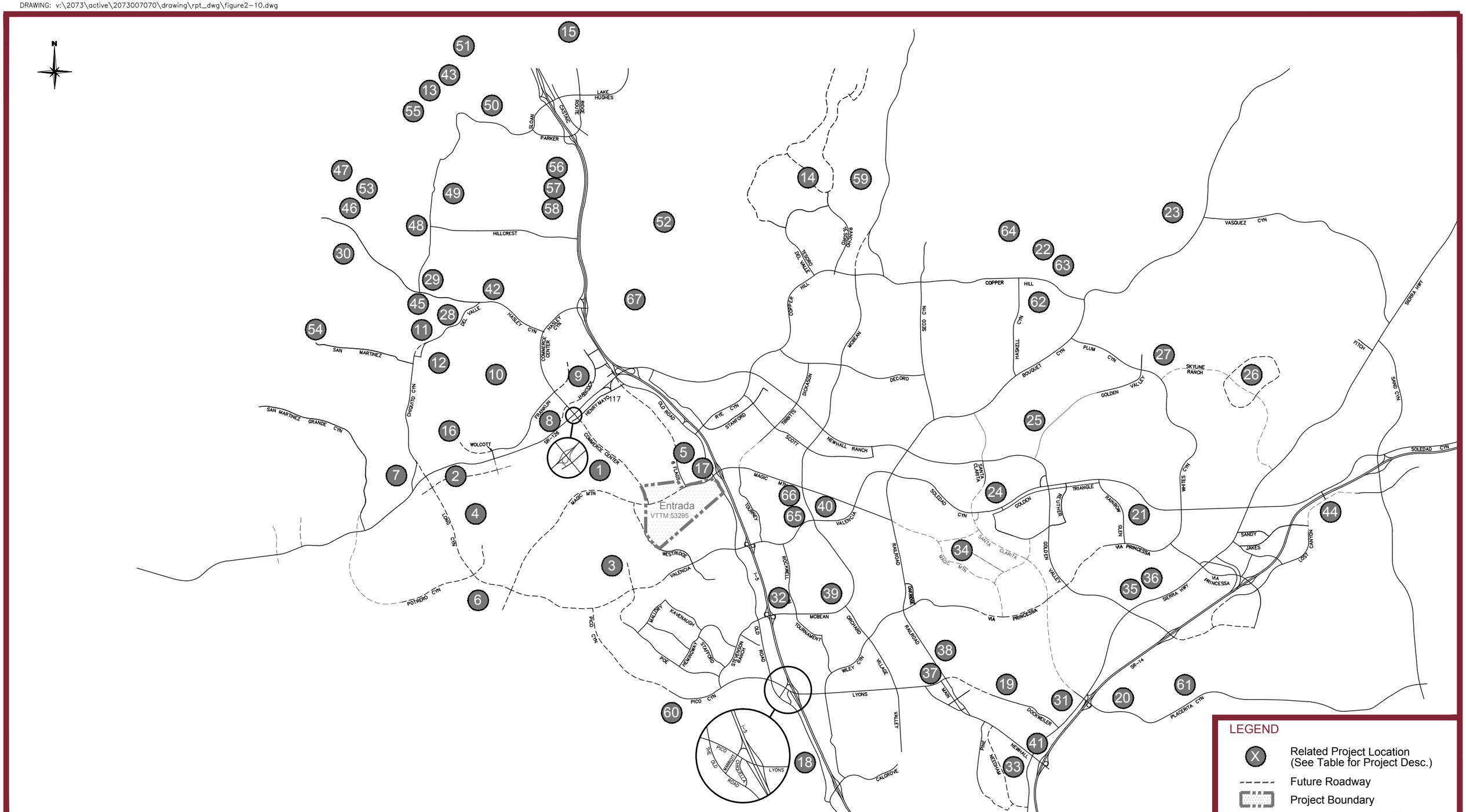

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Related Projects Location Map

Figure 2-10

2.2.3 Future Traffic Volumes

Future condition traffic volumes are derived by the SCVCTM. As part of this study effort, the SCVCTM was updated to reflect the specific characteristics of the proposed project.

As noted above, year 2024 cumulative conditions have been derived using a specially prepared Interim Year version of the SCVCTM. 2024 model runs were prepared for conditions with and without the proposed Entrada South project. These traffic forecasts are presented in the subsequent chapters. In addition to the analysis of the project's buildout year of 2024, a cumulative conditions analysis has been prepared for the 2034 buildout year of the entire Newhall Ranch Specific Plan area.

The SCVCTM forecasts the complex interaction of vehicle trips between existing and future land uses. As such, the future condition forecasts reflect the change in existing travel patterns that occur due to changes in land use (e.g., the introduction of new development). The SCVCTM employs a process in which modeled future volumes are compared to modeled existing condition volumes, and the net change from existing to future is then applied to the actual observed traffic count in a post-processing procedure. Post-processing is applied to each of the intersection's 12 possible turning movements while controlling to the net change at each of the intersection's four legs (both entering and departure volumes). In that regard, the traffic forecasts presented here utilize existing traffic conditions as the foundation and build upon that foundation with the forecast change in volume (both increases and decreases) as derived by the model. As a result of changing traffic patterns, there are instances where specific turning movement volumes may do down in the future.

Similar to the modeled changes between existing and future conditions, the SCVCTM is also used to derive the traffic volume differences between no-project and with-project conditions. A change in traffic patterns occurs with the introduction of the project's land uses; and the larger the project the more pronounced the changes will be. The effect of new land uses results in modified travel patterns that, in some instances, cause a reduction to specific turning movement volumes for conditions with the project.

For the evaluation of impacts to the regional freeway system, the SCVCTM is used to derive the volume of project generated traffic that is anticipated to utilize the freeway. Background freeway volumes for future year cumulative conditions are derived by applying an annual growth rate to factor existing conditions to the cumulative horizon year. The selected annual growth rate is two percent per year, which is consistent with Caltrans specified growth rates for this area, and has been validated as conservative based on measured growth rates over the recent years. As shown in Table 2-6, actual growth on SR-126 has averaged 1.4 percent per year, and actual growth on I-5 has averaged 0.9 percent per year.

Table 2-6 State Highway Traffic Growth Rates (2008 through 2012)

Location	2008	2009	2010	2011	2012[1]
SR-126 at County Line	24,600	22,700	25,000	25,500	26,000
1-yr growth rate	-	-7.7%	10.1%	2.0%	2.0%
2-yr average growth rate	-	-	0.8%	6.2%	2.0%
3-yr average growth rate	-	-	-	1.2%	4.8%
4-yr average growth rate (SR-126)	**-**	**-**	**-**	**-**	**1.4%**
I-5 north of SR-126	111,000	120,000	115,000	118,000	119,000
I-5 south of SR-126	132,000	133,000	137,000	140,000	140,000
I-5 south of Valencia	185,000	181,000	185,000	187,000	186,000
I-5 south of Calgrove	209,000	211,000	216,000	217,000	216,000
I-5 Average Volume	159,250	161,250	163,250	165,500	165,250
1-yr growth rate	-	1.3%	1.2%	1.4%	-1.0%
2-yr average growth rate	-	-	1.3%	1.3%	0.6%
3-yr average growth rate	-	-	-	1.3%	0.8%
4-yr average growth rate (I-5)	**-**	**-**	**-**	**-**	**0.9%**

Source: Caltrans Traffic and Vehicle Data Systems Unit – Peak Month ADT

[1]As of this writing, year 2012 data is the most current published AADT information available from Caltrans.

3.0 Project Description

This section describes the Project in terms of its transportation characteristics. Trip generation is summarized and the distribution of project trips on the adjoining roadway network is presented.

3.1 PROJECT OVERVIEW

The Project is a proposed mixed-use master-planned community located in northwestern unincorporated Los Angeles County. The Project Site is just west of I-5 and The Old Road, south of the Six Flags Magic Mountain Amusement Park, north of the existing Westridge community, and directly east of the Mission Village planned development in the approved Newhall Ranch Specific Plan. The Project Site plan is presented in Section 1.1 (see Figure 1-2).

The Project includes VTTM 053295, which consists of a variety of land uses — including 339 single-family dwelling units, 1,235 multi-family condominium and/or townhome units, totaling 1,574 DUs. Furthermore, the Project seeks approval of approximately 295,200 square feet of commercial retail development, 435,000 square feet of general office, and one elementary school. The Project Site also proposes 5.6 acres of Public Park, 2.9 acres of recreation centers to serve Entrada residents, a 27.2-acre spineflower preserve, and 106.8 acres of open space.

The Project also includes a 119.1-acre area consisting of External Map Improvements, including grading, utility, roadway, drainage, and other infrastructure improvements which are outside VTTM 053295, but which are necessary to support full Project implementation. The External Map Improvements include segments of Westridge Parkway, Media Center Drive, and Commerce Center Drive. Site access will be provided by a westerly extension of Magic Mountain Parkway and a northerly extension of Westridge Parkway. Site access will be provided by a westerly extension of Magic Mountain Parkway, and a northerly extension of Westridge Parkway.

Figure 3-1 illustrates the proposed roadway configuration for the VTTM area. It has been developed based on the traffic volume forecasts presented in the subsequent sections. Roadway classifications include 6-lane Major Highways, 4-lane Collectors, 2-lane Collectors, and 2-lane Locals.

Intersection lane geometry has been developed based on peak hour turning movement forecasts presented in the subsequent sections, and is illustrated in the previously referenced Figure 3-1. Section 3.4 summarizes the resulting ICU and LOS based on these intersection lane configurations.

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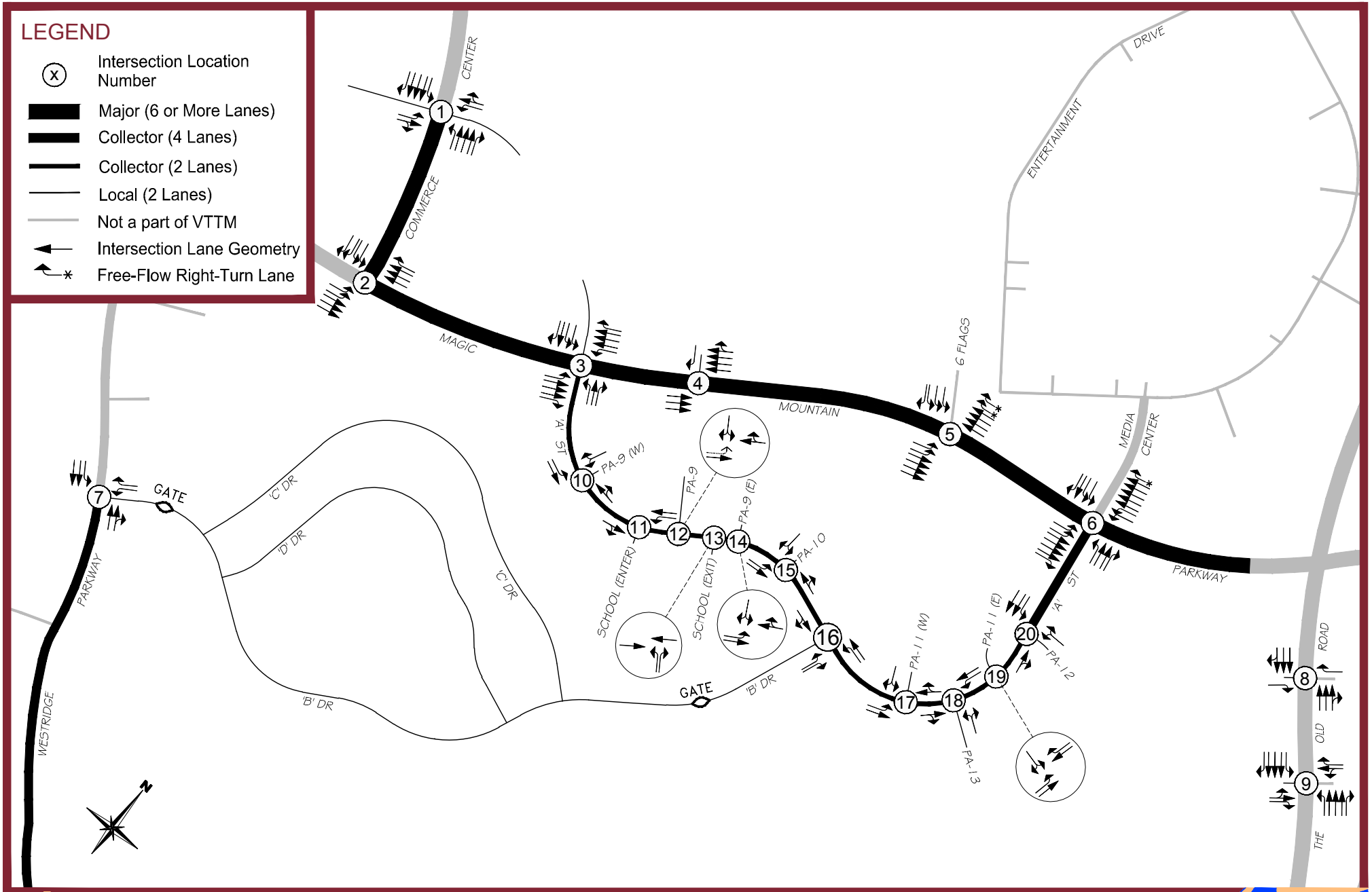

On-Site Roadway and Intersection Lane Configurations

Figure 3-1

3.2 PROJECT TRIP GENERATION

Entrada South consists of a variety of land uses as described in the preceding section. For the purpose of the traffic study, these land uses have been categorized based on the land use categories used by the SCVCTM, the County of Los Angeles Department of Public Works Traffic Impact Analysis Guidelines (see Reference 4 in Section 1.6), and industry standards such as the Institute of Transportation Engineers (ITE) Trip Generation Manual (see Reference 1.6 in Section 1.6). The specific trip rates used for this analysis are listed in Table 3-1.

Detailed trip generation estimates based on the trip generation rates referenced above are provided in Table 3-2. As shown, Entrada South is estimated to generate approximately 35,547 average daily tripends, with approximately 2,379 tripends during the AM peak hour, and approximately 3,502 tripends during the PM peak hour. However, due to the mix of residential, school, and commercial land uses planned for the site, many of the trips generated by the project will remain internal to the Project Site. Each internal trip consists of two of the tripends listed in Table 3-2, an inbound tripend and an outbound tripend. In contrast, each external trip consists of only one of the tripends listed in the table (either inbound or outbound) with the other end of the trip off-site.

To illustrate how the complementary mix of land uses interact with each other, an estimate of the split of internal and external trips has been derived for each of the individual project land use categories, and is presented in Table 3-3. Project land uses will have varying amounts of internal capture based on the specific type of land use that is planned. Due to the combination of residential, retail commercial and office land use categories proposed for Entrada South, internal capture was derived using the Mixed-Use Development (MXD) trip generation methodology. A comprehensive analysis of the project's internal capture potential was prepared by Fehr & Peers in March, 2010 (see Reference 2 in Section 1.6) and approved by County staff for use with the project's traffic study. The internal capture percentage has also been updated for consistency with the current project description through consultation with County staff. In comparison to the project description utilized for the original internal capture analysis, the current project includes fewer residential units and a larger elementary school. The current project description results in a slightly lower overall trip generation for the Project Site and a slightly lower internal capture rate due to the additional students traveling from nearby developments.

For the residential uses, approximately 2,600 ADT (20 percent) of the residential tripends are for internal trips, while approximately 10,500 ADT (80 percent) of the residential tripends are for external trips.

Approximately 2,900 ADT (13 percent) of the non-residential (school, office and retail commercial) tripends are for non-residential to non-residential internal trips and approximately 2,600 ADT (12 percent) are for non-residential to residential internal trips. The remaining 16,900 ADT (75 percent) of non-residential tripends are for external trips.

Table 3-1 Trip Generation Rates

Category	Code	Units	AM Peak Hour			PM Peak Hour			Average Daily Tripends	Source
			In	Out	Total	In	Out	Total		
Single-Family Detached	210	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52	ITE 9th Ed.
Condominium/Apartment	n/a	DU	0.06	0.48	0.54	0.47	0.26	0.73	8.00	LA Co. DPW
Commercial Retail (10-30 ac)	n/a	TSF	0.73	0.47	1.20	2.38	2.58	4.96	54.06	SCVCTM
Commercial Retail (<10 ac)	n/a	TSF	1.09	0.69	1.78	3.32	3.60	6.92	85.06	SCVCTM
Elementary School	520	Student	0.25	0.20	0.45	0.07	0.08	0.15	1.29	ITE 9th Ed.
Commercial Office	n/a	TSF	1.55	0.19	1.74	0.21	1.29	1.50	11.56	SCVCTM
County Park	412	Acre	0.01	0.01	0.02	0.05	0.04	0.09	2.28	ITE 9th Ed.

DU = Dwelling Unit
TSF = Thousand Square Feet
STU = Student
ITE = Institute of Transportation Engineers
DWP = Department of Public Works
SCVCTM = Santa Clarita Valley Consolidated Traffic Model

Table 3-2 Land Use and Trip Generation Summary – Entrada South

Category	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Tripends
			In	Out	Total	In	Out	Total	
Single-Family Detached	339	DU	64	190	254	214	125	339	3,227
Condominium/Apartment	1,235	DU	74	593	667	580	322	902	9,880
Commercial Retail (10-30 ac)	280.20	TSF	205	131	336	667	723	1,390	15,148
Commercial Retail (<10 ac)	15.00	TSF	16	11	27	50	54	104	1,276
Elementary School	750	Student	188	150	338	53	60	113	968
Commercial Office	435.00	TSF	674	83	757	91	562	653	5,029
County Park/Private Rec Center	8.50	Acre	0	0	0	0	1	1	19
Total	-	-	**1,221**	**1,158**	**2,379**	**1,655**	**1,847**	**3,502**	**35,547**

Note: See Table 3-3 for net volume of external trips.

Table 3-3 Internal and External Trip Volumes and Percentages

Category	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Tripends
			In	Out	Total	In	Out	Total	
Residential Trips	1,574	DU	138	783	921	794	447	1,241	13,107
Internal – Res. to Non-Res.	-	-	55	119	174	119	65	184	2,580
External – Residential	-	-	83	664	747	675	382	1,057	10,527
Retail Commercial (10-30ac)	280.2	TSF	205	131	336	667	723	1,390	15,148
Retail Commercial (<10 ac)	15.0	TSF	16	11	27	50	54	104	1,276
Commercial Office	435	TSF	674	83	757	91	562	653	5,029
Elementary School	750	STU	188	150	338	53	60	113	968
Park	8.5	Acres	0	0	0	0	1	1	19
Subtotal Non-Residential	-	-	1,083	375	1,458	861	1,400	2,261	22,440
Internal - Non-Res. to Non-Res.	-	-	129	129	258	138	138	276	2,919
Internal - Non-Res to Res	-	-	119	55	174	65	119	184	2,580
External - Non-Residential	-	-	835	191	1,026	658	1,143	1,801	16,941
Total	-	-	**1,221**	**1,158**	**2,379**	**1,655**	**1,847**	**3,502**	**35,547**
Internal – Total	-	-	**303 (25%)**	**303 (26%)**	**606 (25%)**	**322 (19%)**	**322 (17%)**	**644 (18%)**	**8,079 (23%)**
External – Total	-	-	**918 (75%)**	**855 (74%)**	**1,773 (75%)**	**1,333 (81%)**	**1,525 (83%)**	**2,858 (82%)**	**27,468 (77%)**

In total, approximately 23 percent of the trip generation is for internal trips and 77 percent is for external trips. The net volume of trips generated by the project is derived by adding together the amount of internal trips (two project tripends) with the amount of external trips (one project tripend). As shown in Table 3-4, the project generates a net total of 31,508 trips when taking into account the project's 23 percent internal capture rate.

Table 3-4 Project Trip Summary

Total Tripends	External Trips[1]	Internal Trips[2]	Total Trips
35,547	27,468	4,040	31,508

[1]One tripend on-site
[2]Two tripends on-site

3.3 PROJECT TRIP DISTRIBUTION

The geographic distribution of project-generated trips was derived by the SCVCTM. The SCVCTM is a computerized travel demand model that utilizes a sophisticated trip distribution function to derive the distribution of vehicle trips, and which has previously been calibrated to the existing conditions of the Santa Clarita Valley. The SCVCTM is jointly maintained by City of Santa Clarita and County of Los Angeles staff, and is utilized for all major transportation planning efforts within the Santa Clarita Valley. Production and attraction trip data is generated by the model based on five separate trip purposes, and trip distribution patterns are then derived by the model. As a final step, the model assigns these trips to the roadway network based on the derived distribution patterns.

Illustrations of the project's trip distribution patterns are provided in Figure 3-2 based on the SCVCTM select zone run. Approximately 34 percent of the project's traffic is distributed to Magic Mountain Parkway east of the Project Site, approximately 14 percent to The Old Road north of the Project Site, approximately 6 percent to The Old Road south of the Project Site, approximately 9 percent to Magic Mountain Parkway west of the Project Site, 6 percent is distributed to Commerce Center north of the site, approximately 2 percent is distributed to Westridge Parkway south of the Project Site, and approximately 5 percent across Magic Mountain Parkway to the areas immediately north of the Project Site. The remaining 23 percent remains internal to the Project Site, as discussed above in Section 3.2.

As to the external trips, approximately 15 percent of the project's total trips interact with the neighboring developments immediately adjacent to the Project Site. Approximately four percent interacts with the Entrada North (Tenderloin area) development just north of the site, approximately five percent interacts with the Mission Village development just west of the site, approximately one percent interacts with the Legacy Village development just south of the site,

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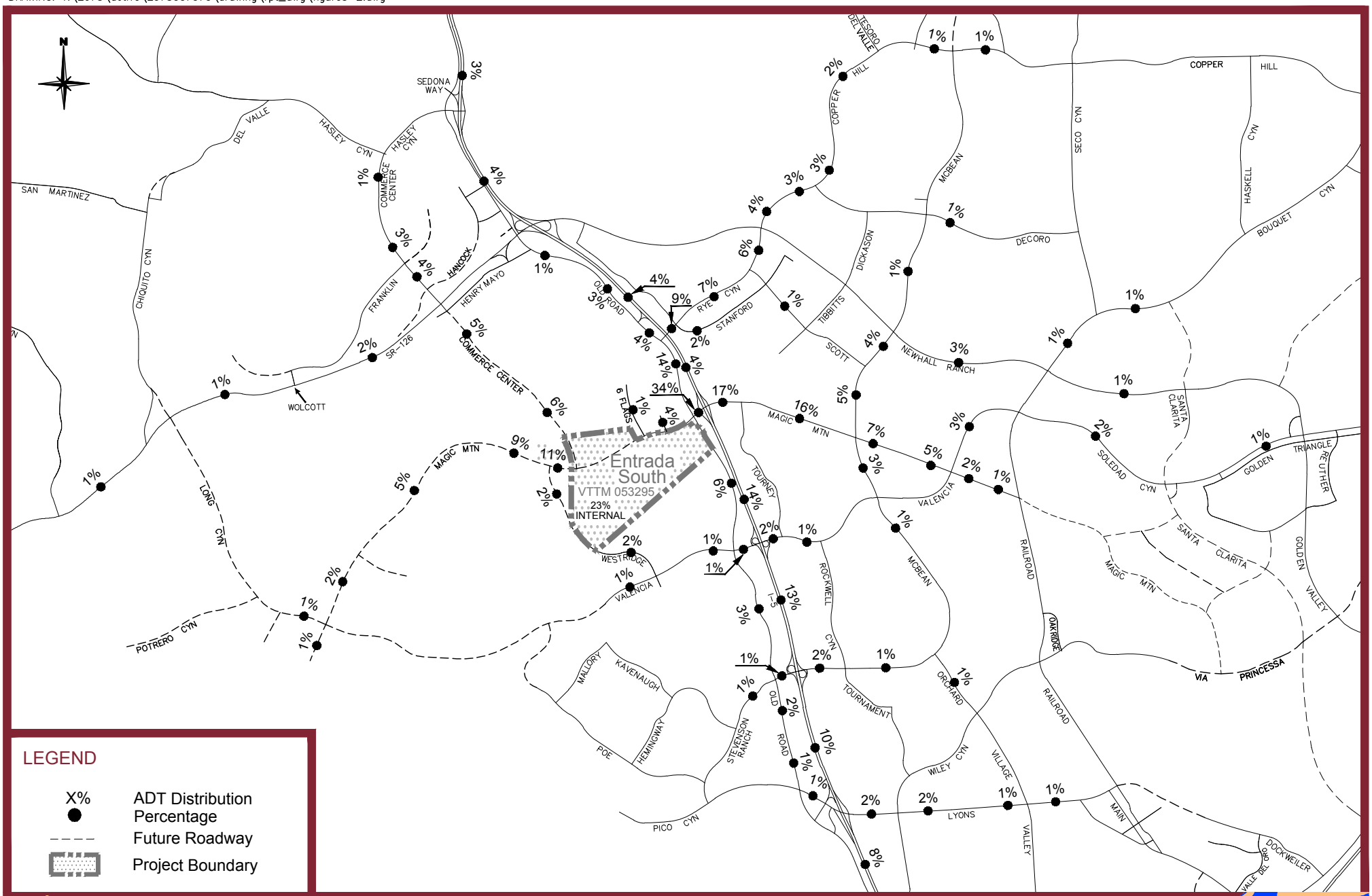

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Project Trip Distribution

Figure 3-2

approximately two percent interacts with the Potrero Village development west of the site, and approximately three percent interacts with the Homestead South development west of the site.

3.4 PROJECT TRAFFIC FORECASTS – ON SITE

As noted in the previous section, the SCVCTM was used to calculate the distribution of trips to and from the Project Site. From the SCVCTM trip distribution, a forecast for future traffic volumes with the Project Site was then derived based on the characteristics of the site.

Forecast ADT volumes based on the proposed project for buildout conditions (which includes the project and buildout of all long-term cumulative development) within the Project Site are illustrated in Figure 3-3. Forecast peak hour turning movement volumes for buildout conditions are illustrated in Figure 3-4 and Figure 3-5 for the AM peak hour and in Figure 3-6 and Figure 3-7 for the PM peak hour.

The peak hour traffic volumes referenced above were utilized to derive the intersection lane configurations for the on-site intersections referenced in Figure 3-1, above. A detailed intersection operational analysis based on these lanes and the forecast peak hour volumes is summarized in Table 3-5. As shown, each intersection is anticipated to operate at LOS D or better for buildout conditions, with the majority of intersections operating at no worse than LOS C. Detailed LOS calculation worksheets for each intersection are provided in Appendix B.

Each site access intersection has been evaluated for the need of the installation of traffic signals based on the California Manual of Uniform Traffic Control Devices (CA MUTCD) ADT estimate form and the peak hour warrant figure. Table 3-6 summarizes the results of the ADT warrant analysis and Table 3-7 summarizes the results of the peak hour warrant analysis. The CA MUTCD ADT warrant form along with the peak hour warrant figure is provided in Appendix D.

The following site access intersections are anticipated to warrant the installation of a traffic signal:

1. Commerce Center Drive & PA 1-3 Commercial Road (VTTM 053295)
2. Commerce Center Drive & Magic Mountain Parkway
3. "A" Street (West)/Commercial Road (VTTM 053295) & Magic Mountain Parkway
6. "A" Street (East) (VTTM 053295)/Media Center & Magic Mountain Parkway
7. Westridge & "B" Drive (VTTM 053295)

The intersection of Westridge Parkway and "B" Drive (VTTM 053295) does not fully satisfy either of the ADT warrants conditions, but it does satisfy the 80 percent criteria. As such, it is also expected to warrant the installation of a traffic signal. However, the intersection has been shown to operate at LOS C based on side-street stop sign control (see the previously referenced Table 3-5) and, as such, it is recommended that a traffic signal not be installed until such time that it is confirmed that actual traffic volumes meet signal warrant criteria.

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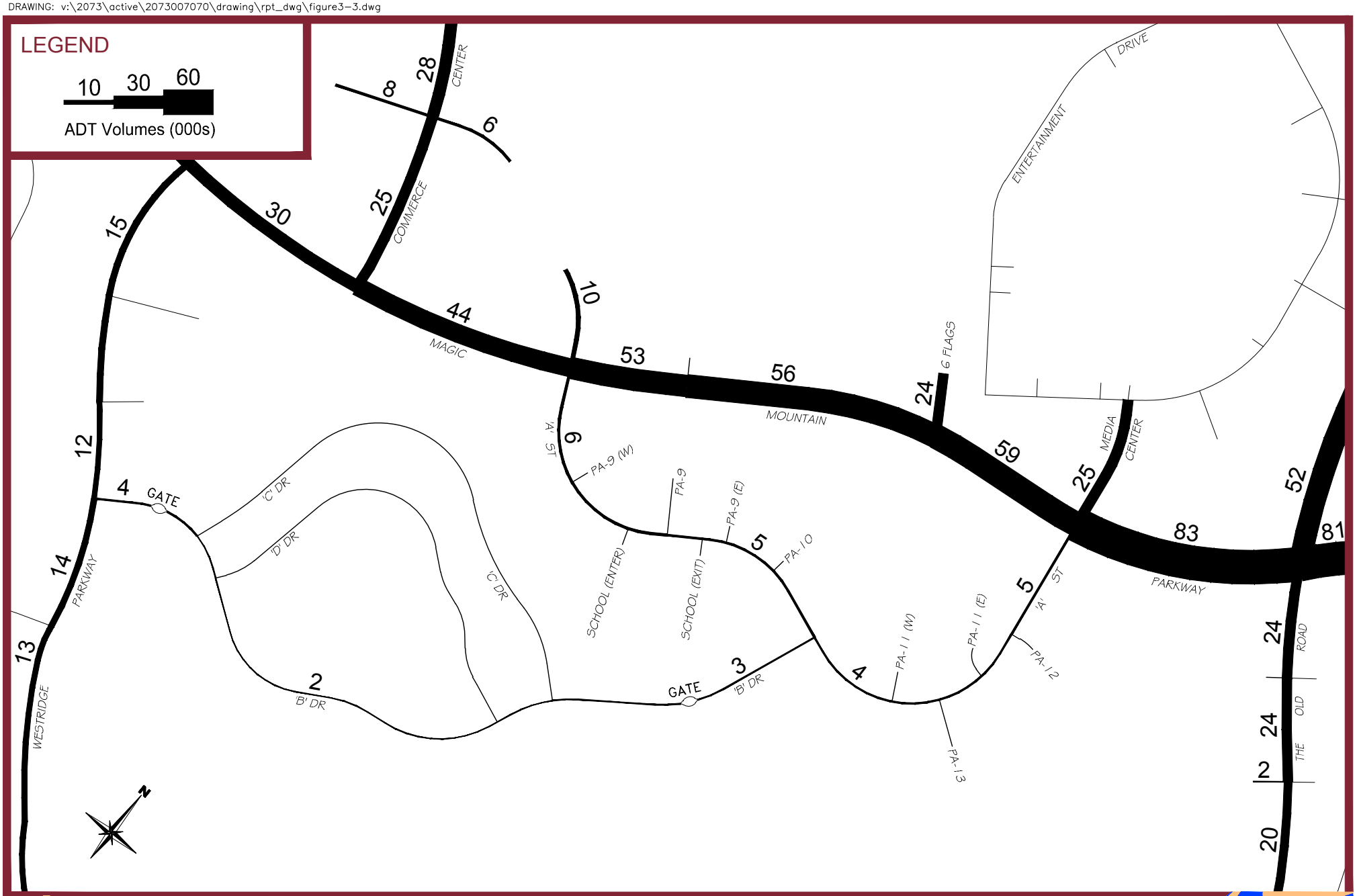
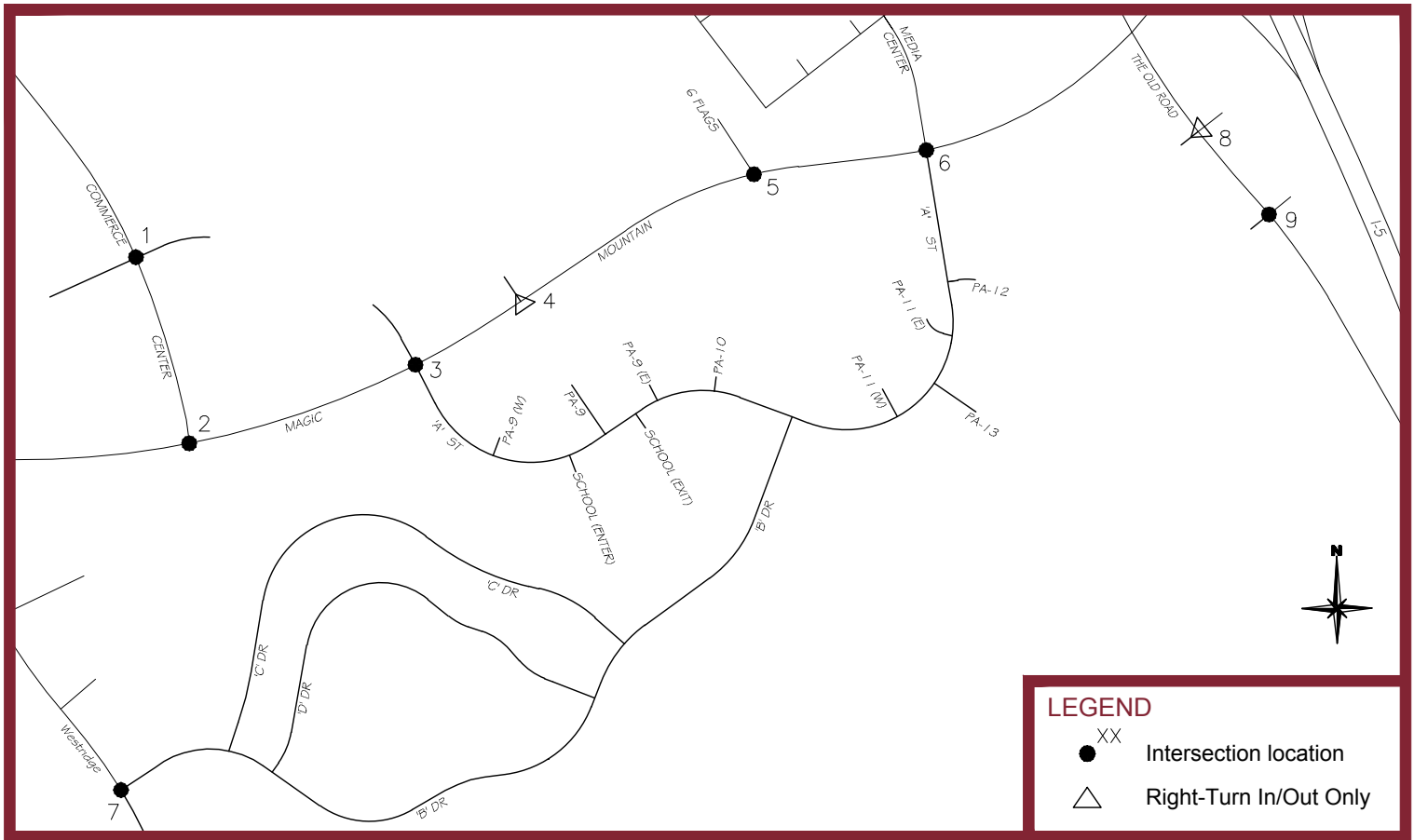
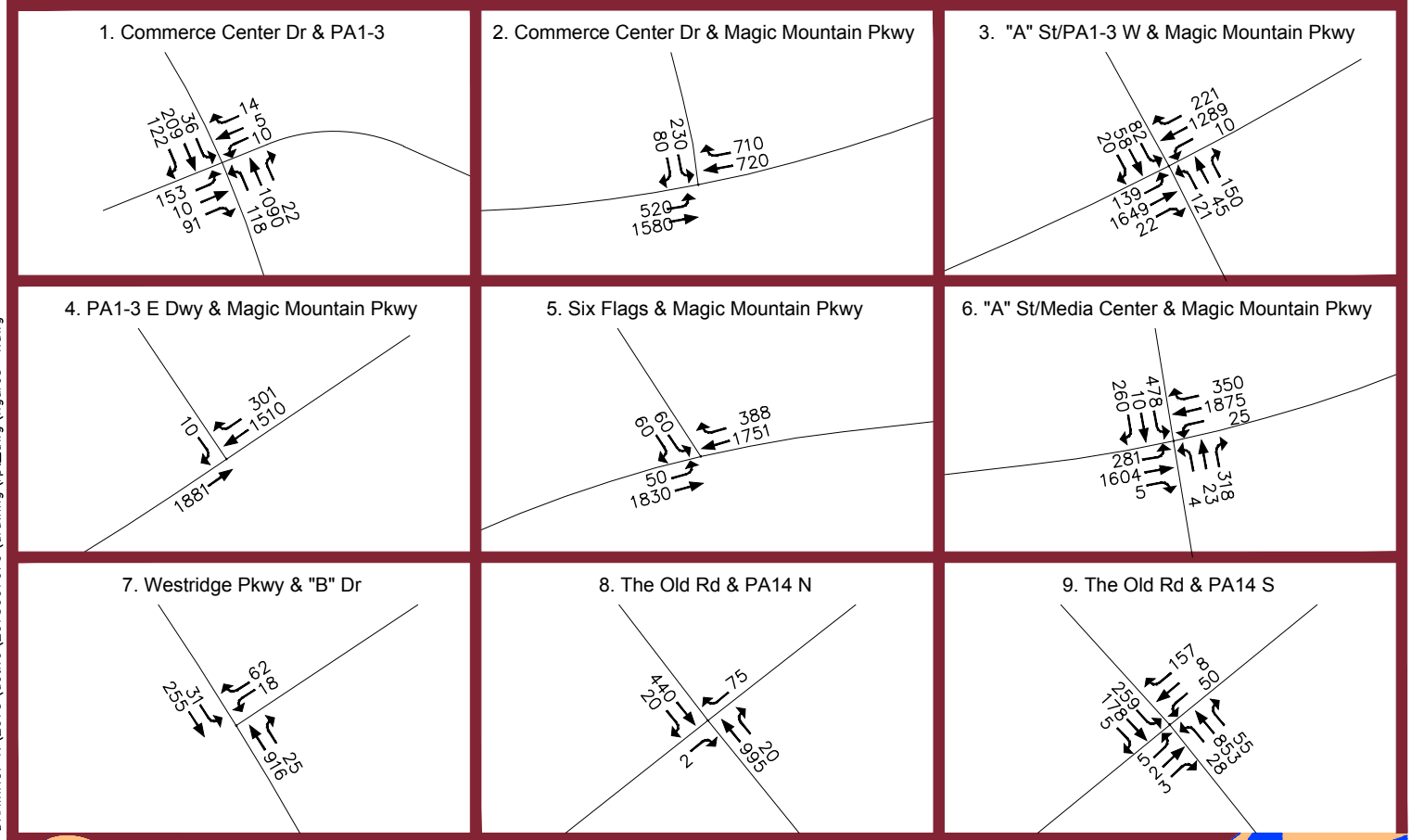


ADT Volumes, Buildout of Entrada South and all Cumulative Development - On-site

Figure 3-3





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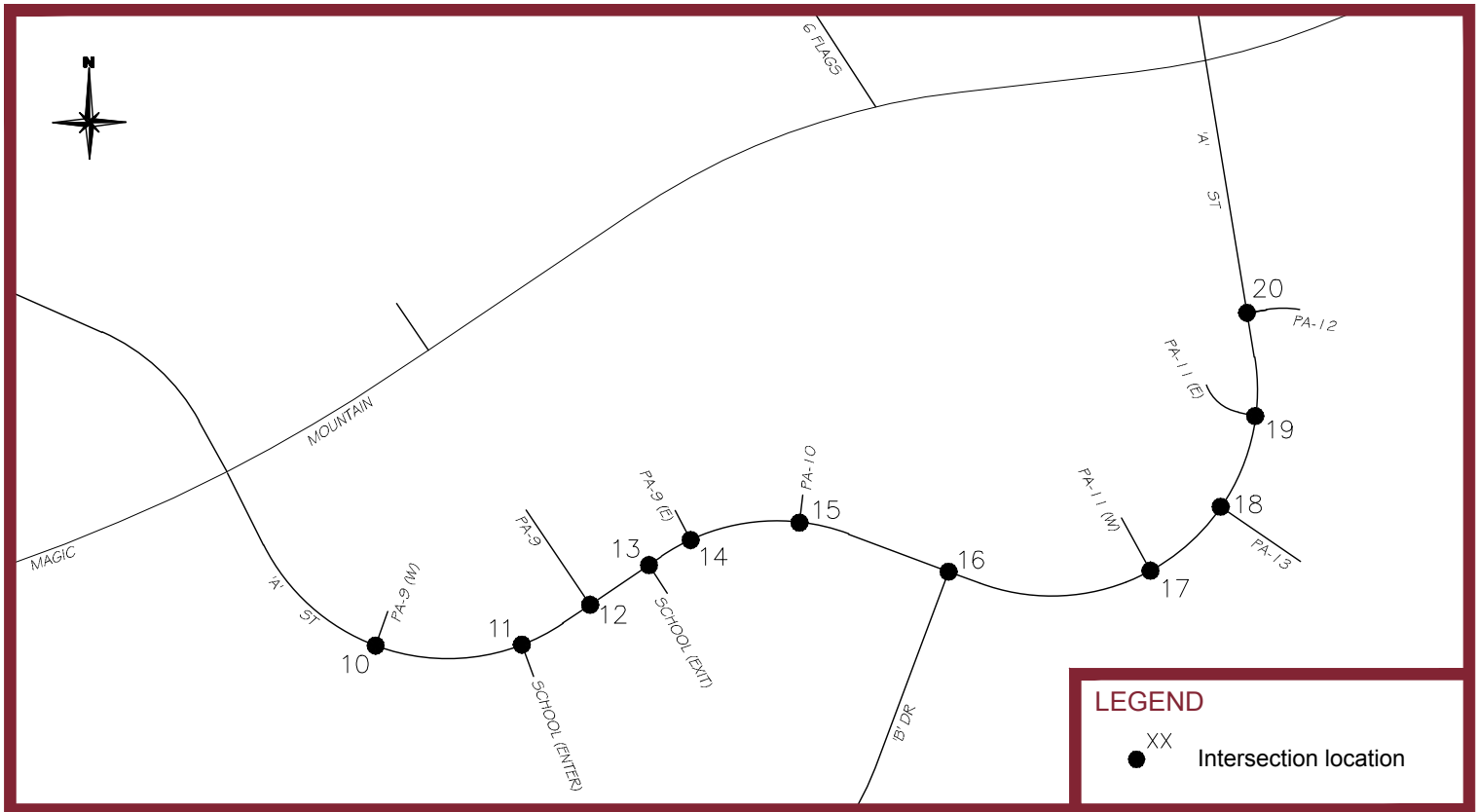
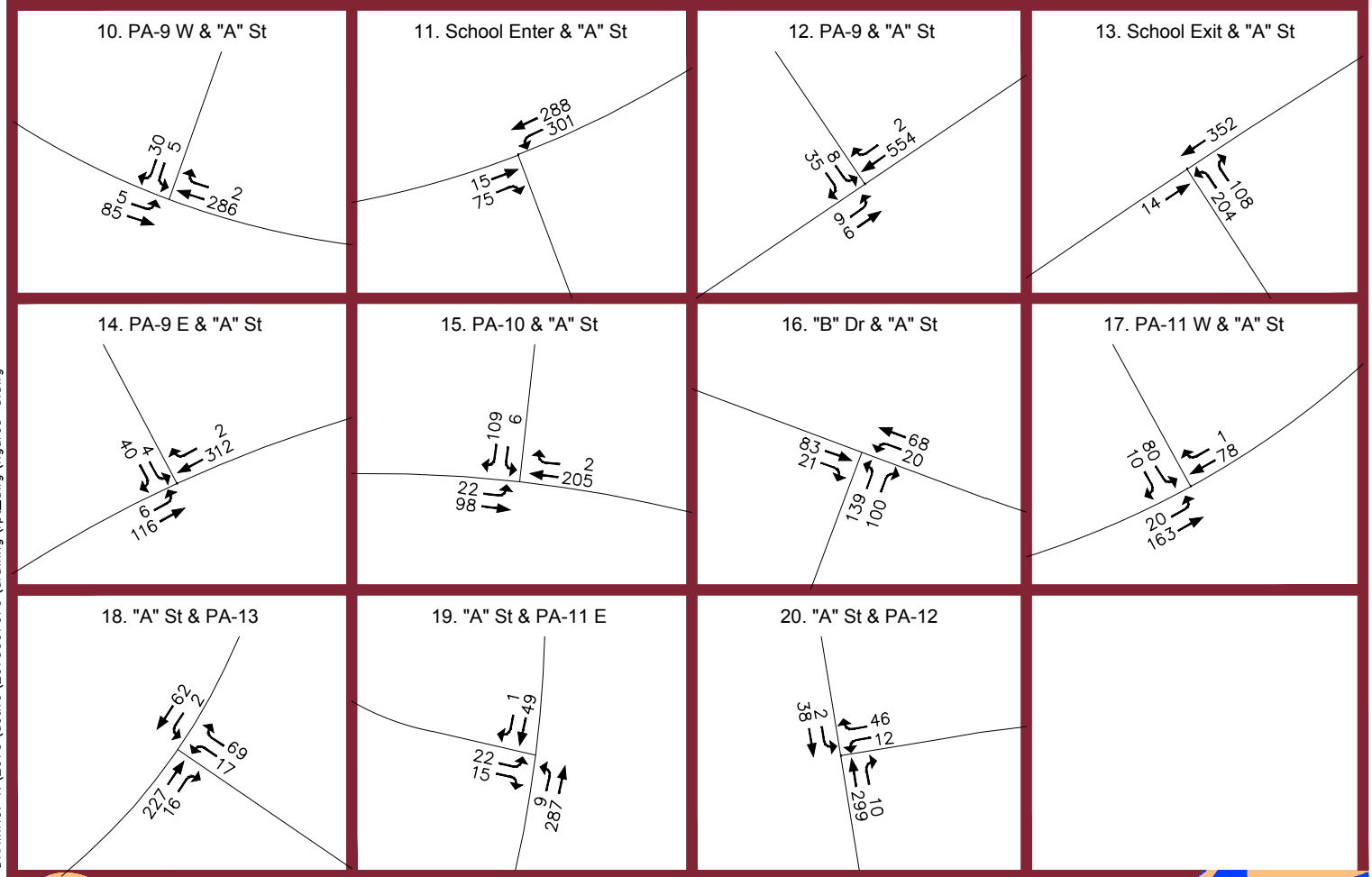
AM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development - Project Access

Figure 3-4





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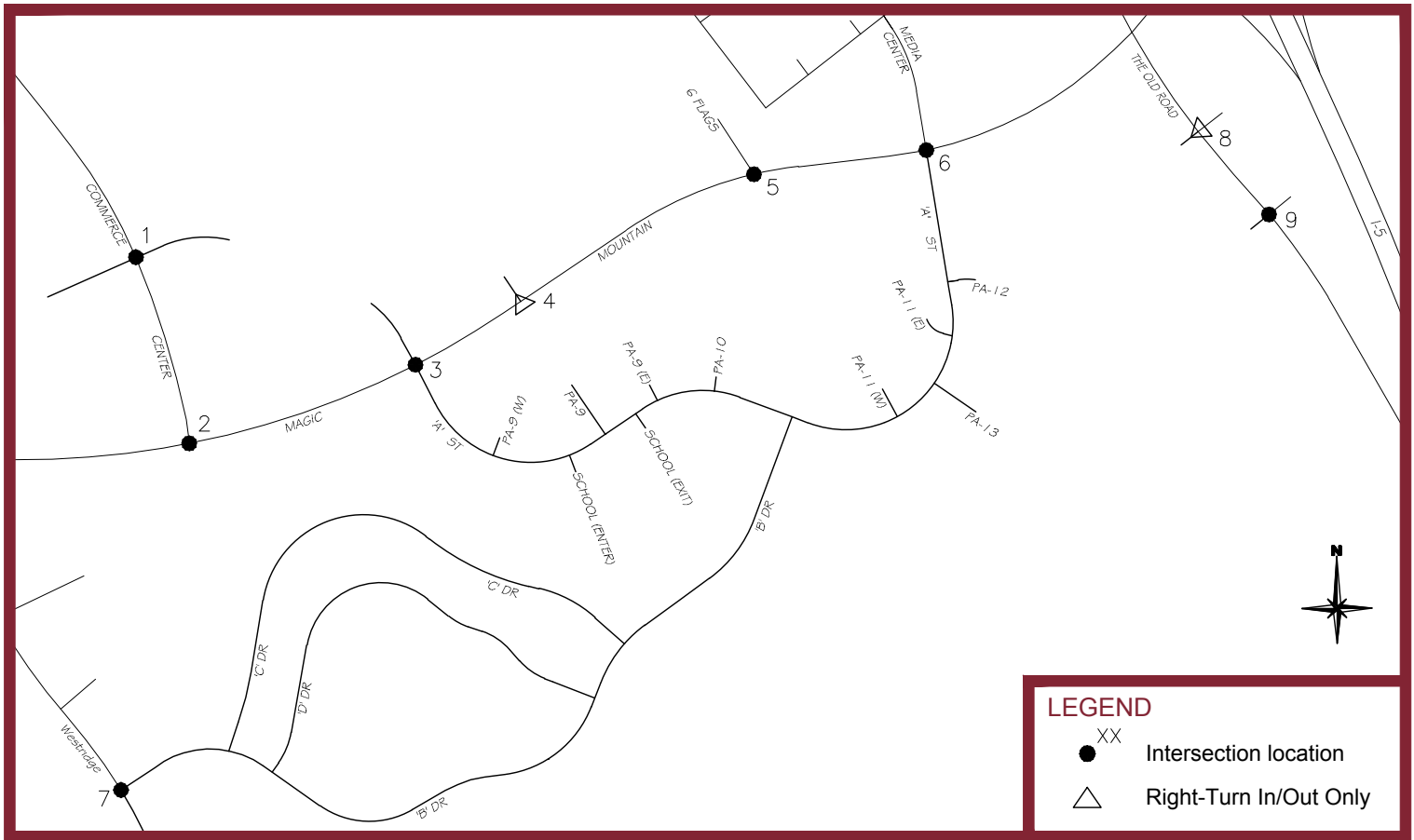
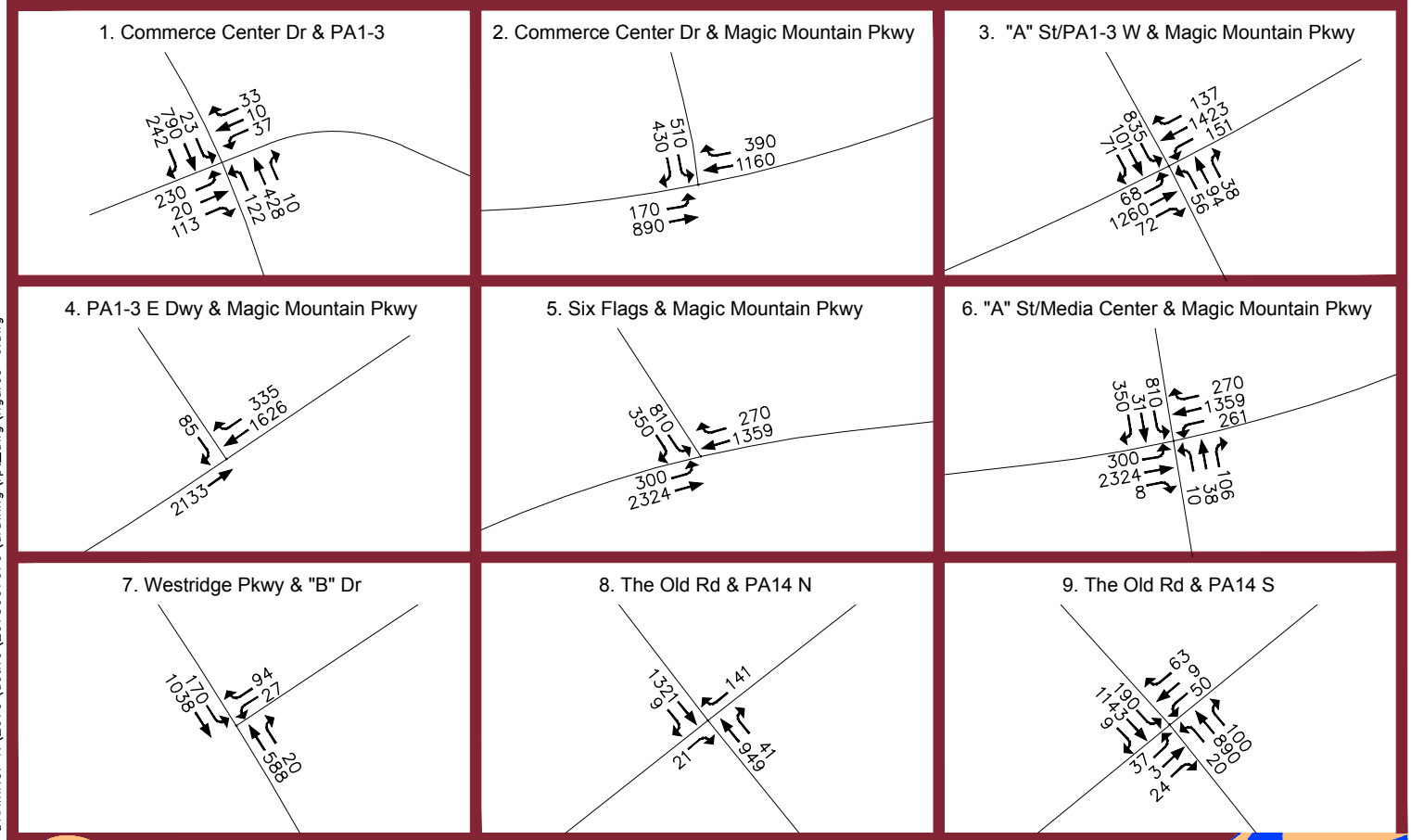
AM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development - On-Site

Figure 3-5





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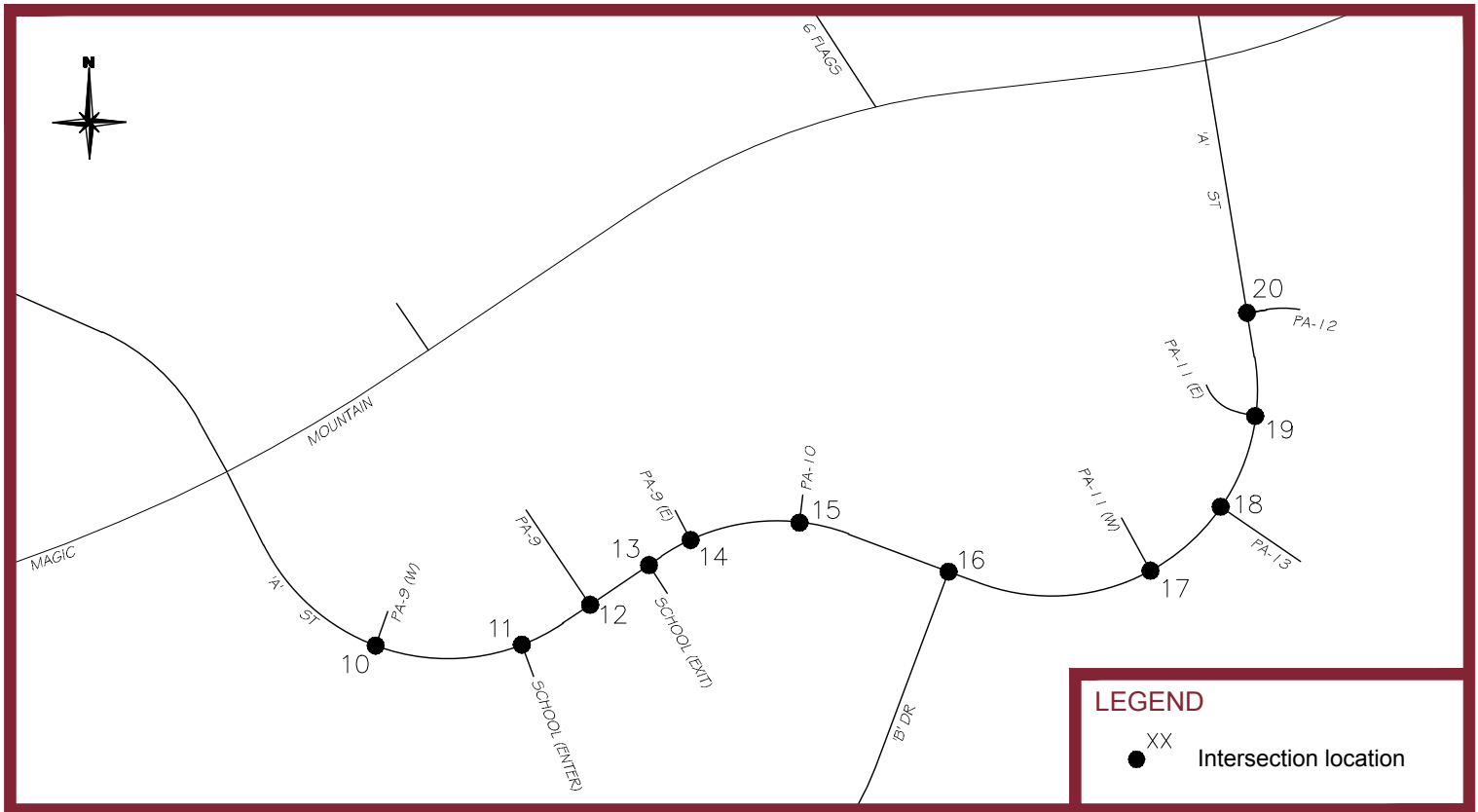
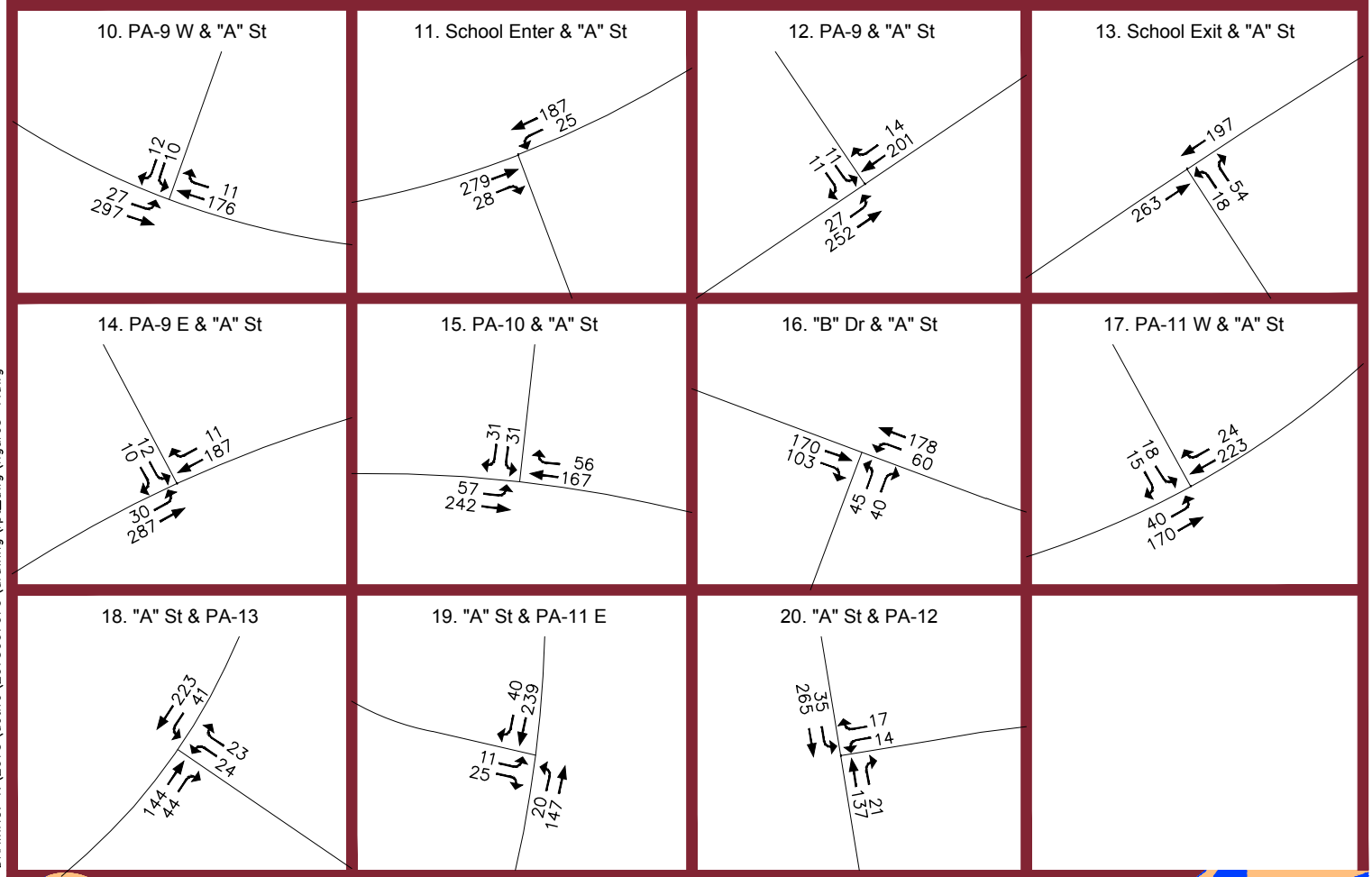
PM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development - Project Access

Figure 3-6





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PM Peak Hour Volumes, Buildout of Entrada South and all Cumulative Development - On-Site

Figure 3-7

Table 3-5 LOS Summary - Buildout Conditions (On-Site)

Location	Control Type	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Commerce Center & PA 1-3 Commercial Road (VTTM 053295)	Signal	4.1	A	3.8	A
2. Commerce Center & Magic Mountain	Signal	12.9	B	13.3	B
3. “A” Street/Commercial Road (VTTM 053295) & Magic Mountain	Signal	34.5	C	35.9	D
5. Six Flags Entrance & Magic Mountain	Signal	5.3	A	13.2	B
6. “A” Street/Media Center (VTTM 053295) & Magic Mountain	Signal	24.4	C	34.2	C
7. Westridge & “B” Drive (VTTM 053295)	Stop	16.3	C	23.3	C
9. The Old Road & PA-14 (South Dwy) (VTTM 053295)	Signal	13.7	B	9.0	A
10. “A” Street (VTTM 053295) & PA-9 (West Dwy) (VTTM 053295)	Stop	10.3	B	10.9	B
12. “A” Street (VTTM 053295) & PA-9 (Center Dwy) (VTTM 053295)	Stop	12.9	B	11.1	B
13. “A” Street (VTTM 053295) & School Exit (VTTM 053295)	Stop	12.1	B	10.6	B
14. “A” Street (VTTM 053295) & PA-9 (East Dwy) (VTTM 053295)	Stop	10.6	B	11.4	B
15. “A” Street (VTTM 053295) & PA-10 (VTTM 053295)	Stop	10.2	B	11.9	B
16. “A” Street (VTTM 053295) & “B” Drive (VTTM 053295)	Stop	10.1	B	11.7	B
17. “A” Street (VTTM 053295) & PA-11 (West Dwy) (VTTM 053295)	Stop	10.9	B	11.3	B
18. “A” Street (VTTM 053295) & PA-13 (VTTM 053295)	Stop	10.3	B	11.1	B
19. “A” Street (VTTM 053295) & PA-11 (East Dwy) (VTTM 053295)	Stop	10.1	B	10.1	B
20. “A” Street (VTTM 053295) & PA-12 (VTTM 053295)	Stop	11.0	B	10.3	B

Delay = vehicle delay (seconds/vehicle)
Signal Delay represents average vehicle delay for intersection
Stop Delay represents movement with highest average delay

Table 3-6 Traffic Signal ADT Warrant Analysis – ADT Volumes (On-Site)

Intersection (Major St. / Minor St.)	Lanes per Approach		ADT Volume (000s)		Warrants Satisfied		
	Major St.	Minor St.	Major St.[1]	Minor St.[2]	Condition A	Condition B	80% of A & B
1. Commerce Center & PA 1-3 Commercial Road (VTTM 053295)	3	2	27	3	**Yes**	**Yes**	n/a
2. Commerce Center & Magic Mountain	3	3	37	13	**Yes**	**Yes**	n/a
3. "A" Street (West)/Commercial Road (VTTM 053295) & Magic Mountain	3	2	49	5	**Yes**	**Yes**	n/a
6. "A" Street (East) (VTTM 053295)/Media Center & Magic Mountain	4	2	71	13	**Yes**	**Yes**	n/a
7. Westridge & "B" Drive (VTTM 053295)	2	1	13	2	No	No	**Yes**

Notes:
A traffic signal is warranted if either Condition A or Condition B is satisfied, or if 80% of both Conditions A and B are satisfied.
Magic Mountain Parkway speed > 40 mph.

For ADT warrant criteria, refer to CA MUTCD ADT warrant table in Appendix D

[1]Total of both approaches
[2]Higher volume approach

Table 3-7 Traffic Signal Peak Hour Warrant Analysis (On-Site)

Intersection	AM Peak Hour		PM Peak Hour		Warrant Satisfied
	Major St Volume	Minor St Volume	Major St Volume	Minor St Volume	
1. Commerce Center & PA 1-3 Commercial Road (1, 3, 5)	1,576	29	1,486	80	Yes
2. Commerce Center & Magic Mountain (1, 3, 5)	3,530	310	2,610	940	Yes
3. “A” Street (West)/Commercial Road & Magic Mountain (1, 3, 5)	3,330	316	3,111	1,007	Yes
6. “A” Street (East)/Media Center & Magic Mountain (1, 3, 5)	4,140	748	4,522	1,191	Yes
7. Westridge & “B” Drive (1, 3, 5)	1,227	80	1,816	121	Yes
11. “A” Street & School Entrance (2, 6, 5)	90[1]	301[1]	307	25	No
12. “A” Street & PA-9 (Center Dwy) (2, 4, 5)	571	43	494	22	No
13. “A” Street & School Exit (2, 4, 5)	366	312	460	72	No

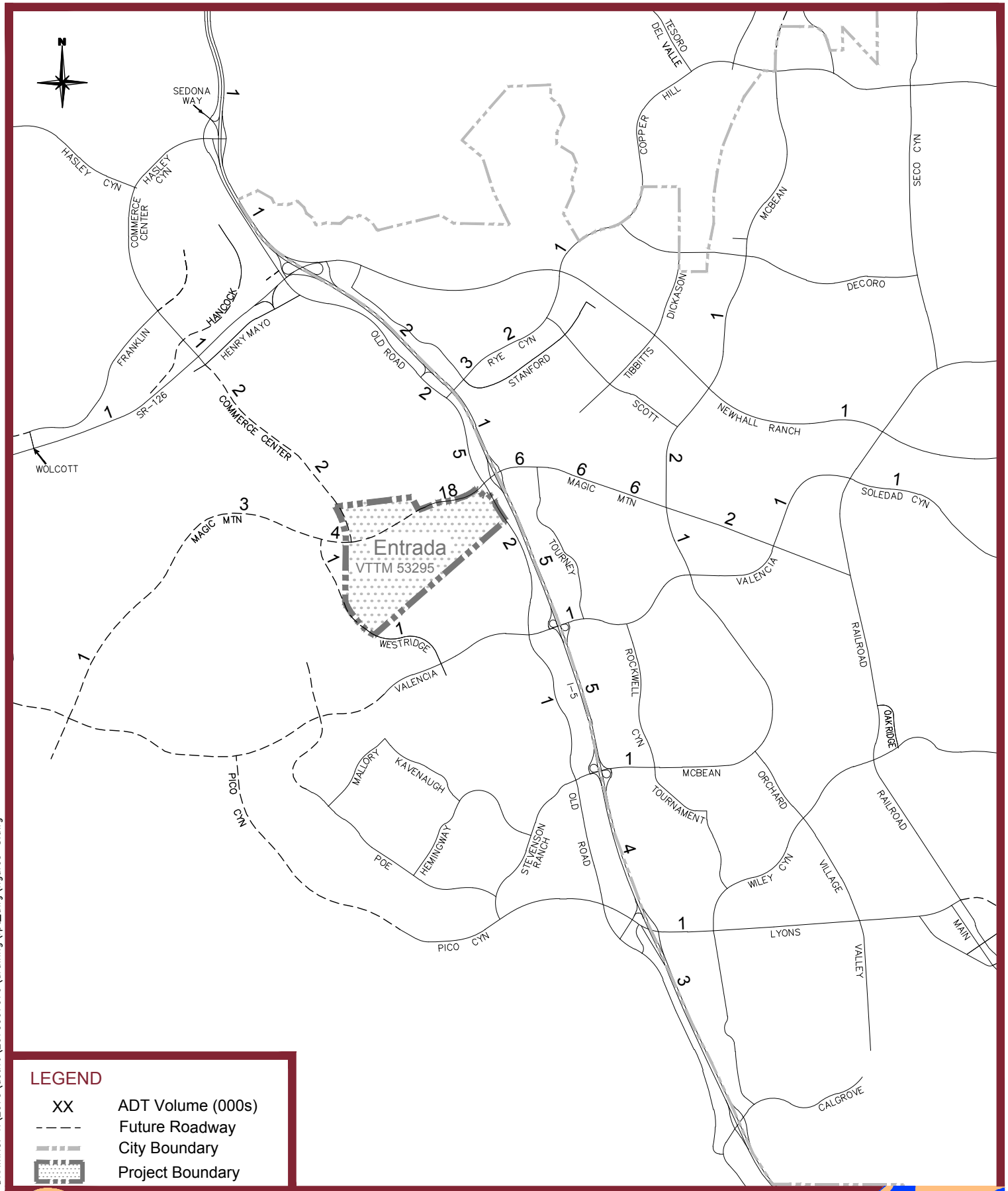
For peak hour warrant criteria, refer to Figure 4C-3 and Figure 4C-4 in Appendix D

[1]Minor leg is one-way (away from intersection). Major street left-turn volume and opposing through volumes used for warrant.

Assumptions:
(1) 45 mph speed on major street
(2) <45 mph speed on major street
(3) Major street approach with 2 lanes, volume total of both approaches
(4) Major street approach with 1 lane, volume total of both approaches
(5) Minor street approach with 1 lane, volume total of highest approach
(6) T-intersection with one-way minor leg (away from intersection)

3.5 PROJECT TRAFFIC FORECASTS – OFF SITE

Project generated ADT volumes are provided in Figure 3-8. The corresponding project generated peak hour turning movement volumes are provided in Figure 3-9 and Figure 3-10 for the AM peak hour and in Figure 3-11 and Figure 3-12 for the PM peak hour.



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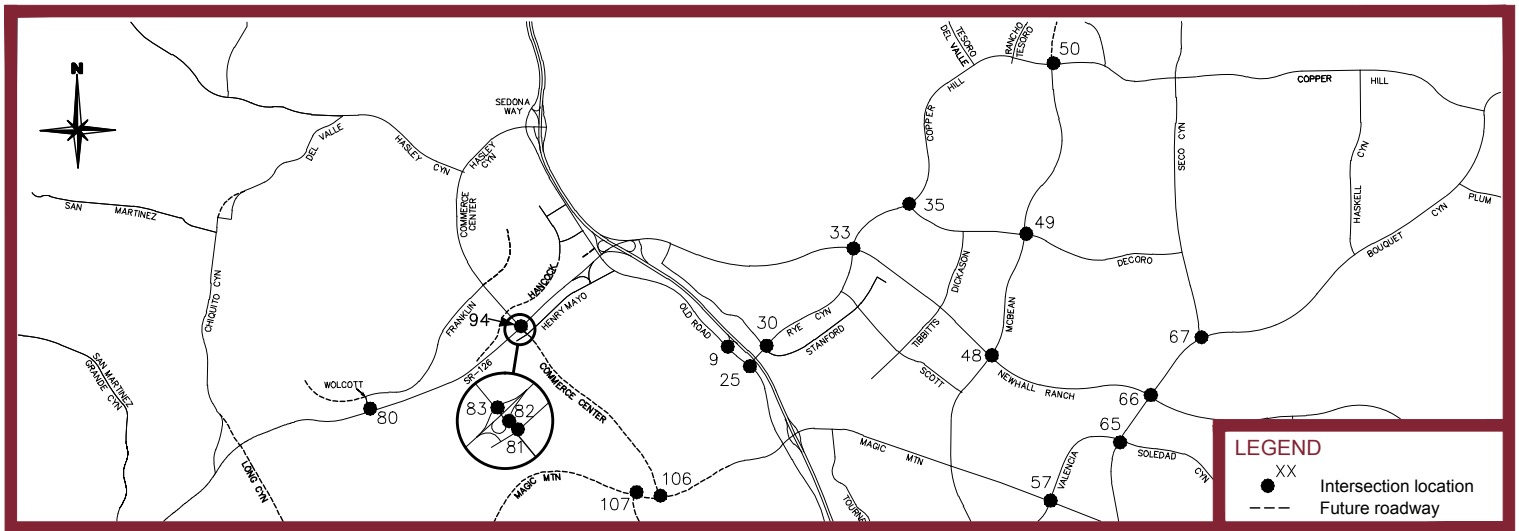
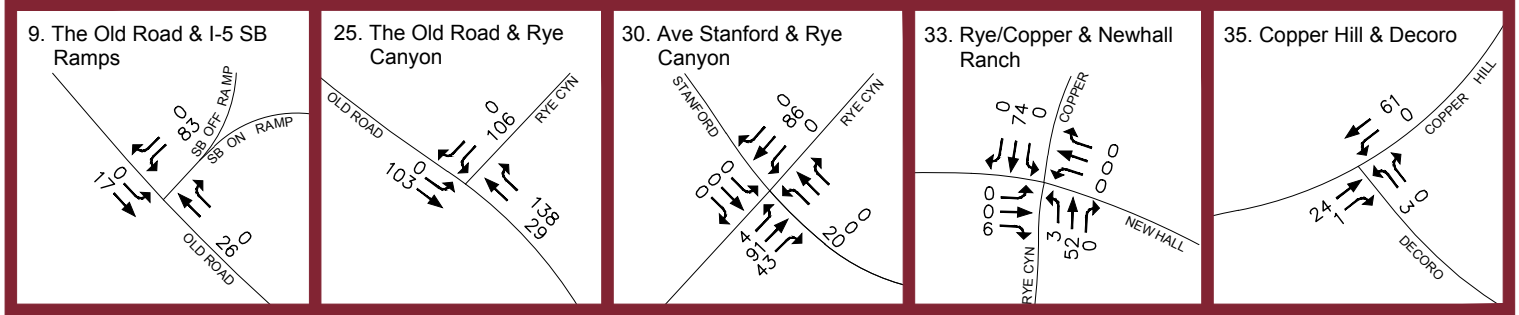
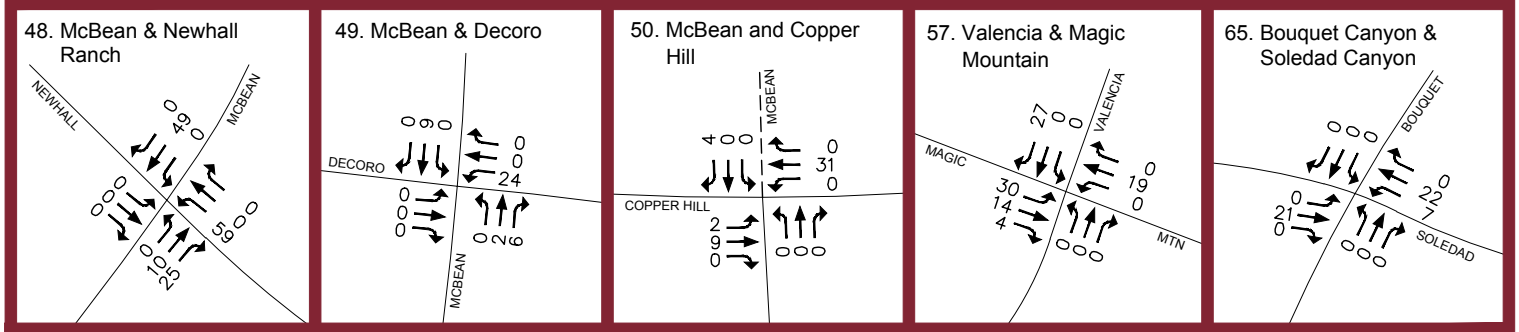
Stantec

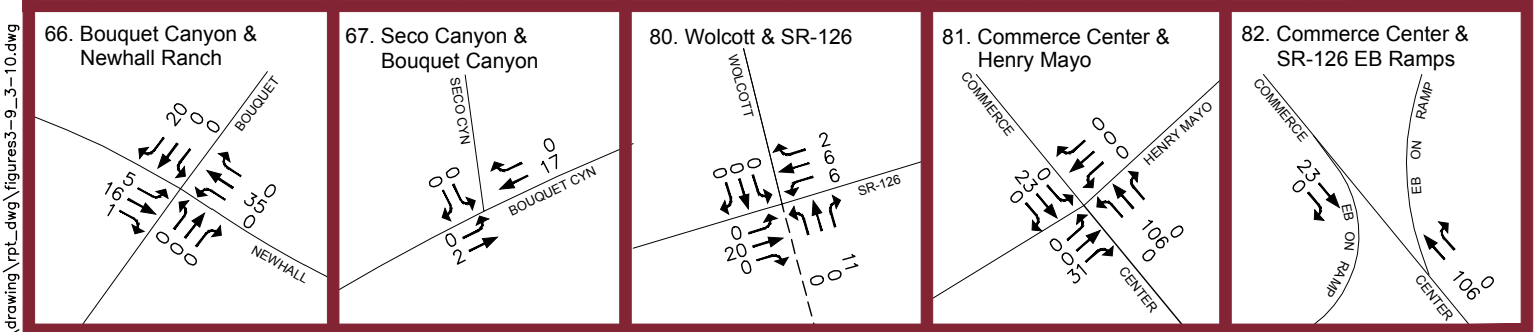
ADT Volumes (000s)
Project Only (Year 2024)

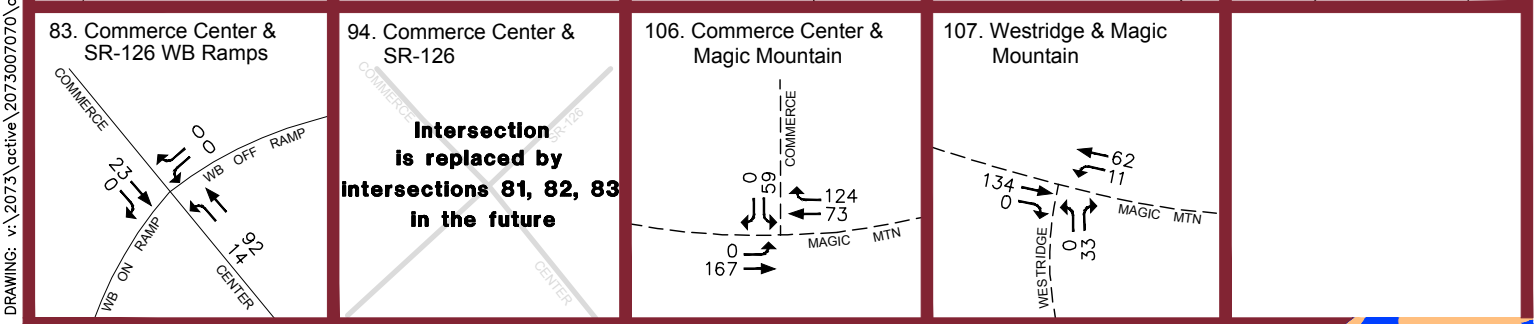
Figure 3-8











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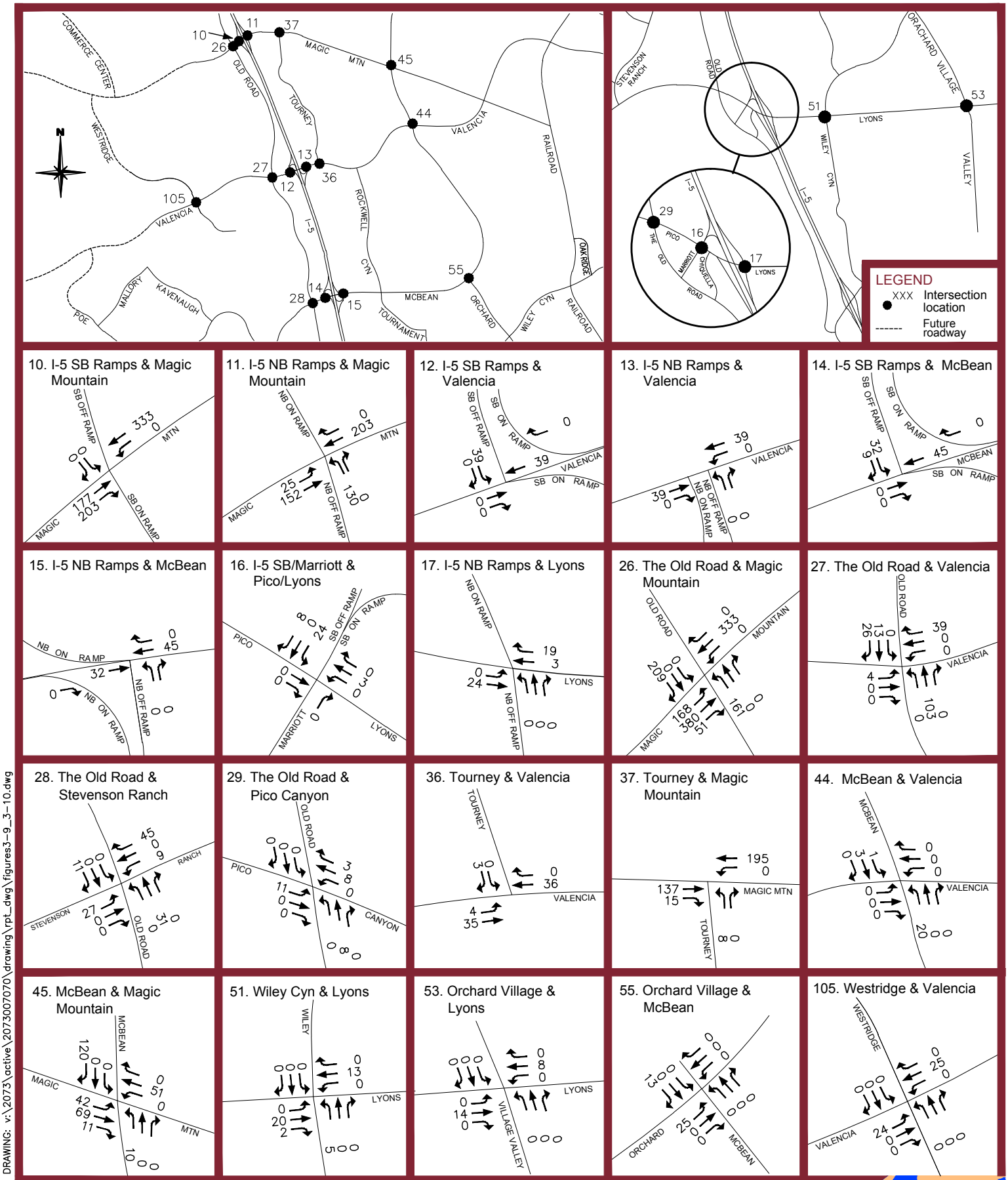
Stantec

AM Peak Hour Turning Movement Volumes
Project Only (Year 2024) North Area

Figure 3-9



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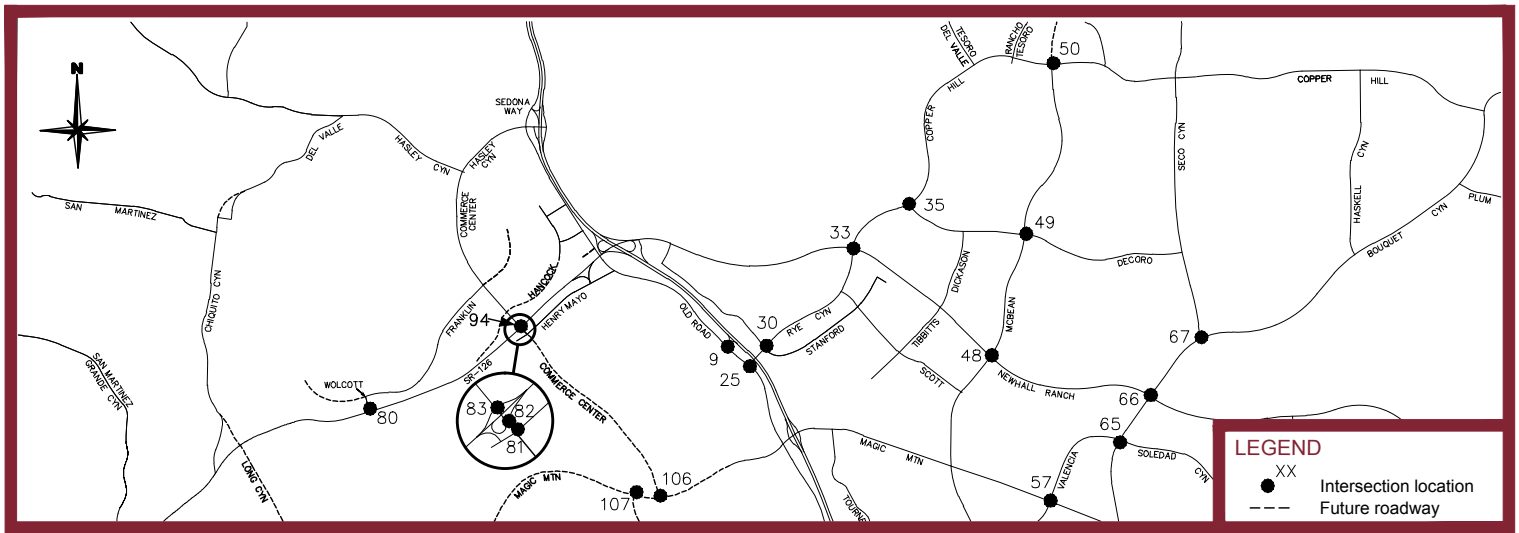
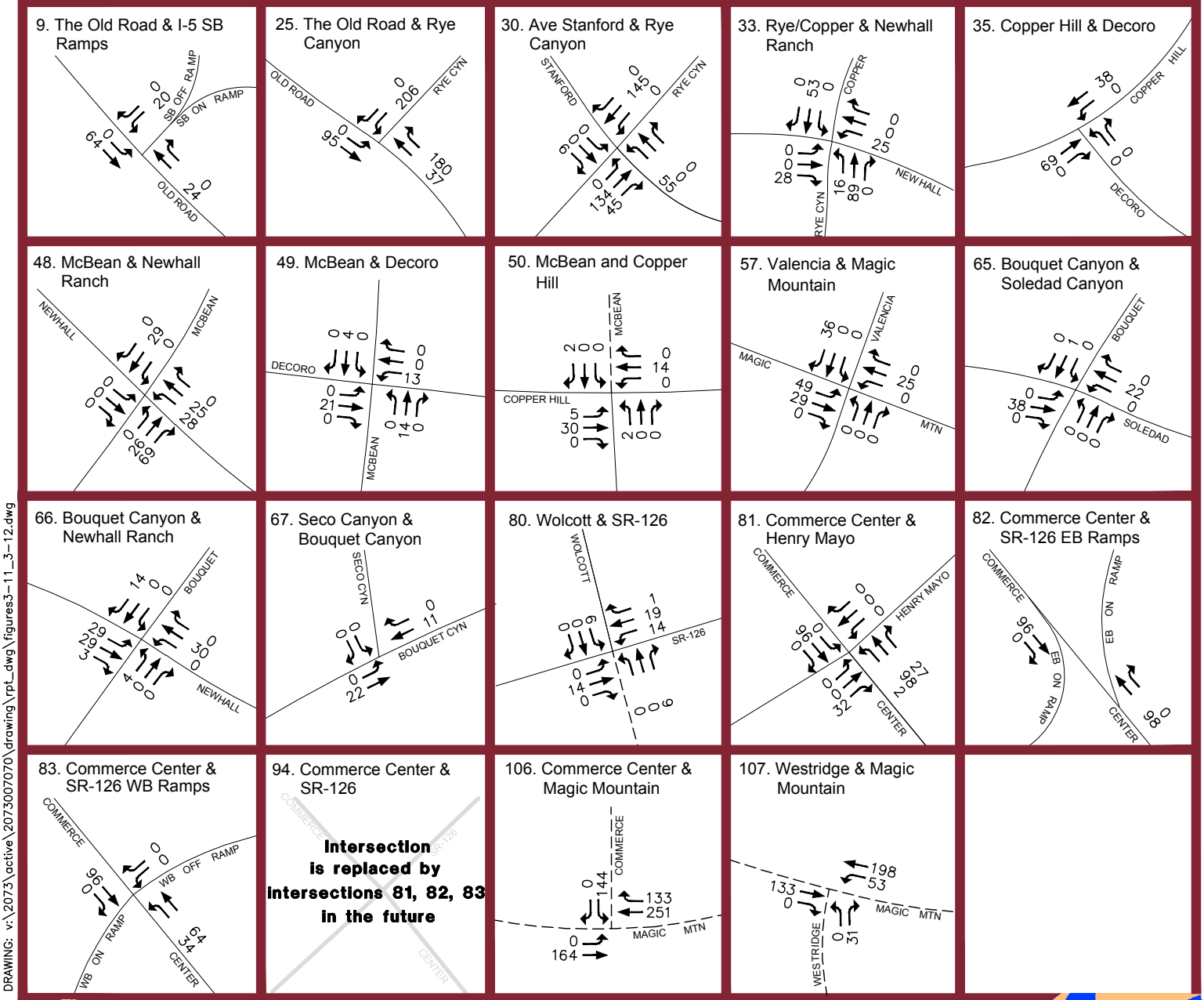
AM Peak Hour Turning Movement Volumes
Project Only (Year 2024) South Area

Figure 3-10





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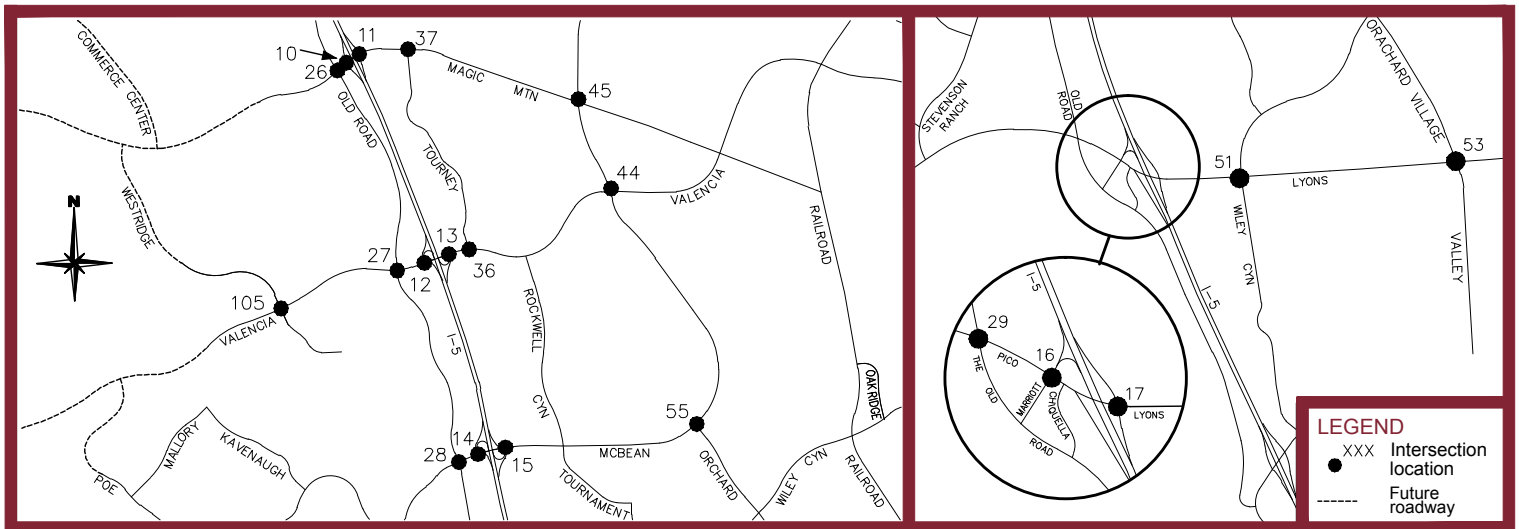
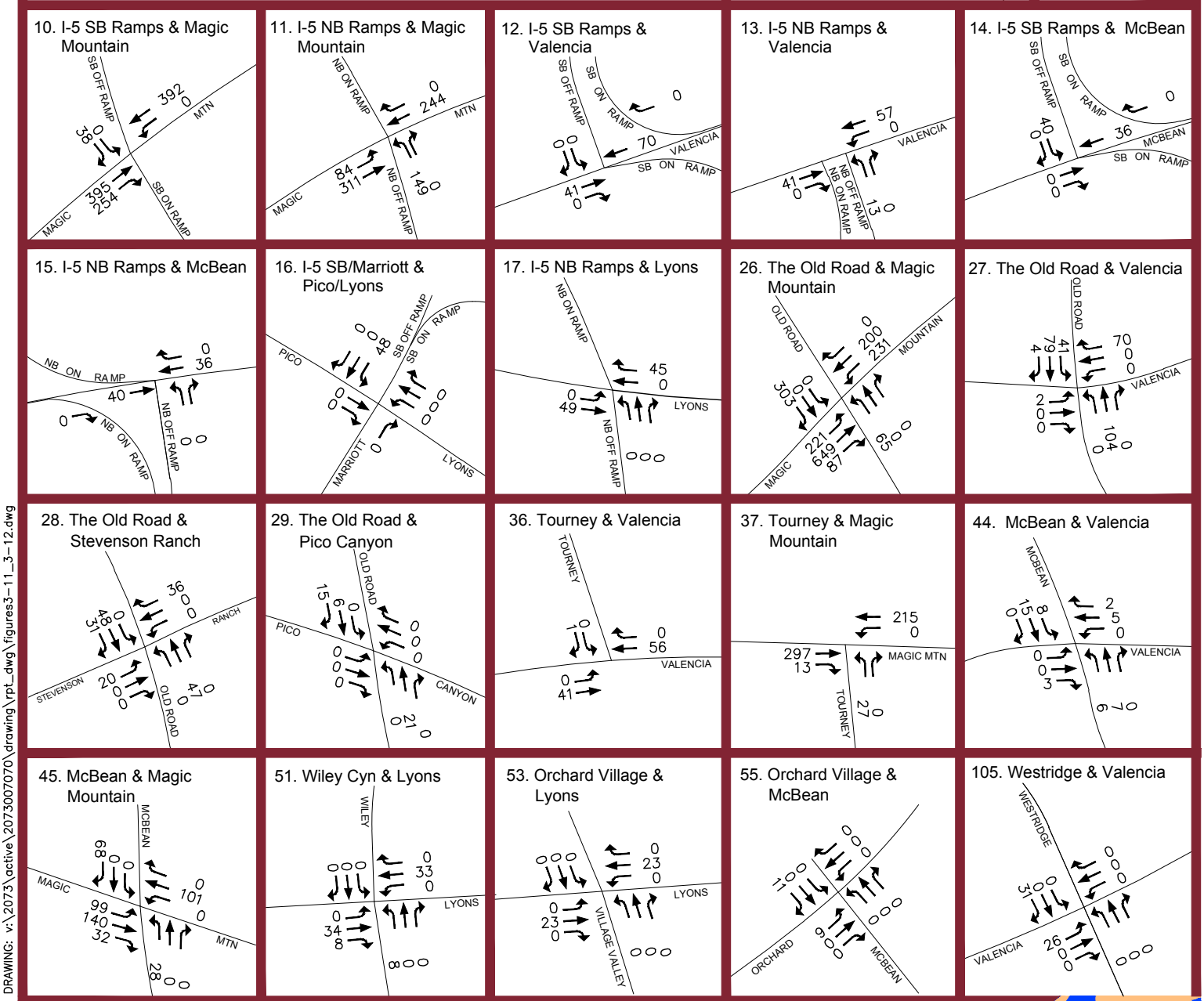
PM Peak Hour Turning Movement Volumes
Project Only (Year 2024) North Area

Figure 3-11





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Stantec

PM Peak Hour Turning Movement Volumes
Project Only (Year 2024) South Area

Figure 3-12

4.0 Impact Analysis

This chapter addresses the traffic impacts of the proposed project. Future conditions with project traffic and with traffic from cumulative projects are described in the following sections, and project impacts and cumulative impacts are identified using the criteria outlined in Chapter 1.0.

4.1 EXISTING PLUS AMBIENT GROWTH ANALYSIS

Project occupancies are anticipated to begin in 2018 and reach buildout in 2024. Therefore, a horizon year of 2024 is utilized to evaluate project impacts. The 2024 horizon year includes the future roadway system described in Section 2.2.1. In accordance with the County of Los Angeles Traffic Study Guidelines, future traffic volumes under this scenario have been derived by applying an average annual growth rate to existing condition traffic counts.

The average annual growth rate, or "ambient growth," is a theoretical annual increase in traffic that accounts for increases in background traffic volumes not otherwise accounted for as part of the traffic impact analysis. In this regard, ambient growth serves as a "catch all," accounting for increases in background traffic volumes due to the combined effects of continuing development, intensification of existing development, and uses not specifically accounted for within the list of known, future, cumulative development projects. (See Table 2-5 Defined Related Projects Included in the Cumulative Database). Ambient growth can be attributable to both existing and future development, at both the local and regional levels. Existing development contributes to potential increases in ambient traffic as a result of population growth and intensification of existing uses, for example. Future development contributes to potential increases as a result of development projects not included within the Cumulative Database due to project size, or timing of application submittal, for example.

An average annual growth rate of two percent per year has been derived by comparing traffic counts collected between 2008 and the present, and through consultations with County Traffic and Lighting Division staff. Because the actual measured growth during this period was approximately 1.3%, use of a 2% growth rate is conservative in that it both overstates future growth and accounts for potential increases in traffic attributable to an improving economic condition. Thus, a total of 24 percent of ambient growth (2% x 12) has been applied to the 2011/2012 existing condition traffic counts to approximate 2024 existing plus ambient growth conditions.

The existing plus ambient growth analysis presented in this section applies only to intersections under the jurisdiction of the County of Los Angeles Department of Public Works. The City of Santa Clarita utilizes a different methodology for the derivation of background traffic volumes, which is included with the analysis presented in Section 4.2.1. As such, only County intersections are evaluated in this Section.

Year 2024 existing plus ambient growth ADT volumes for the no-project condition are provided in Figure 4-1. The corresponding 2024 existing plus ambient growth no-project peak hour turning movement volumes are provided in Figure 4-2 for the AM Peak Hour and Figure 4-3 PM peak hour.

Year 2024 existing plus ambient plus project ADT volumes are provided in Figure 4-4. The corresponding 2024 existing plus ambient plus project peak hour turning movement volumes are provided in Figure 4-5 for the AM Peak Hour and Figure 4-6 for the PM peak hour.

4.1.1 Existing plus Ambient Growth plus Project Impact Analysis

Peak hour ICU values that correspond with the 2024 existing plus ambient growth traffic forecasts referenced above can be found in Table 4-1, which provides a comparison between the no-project and the with-project conditions. The table indicates that under 2024 existing plus ambient growth plus project conditions, the following intersections are forecast to be significantly impacted by the project:

25. The Old Road & Rye Canyon Road
28. The Old Road & Stevenson Ranch Road

Mitigation that addresses the above impacts is presented in Section 4.1.2.

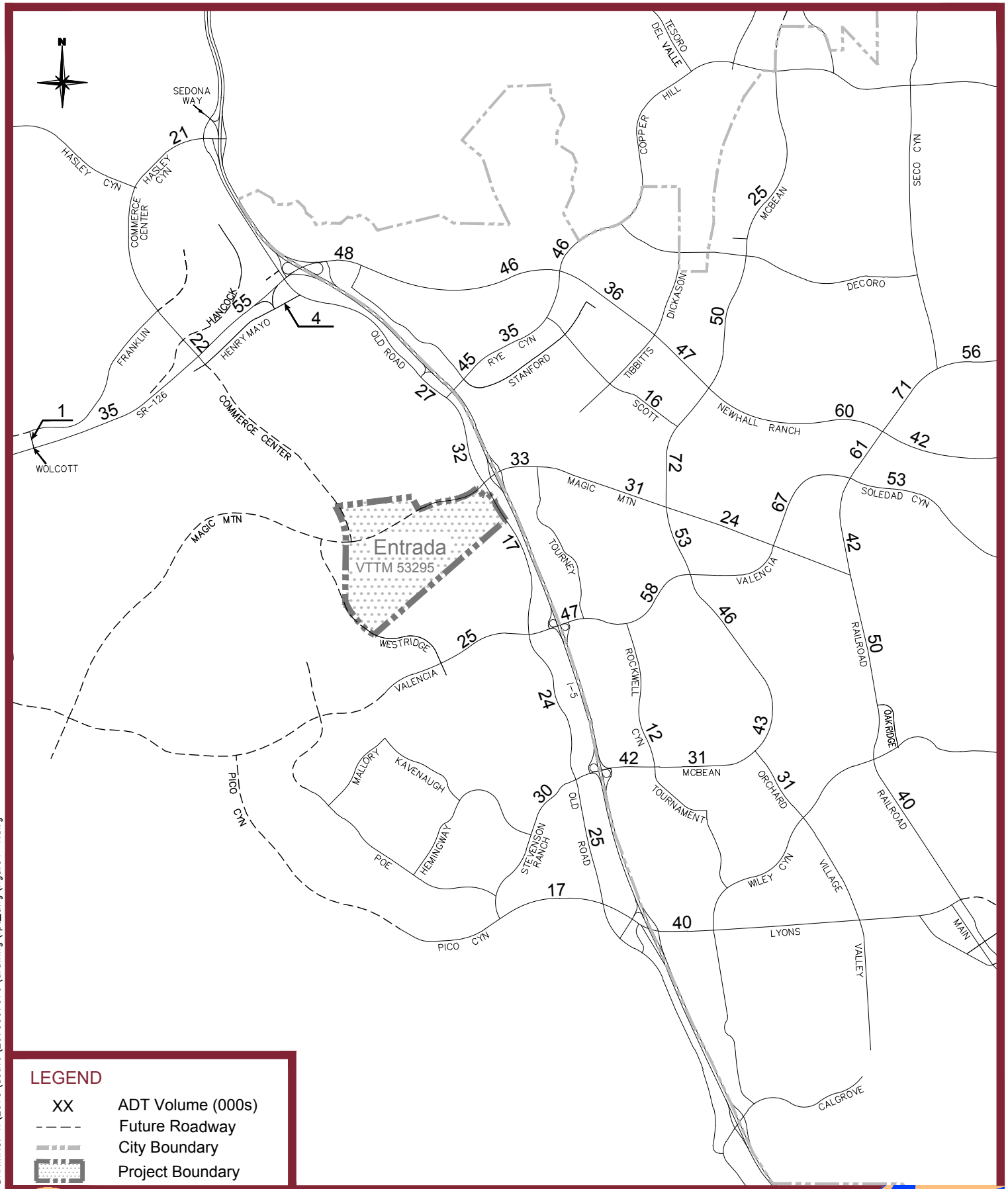
4.1.2 Existing plus Ambient Growth plus Project Mitigation

Roadway improvements have been identified to mitigate the project impacts identified in the previous section. Table 4-2 lists the identified mitigation measures to address project impacts in the 2024 existing plus ambient growth plus project setting. Under this scenario, the project would be responsible for the full cost of the necessary improvements. Each of the identified improvements would fully mitigate the project's significant impact, as shown in Table 4-3.

4.2 CUMULATIVE CONDITIONS ANALYSIS

As noted in the previous section, a horizon year of 2024 is utilized to evaluate project impacts. Year 2024 cumulative conditions (i.e., with approved, planned, and pending projects reasonably anticipated to be in place within this horizon) have been derived as previously discussed in Section 2.2.3. The 2024 horizon year includes the future roadway system described in Section 2.2.1.

Year 2024 cumulative conditions ADT volumes for the local Santa Clarita Valley area for the no-project condition are provided in Figure 4-7. The corresponding 2024 no-project peak hour turning movement volumes are provided in Figure 4-8 and Figure 4-9 for the AM peak hour and in Figure 4-10 and Figure 4-11 for the PM peak hour.



LEGEND

XX	ADT Volume (000s)
- - - -	Future Roadway
	City Boundary
	Project Boundary

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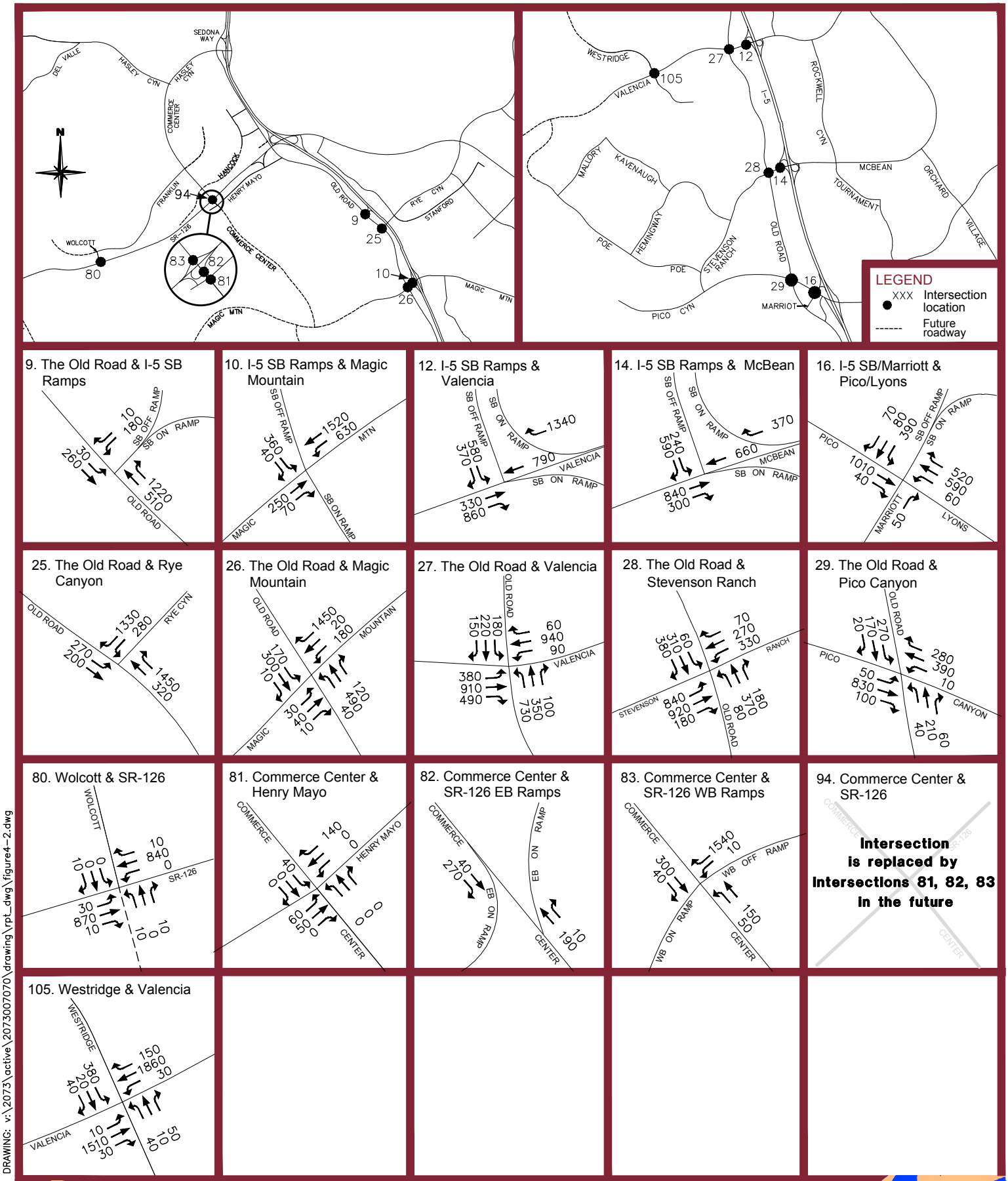
ADT Volumes (000s)
Existing plus Ambient Growth (2024)

Figure 4-1



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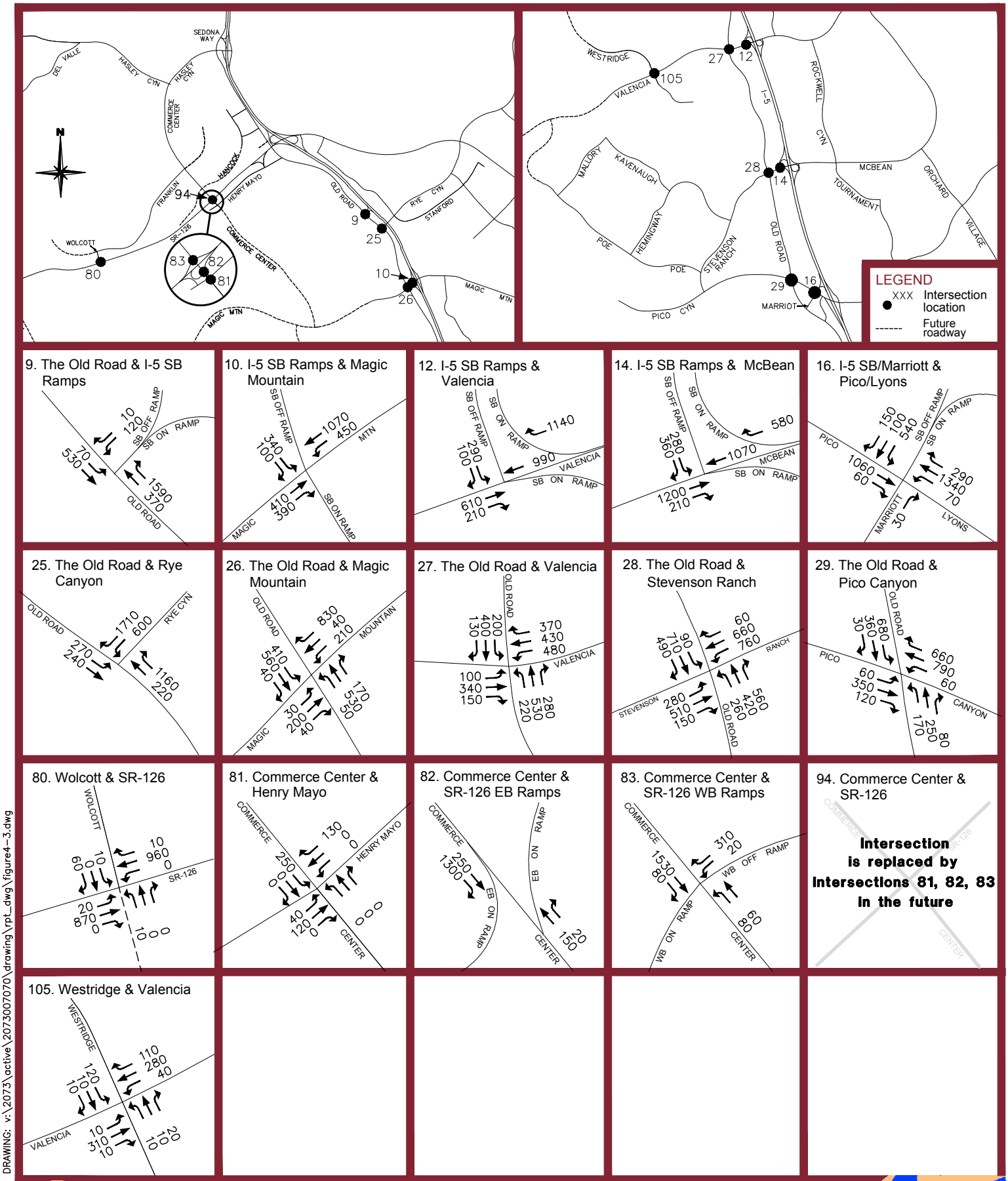
AM Peak Hour Turning Movement Volumes
Existing plus Ambient Growth (2024)

Figure 4-2



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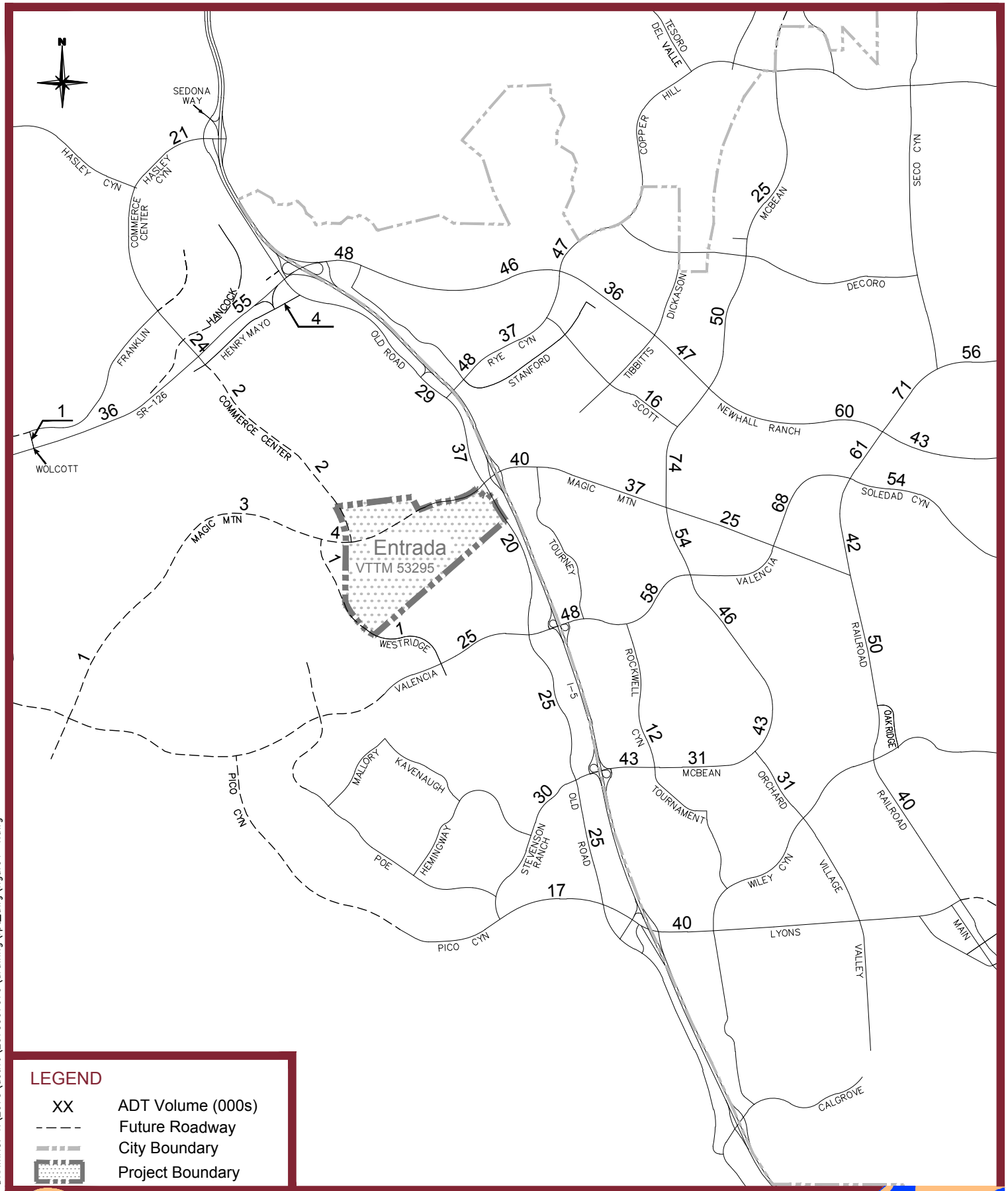
PM Peak Hour Turning Movement Volumes
Existing plus Ambient Growth (2024)

Figure 4-3



LEGEND

XX	ADT Volume (000s)
- - - -	Future Roadway
	City Boundary
	Project Boundary

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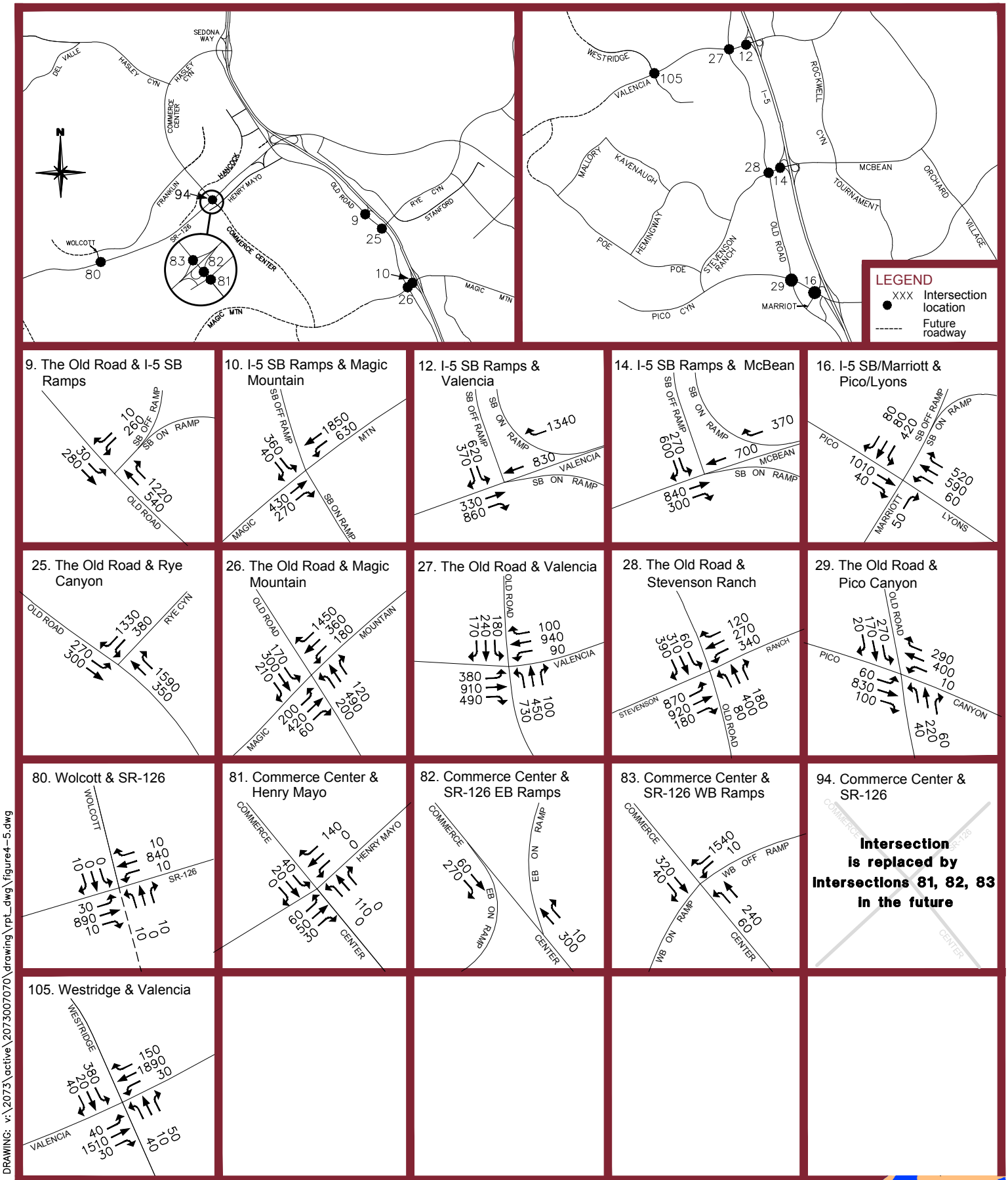
ADT Volumes (000s)
Existing plus Ambient plus Project (2024)

Figure 4-4



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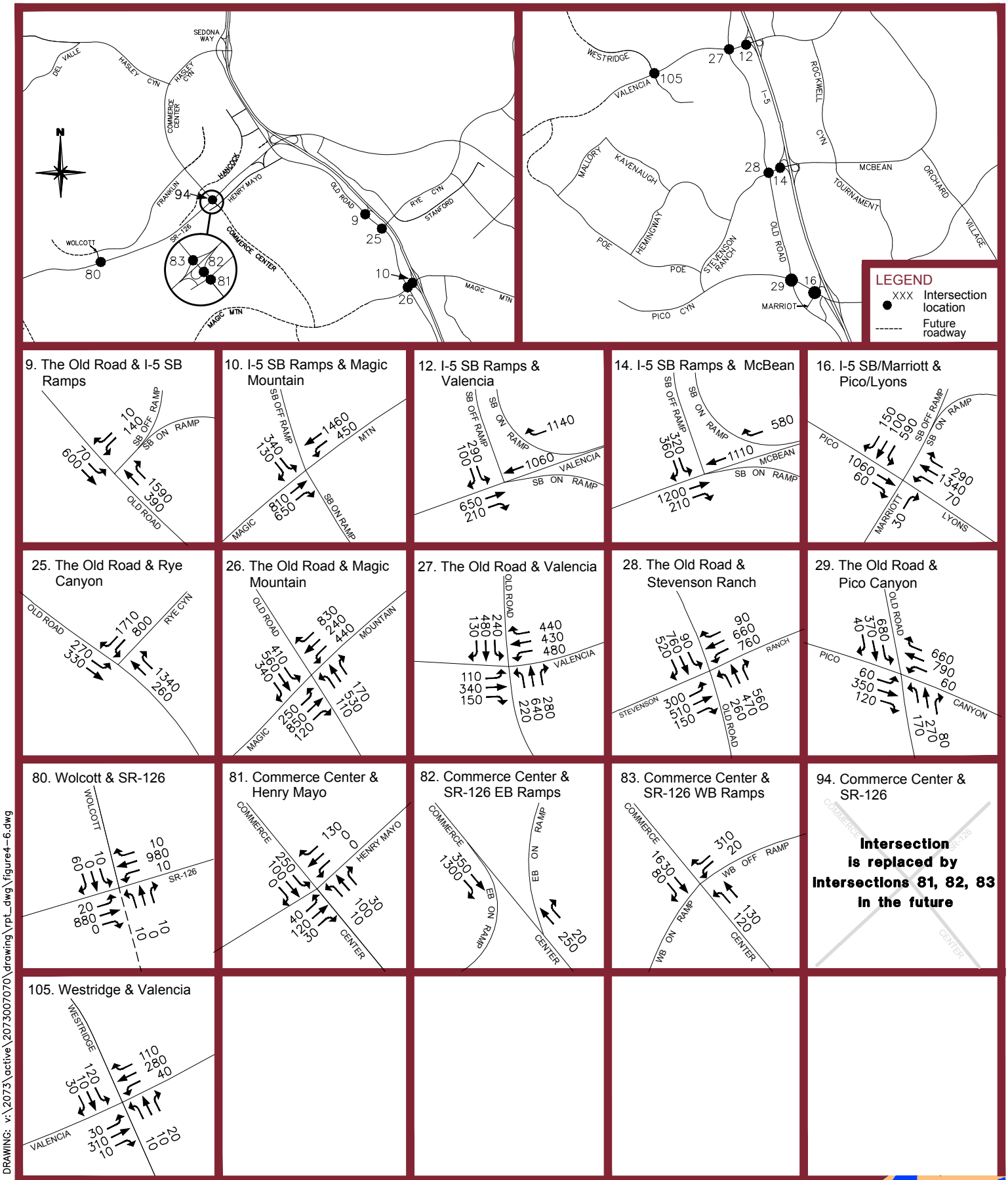
AM Peak Hour Turning Movement Volumes
Existing plus Ambient plus Project (2024)

Figure 4-5



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Stantec

PM Peak Hour Turning Movement Volumes
Existing plus Ambient plus Project (2024)

Figure 4-6

Table 4-1 ICU Summary – Existing plus Ambient Growth Conditions (2024) with and without Project

Location	Existing plus Ambient Growth (without Project)				Existing plus Ambient Growth plus Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.89	D	1.16	F	0.90	D	1.16	F	0.01	0.00
10. I-5 SB Ramps & Magic Mountain	0.48	A	0.48	A	0.52	A	0.56	A	0.04	0.08
12. I-5 SB Ramps & Valencia	0.58	A	0.51	A	0.59	A	0.53	A	0.01	0.02
14. I-5 SB Ramps & McBean	0.68	B	0.66	B	0.71	C	0.68	B	0.03	0.02
16. I-5 SB/Marriott & Pico/Lyons	0.62	B	0.72	C	0.62	B	0.74	C	0.00	0.02
80. Wolcott & SR-126	0.38	A	0.43	A	0.39	A	0.44	A	0.01	0.01
82. Commerce Center & SR-126 EB	0.14	A	0.18	A	0.16	A	0.21	A	0.02	0.03
83. Commerce Center & SR-126 WB	0.62	B	0.46	A	0.64	B	0.49	A	0.02	0.03
County Intersections										
25. The Old Road & Rye Canyon	0.64	B	0.78	C	0.73	C	0.93	E	0.09	**0.15**
26. The Old Road & Magic Mountain	0.33	A	0.45	A	0.39	A	0.63	B	0.06	0.18
27. The Old Road & Valencia	0.73	C	0.50	A	0.73	C	0.53	A	0.00	0.03
28. The Old Road & Stevenson Ranch	0.65	B	0.86	D	0.67	B	0.88	D	0.02	**0.02**
29. The Old Road & Pico Canyon	0.54	A	0.72	C	0.55	A	0.73	C	0.01	0.01
35. Copper Hill & Decoro[1]	0.64	B	0.64	B	0.66	B	0.66	B	0.02	0.02
81. Commerce Center & Henry Mayo	0.23	A	0.24	A	0.25	A	0.27	A	0.02	0.03
105. Westridge & Valencia	0.64	B	0.23	A	0.65	B	0.23	A	0.01	0.00

[1] Shared County/City jurisdiction

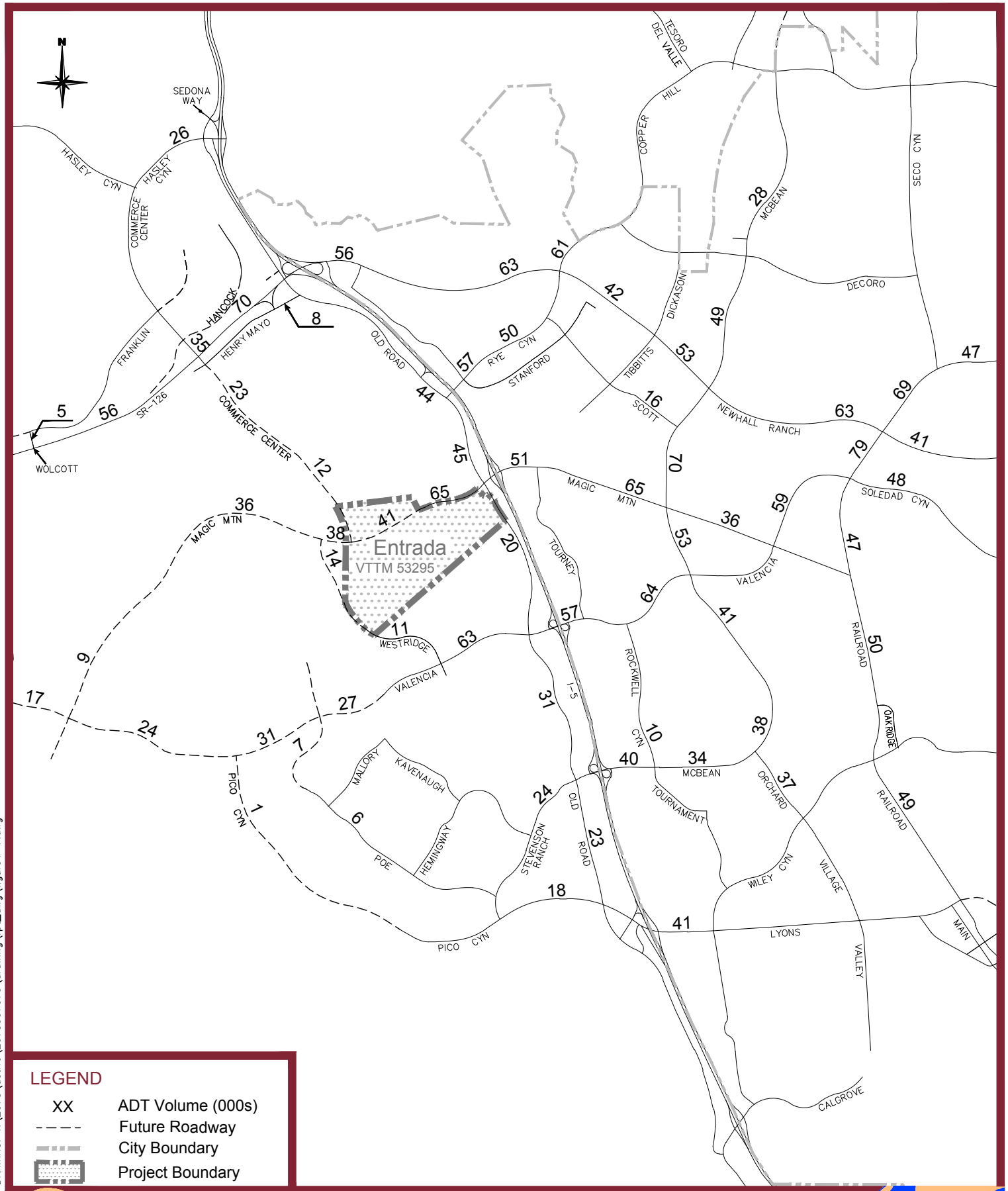
Bold = Significant Impact (see impact criteria in Table 1-5).

Table 4-2 Off-Site Mitigation Measures for Project Impacts – Existing plus Ambient Growth Conditions (2024)

Location	Jurisdiction	Mitigation
25. The Old Road & Rye Canyon	County	Intersection modifications to add a second northbound through lane, add a second southbound left-turn lane, and convert the northbound and westbound free-flow right-turn lanes to conventional lanes.
28. The Old Road & Stevenson Ranch	County	Intersection modifications to add a third southbound through lane.

Table 4-3 ICU Summary – Existing plus Ambient Growth Conditions (2024) with Project Mitigation

Location	Existing plus Ambient Growth (without Project)				Existing plus Ambient Growth plus Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
County Intersections										
25. The Old Road & Rye Canyon	0.64	B	0.78	C	0.69	B	0.77	C	0.05	-0.01
28. The Old Road & Stevenson Ranch	0.65	B	0.86	D	0.64	B	0.86	D	-0.01	0.00



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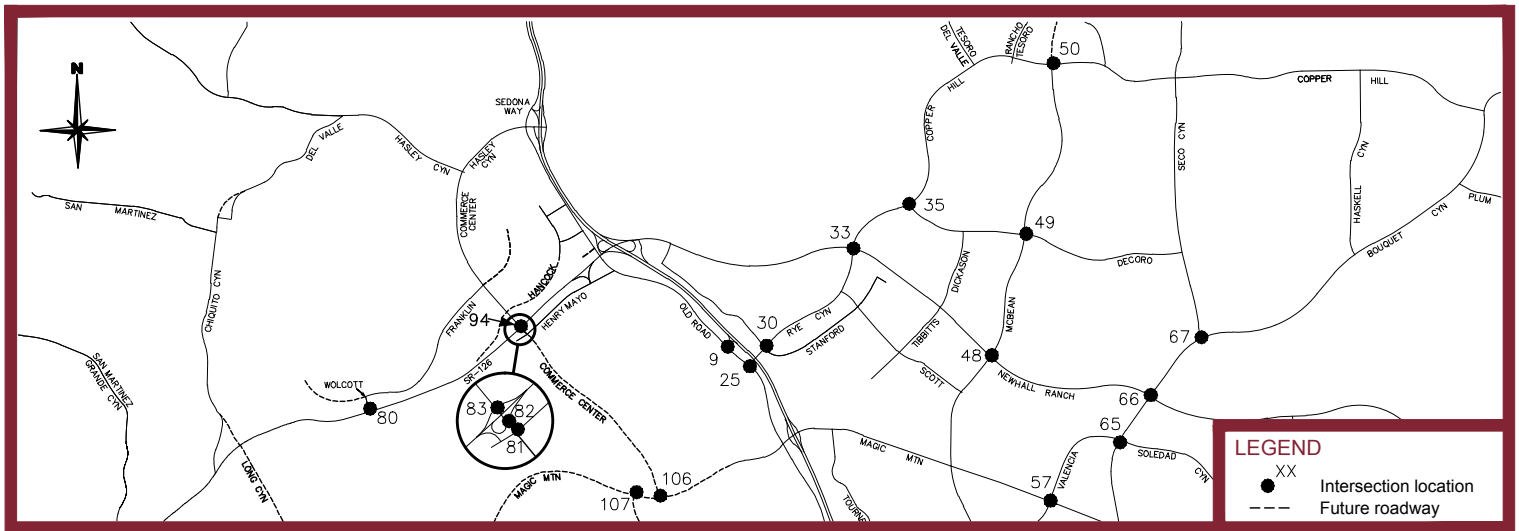
ADT Volumes (000s)
Cumulative Conditions without Project (2024)

Figure 4-7

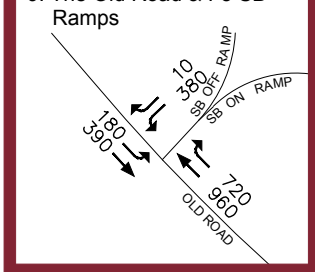


LEGEND

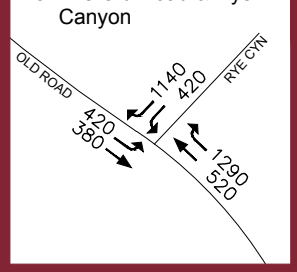
XX Intersection location

Future roadway

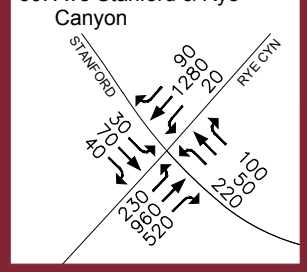
9. The Old Road & I-5 SB Ramps



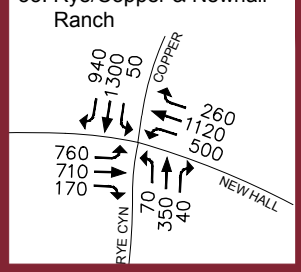
25. The Old Road & Rye Canyon



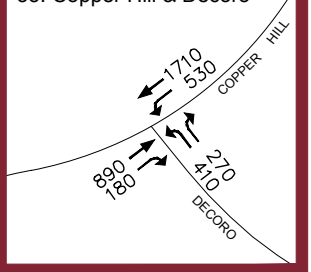
30. Ave Stanford & Rye Canyon



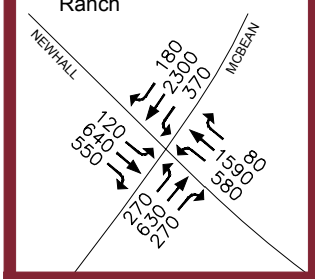
33. Rye/Copper & Newhall Ranch



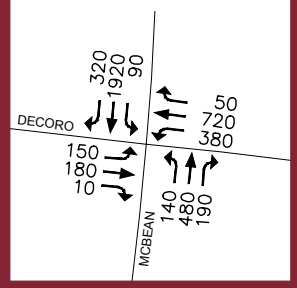
35. Copper Hill & Decoro



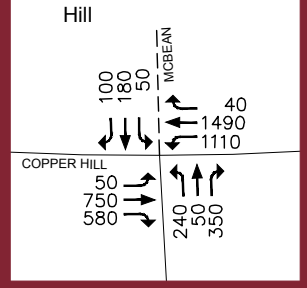
48. McBean & Newhall Ranch



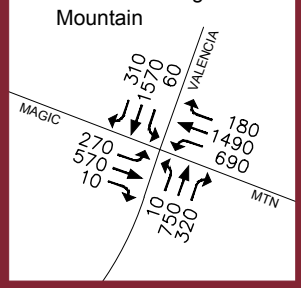
49. McBean & Decoro



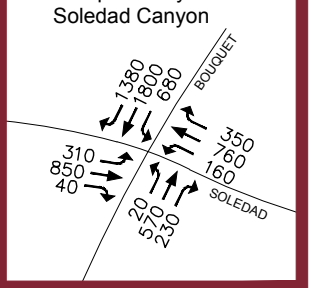
50. McBean and Copper Hill



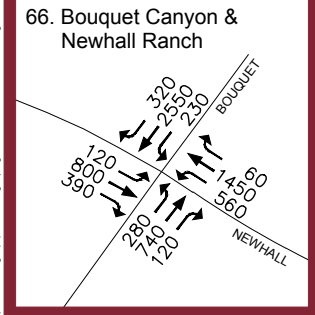
57. Valencia & Magic Mountain



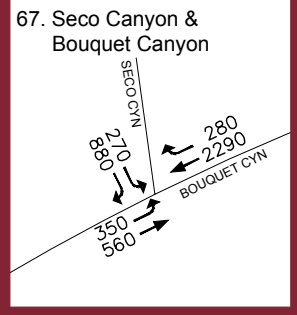
65. Bouquet Canyon & Soledad Canyon



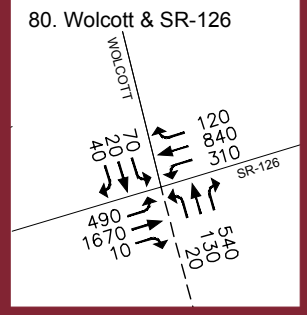
66. Bouquet Canyon & Newhall Ranch



67. Seco Canyon & Bouquet Canyon

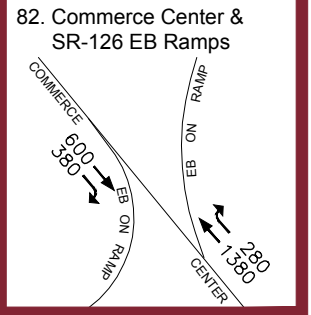


80. Wolcott & SR-126

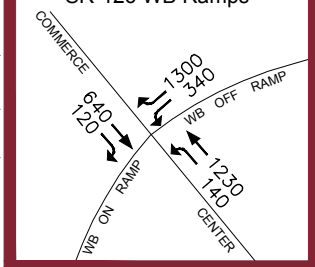


81. Commerce Center & Henry Mayo

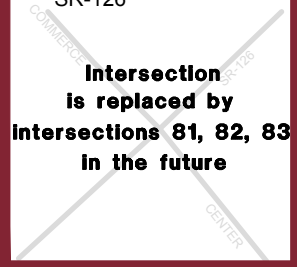
82. Commerce Center & SR-126 EB Ramps



83. Commerce Center & SR-126 WB Ramps

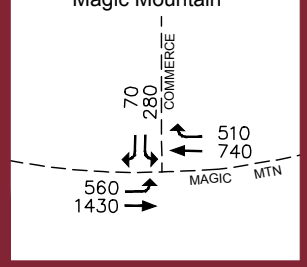


94. Commerce Center & SR-126

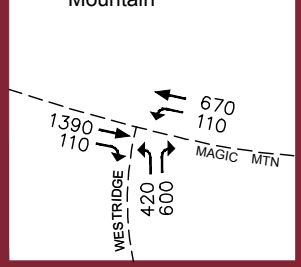


Intersection is replaced by intersections 81, 82, 83 in the future

106. Commerce Center & Magic Mountain



107. Westridge & Magic Mountain



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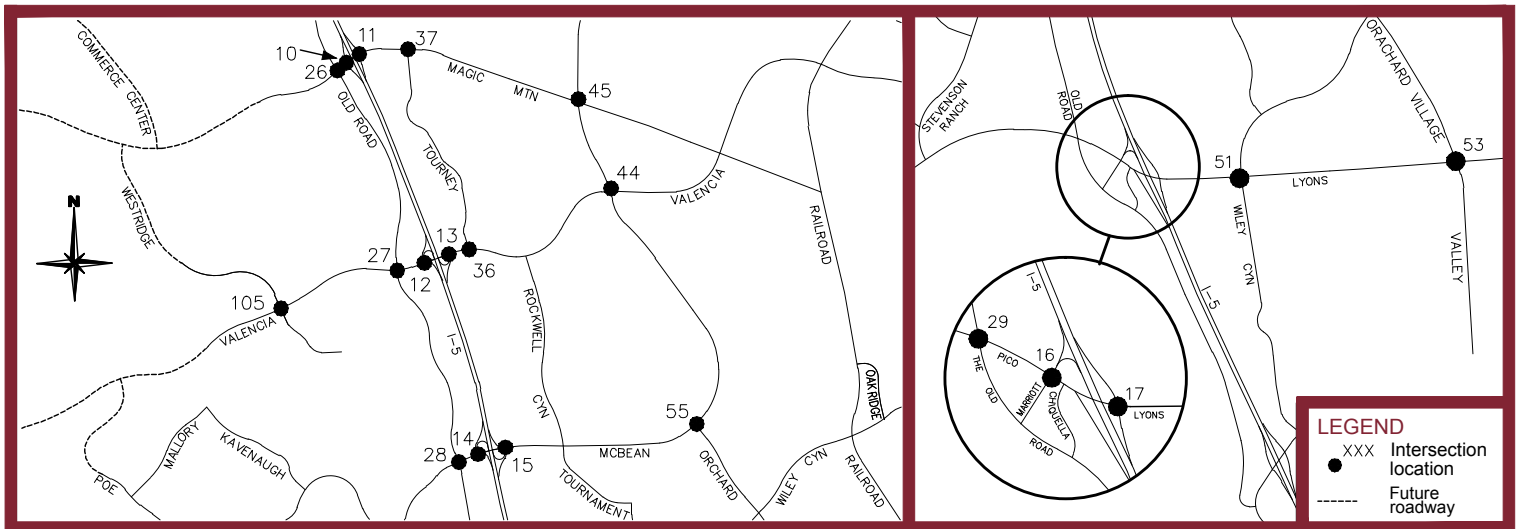
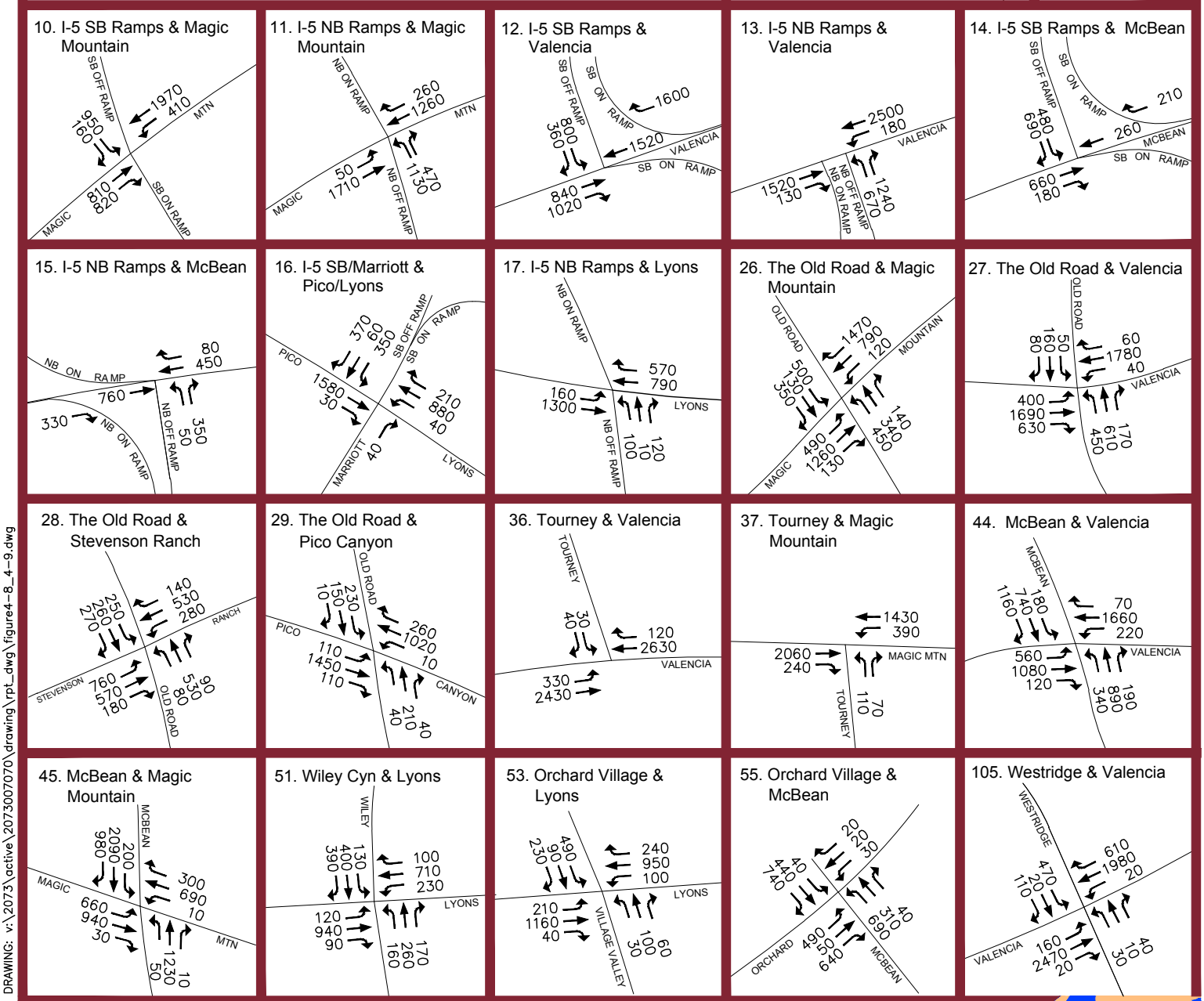
AM Peak Hour Turning Movement Volumes

Cumulative Conditions without Project (2024) North Area

Figure 4-8





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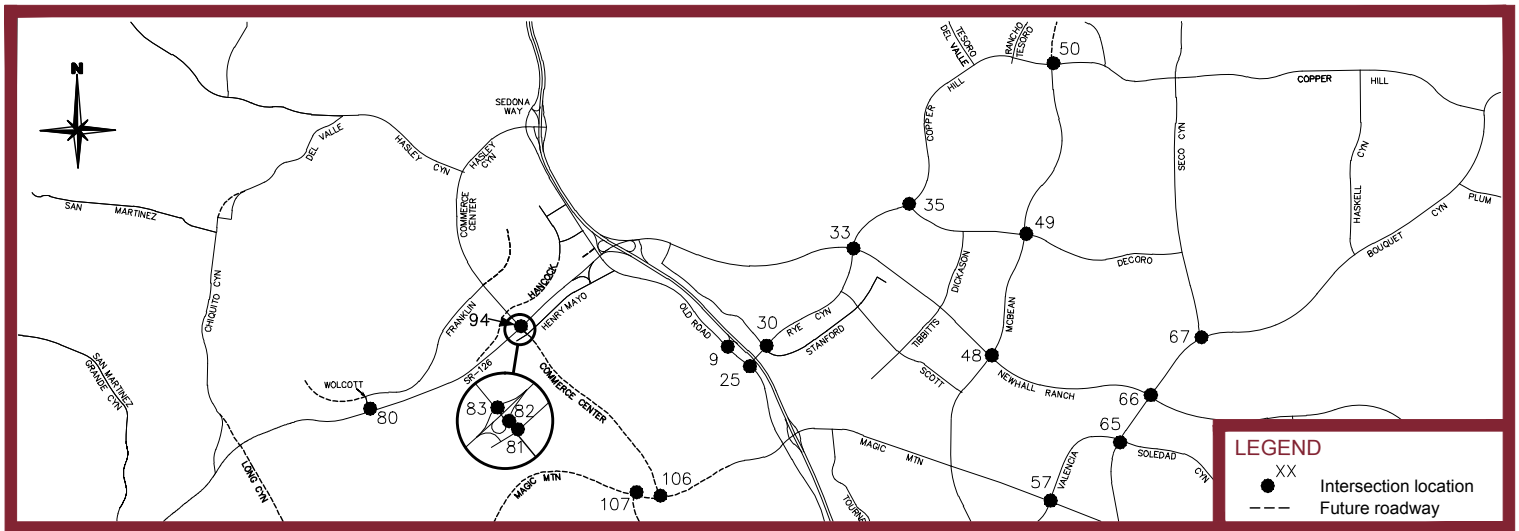
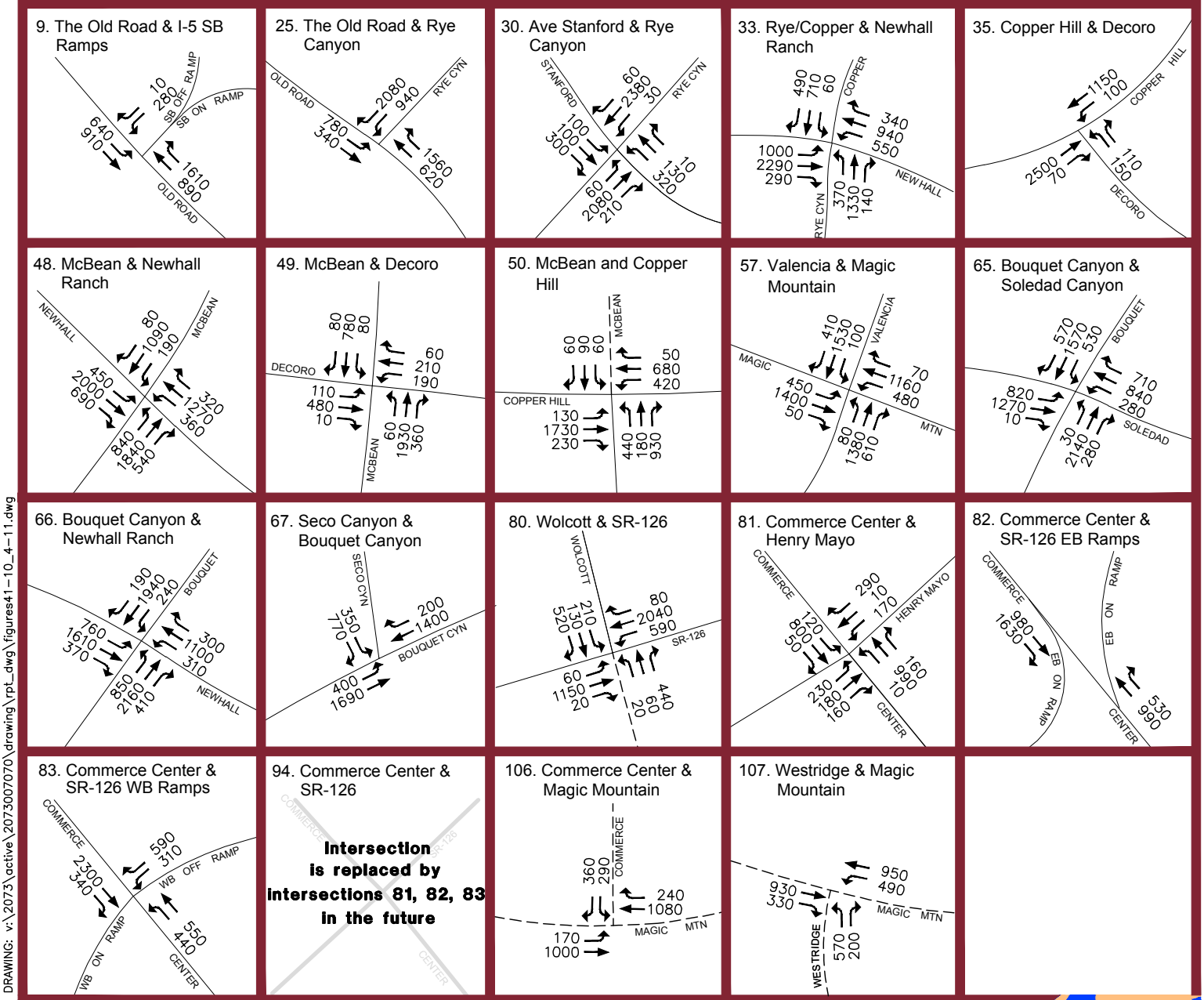
Stantec

AM Peak Hour Turning Movement Volumes

Cumulative Conditions without Project (2024) South Area

Figure 4-9





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PM Peak Hour Turning Movement Volumes

Cumulative Conditions without Project (2024) North Area

Figure 4-10

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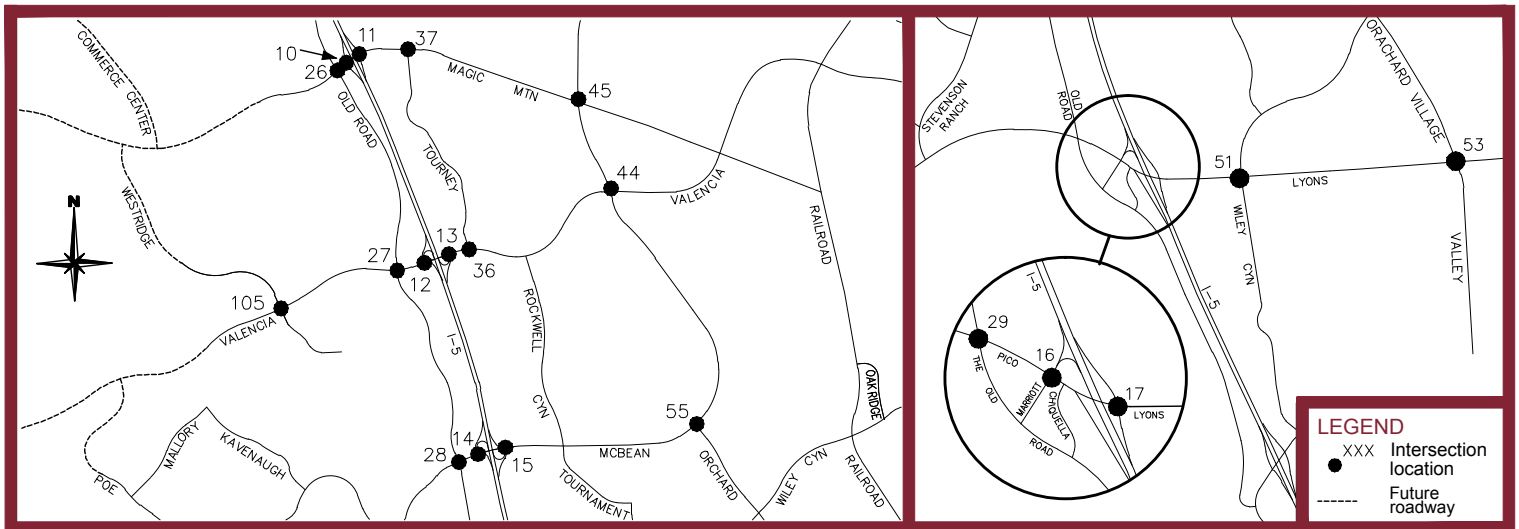

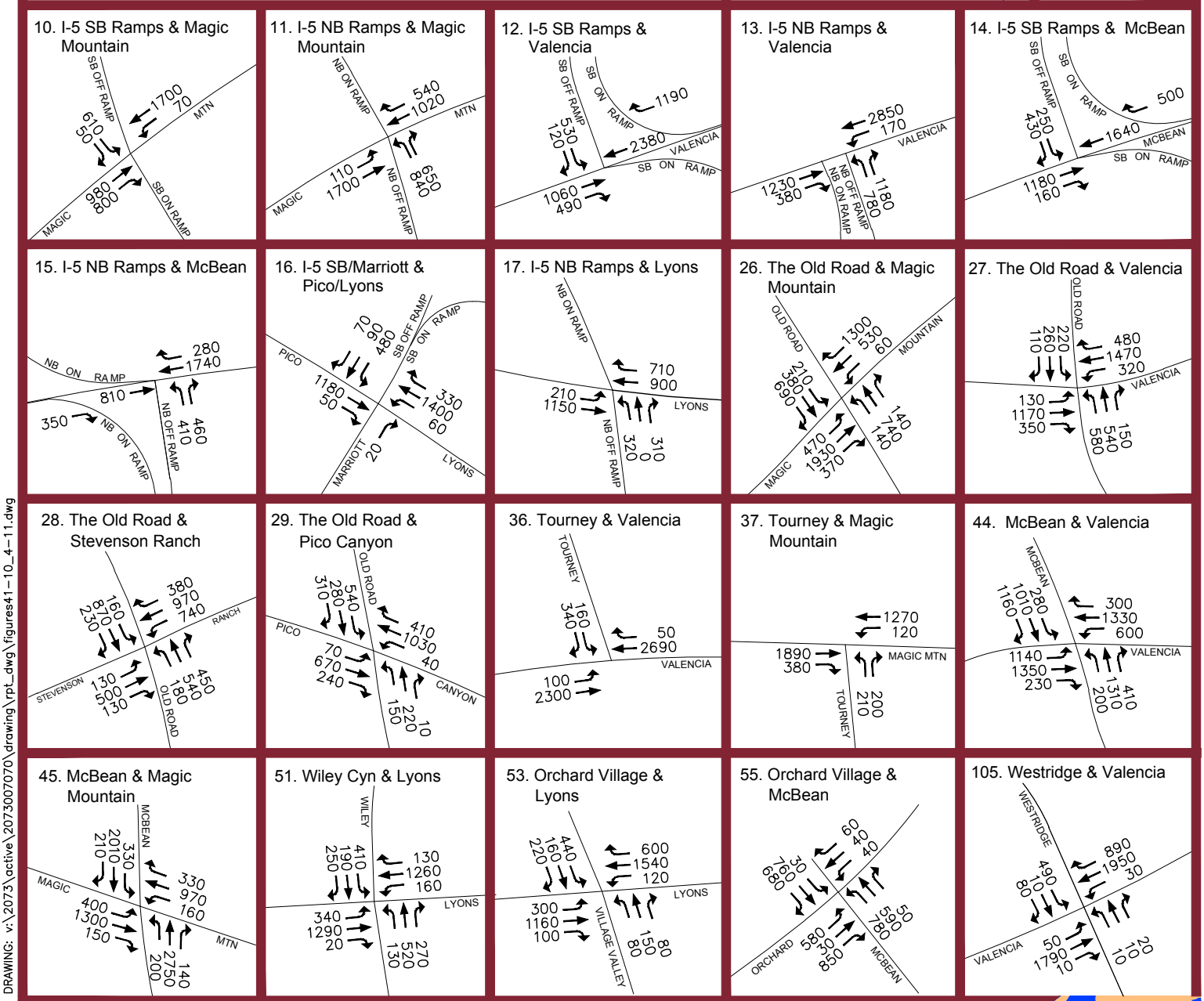

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PM Peak Hour Turning Movement Volumes

Cumulative Conditions without Project (2024) South Area

Figure 4-11

Year 2024 cumulative conditions ADT volumes for the with-project condition are provided in Figure 4-12. The corresponding 2024 with-project peak hour turning movement volumes are provided in Figure 4-13 and Figure 4-14 for the AM peak hour and in Figure 4-15 and Figure 4-16 for the PM peak hour.

Freeway traffic volumes for conditions with and without the project traffic are provided in Table 4-4 for average annual daily traffic (AADT).

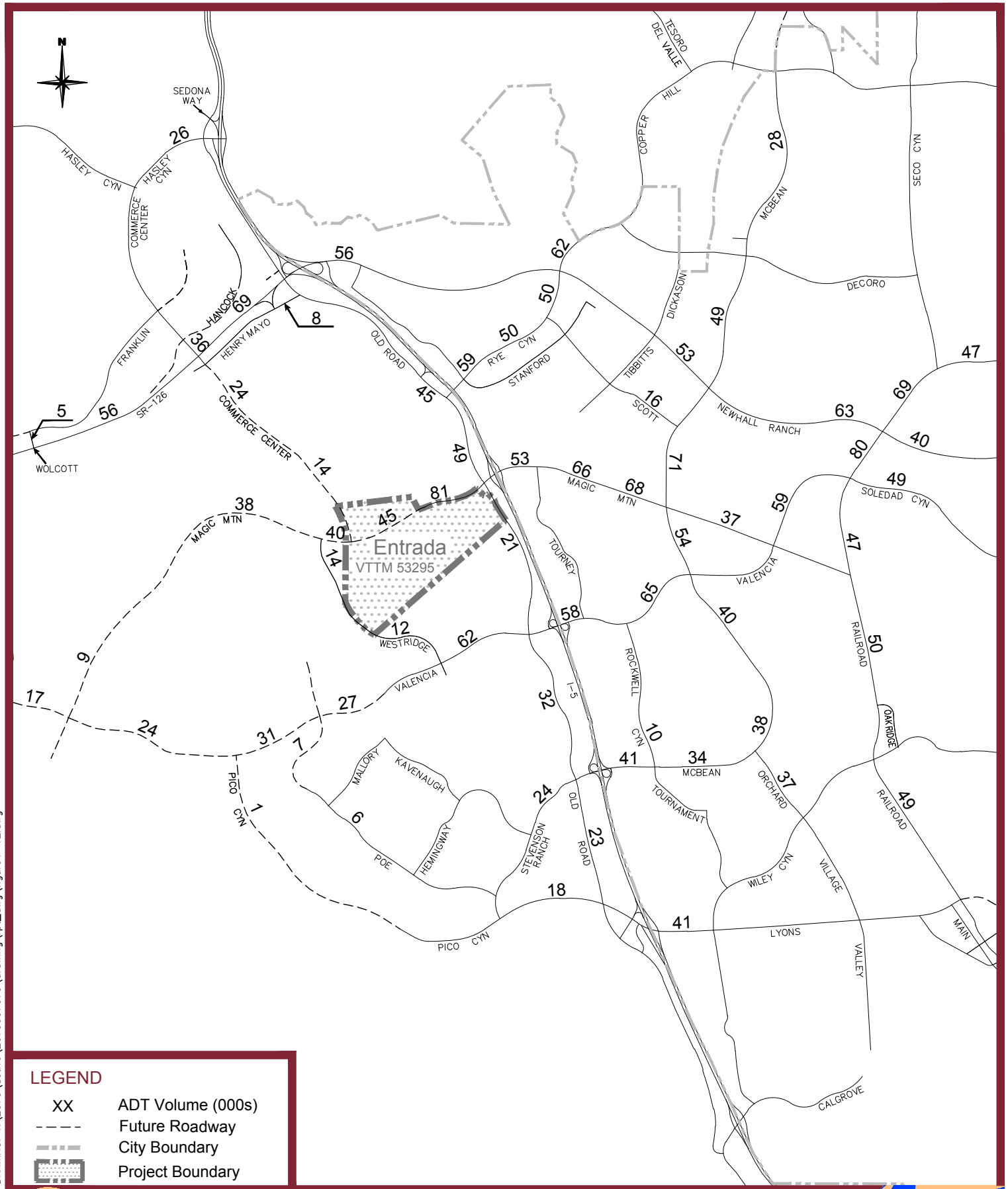
4.2.1 Cumulative Conditions Impact Analysis

Peak hour ICU values that correspond with the 2024 cumulative conditions traffic forecasts referenced above can be found in Table 4-5, which provides a comparison between the no-project and the with-project conditions. The table indicates that under 2024 cumulative conditions, the following intersections are forecast to be significantly impacted by the project:

10. I-5 SB Ramps & Magic Mountain (Caltrans/County)
12. I-5 SB Ramps & Valencia (Caltrans/County)
14. I-5 SB Ramps & McBean (Caltrans/County)
26. The Old Road & Magic Mountain (County)
28. The Old Road & Stevenson Ranch (County)
30. Ave Stanford & Rye Canyon (City)
48. McBean & Newhall Ranch (City)
50. McBean & Copper Hill (City)
51. Wiley Canyon & Lyons (City)
57. Valencia & Magic Mountain (City)
66. Bouquet & Newhall Ranch (City)
80. Wolcott & SR-126 (Caltrans/County)
83. Commerce Center Drive & SR-126 WB Ramps (Caltrans/County – Impact under County methodology, not impacted under Caltrans methodology)
107. Westridge & Magic Mountain (County)

Mitigation that addresses the above impacts is presented in Section 4.2.2. At the intersection of Commerce Center Drive at the SR-126 westbound ramps, County ICU methodology indicates an impact at LOS D conditions; however Caltrans methodology shows the intersection operating at LOS C, which is not considered an impact by Caltrans and would not require mitigation.

Table 4-6 and Table 4-7 list the freeway peak hour volumes and the corresponding v/c ratios for conditions with and without the project traffic. As shown, while some segments are shown to exceed capacity, the amount of traffic due to the project does not exceed the threshold of significance.



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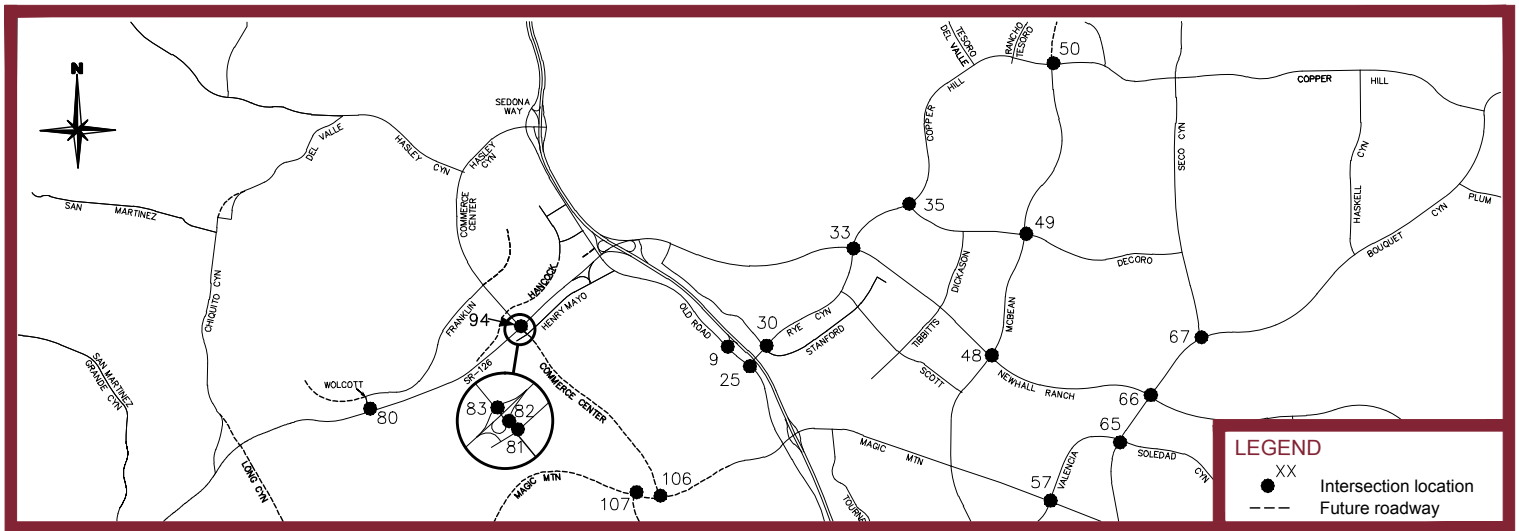
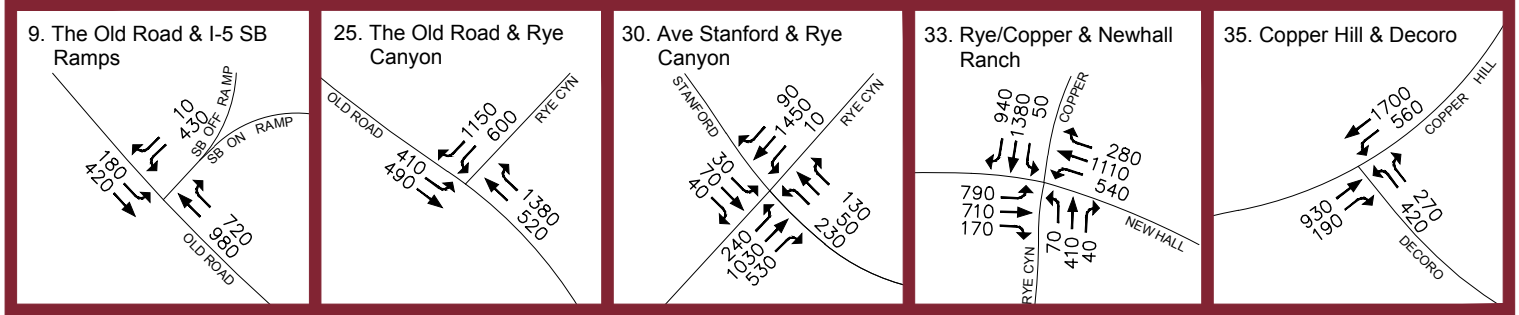
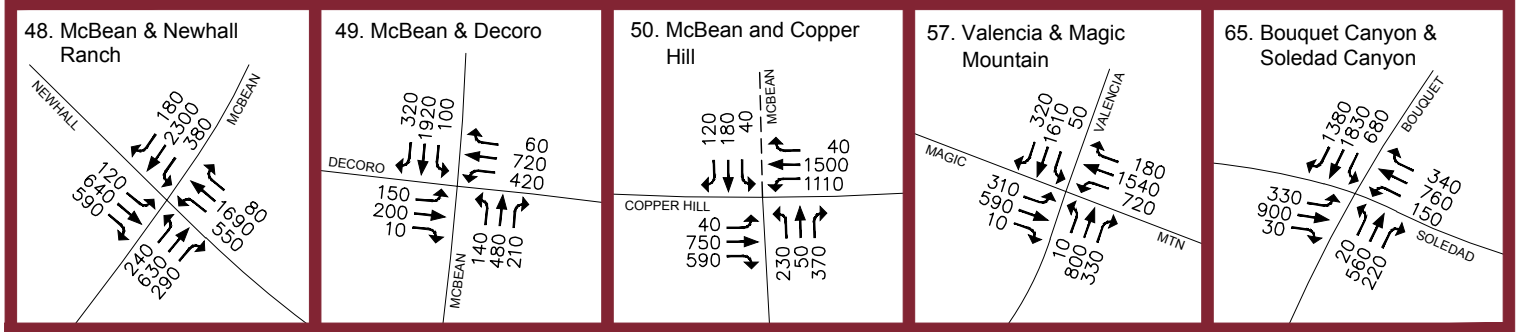
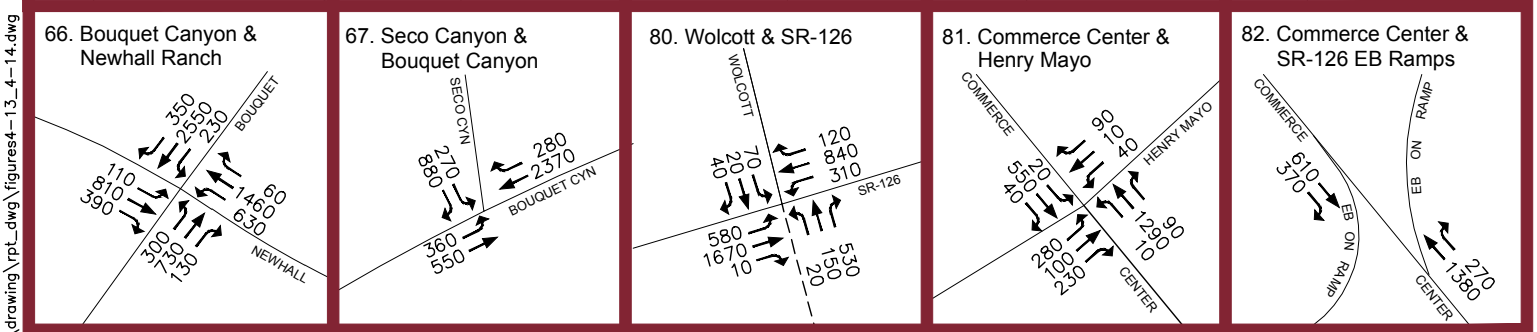
ADT Volumes (000s)
Cumulative Conditions with Project (2024)

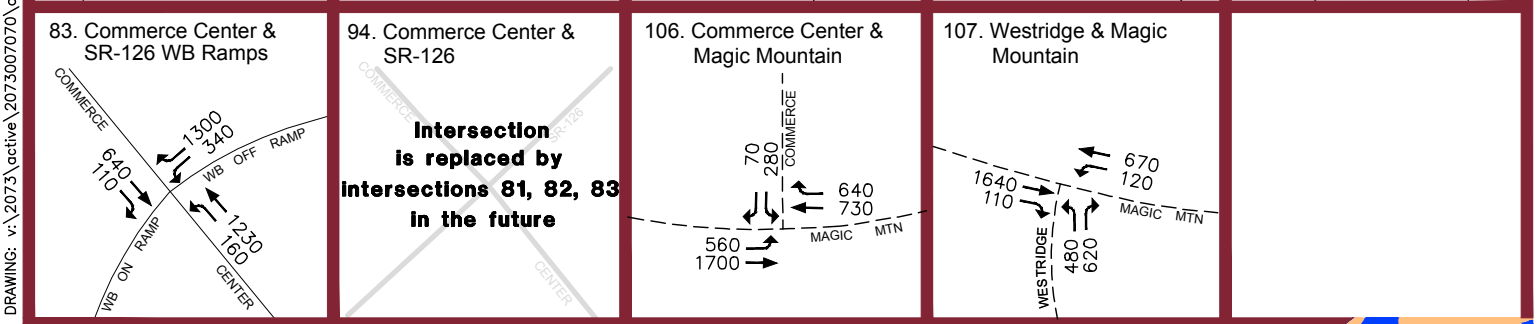
Figure 4-12











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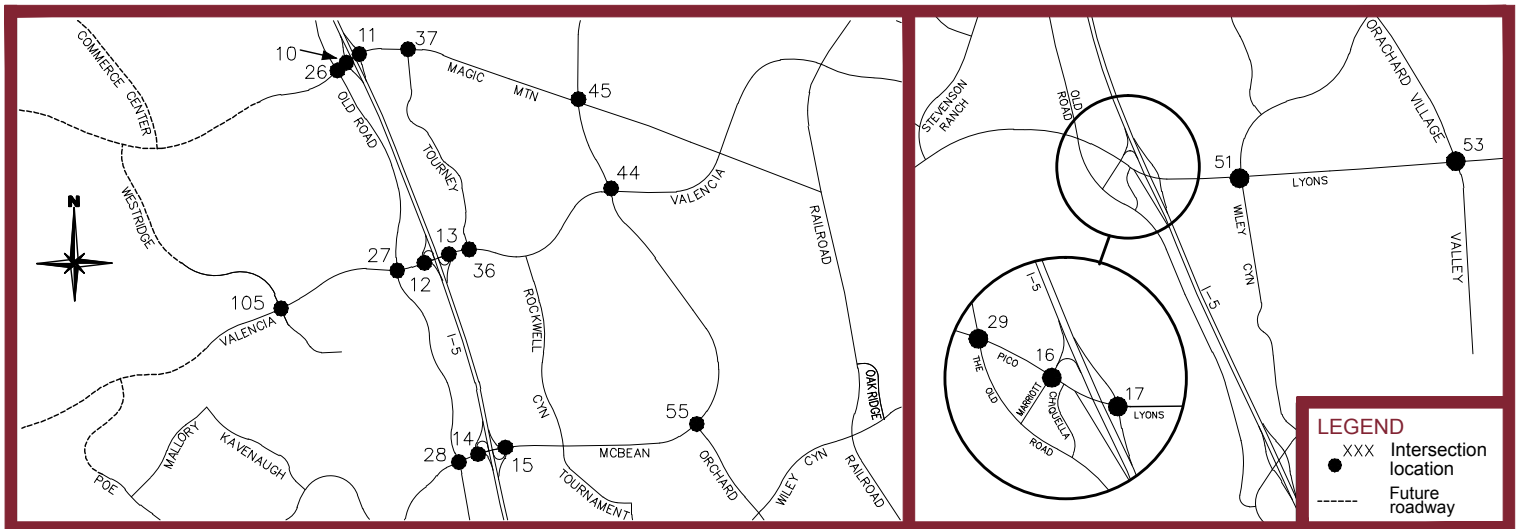
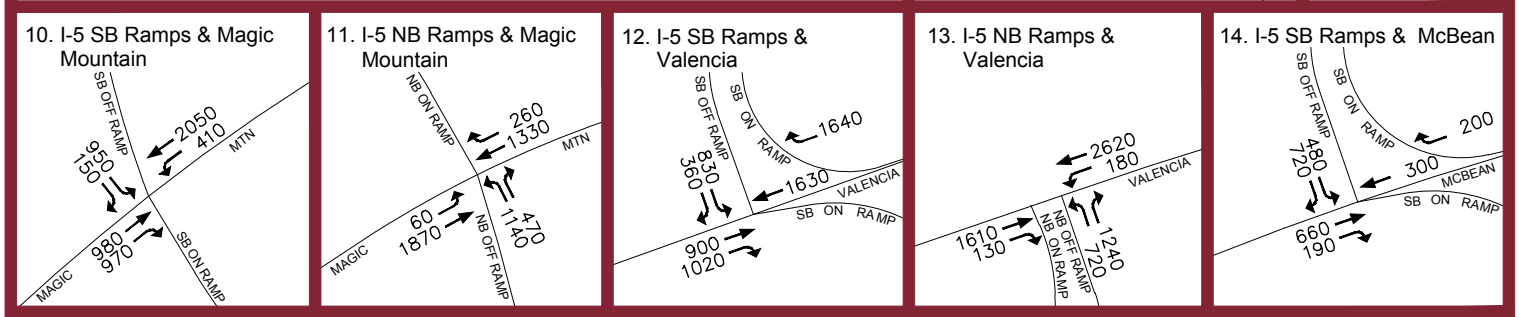
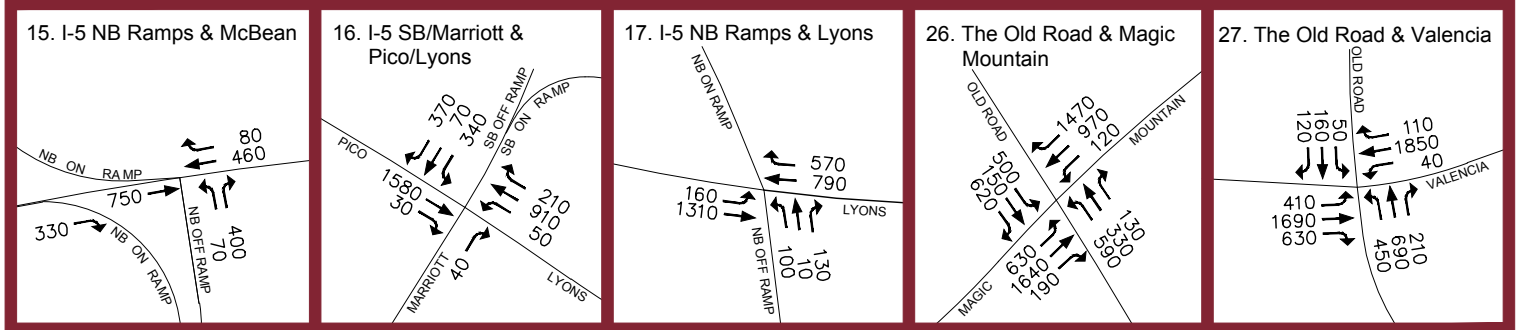
AM Peak Hour Turning Movement Volumes

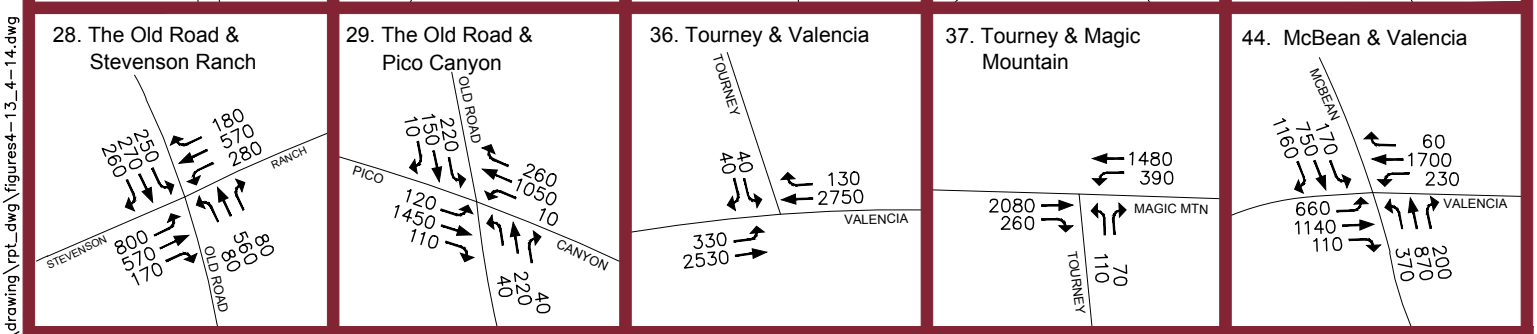
Cumulative Conditions with Project (2024) North Area

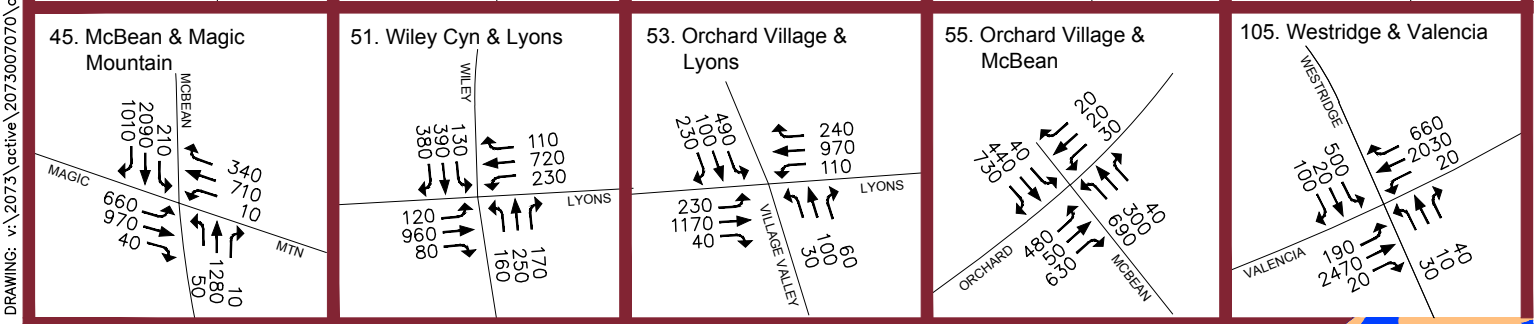
Figure 4-13











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AM Peak Hour Turning Movement Volumes

Cumulative Conditions with Project (2024) South Area

Figure 4-14

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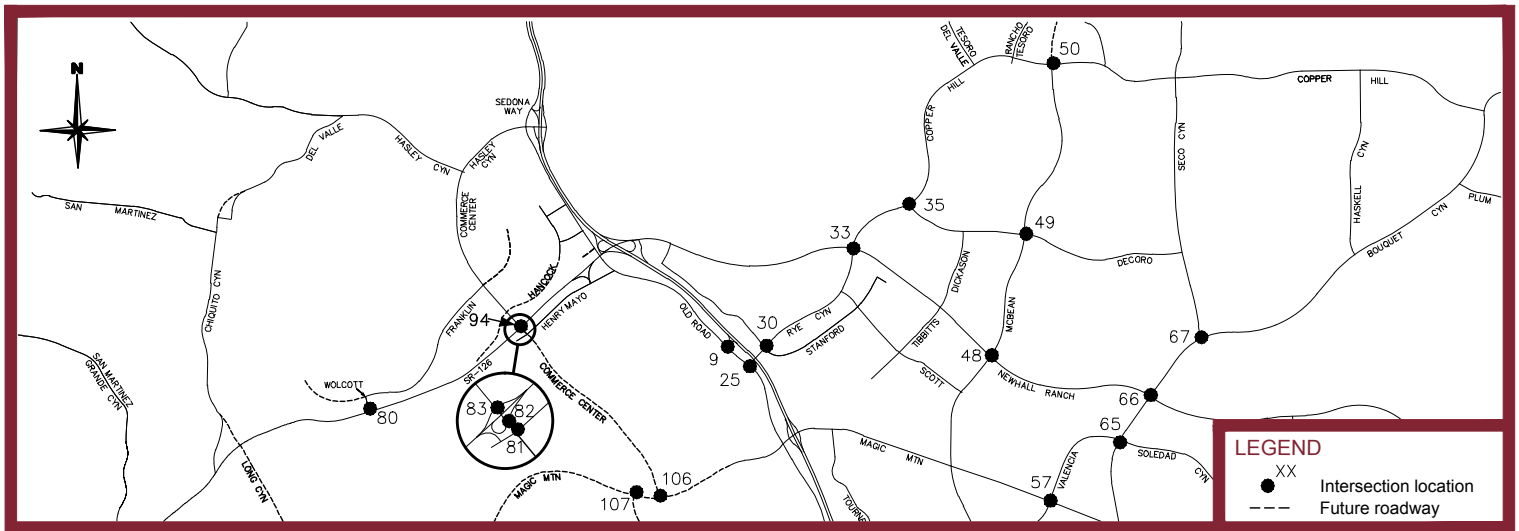

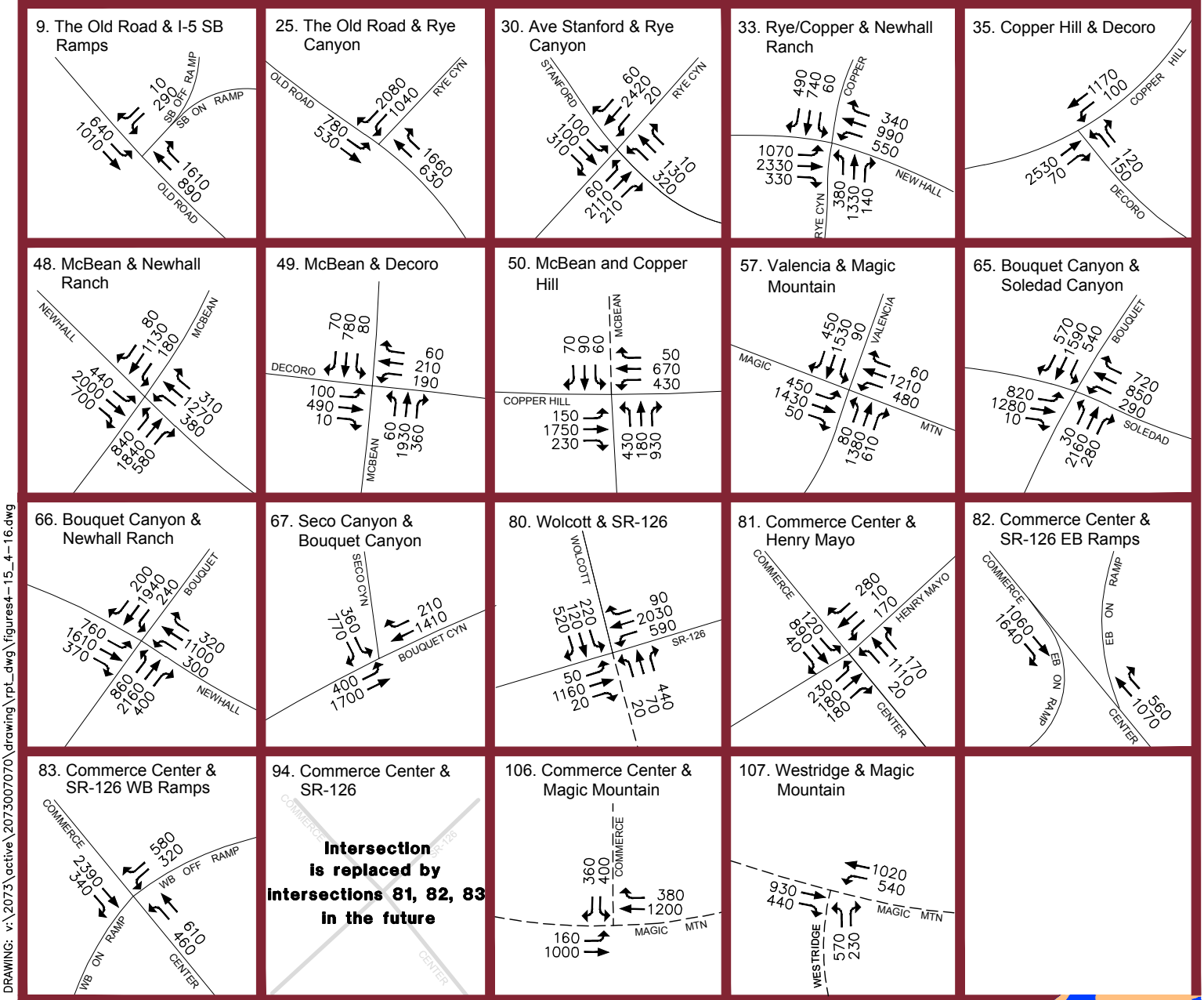

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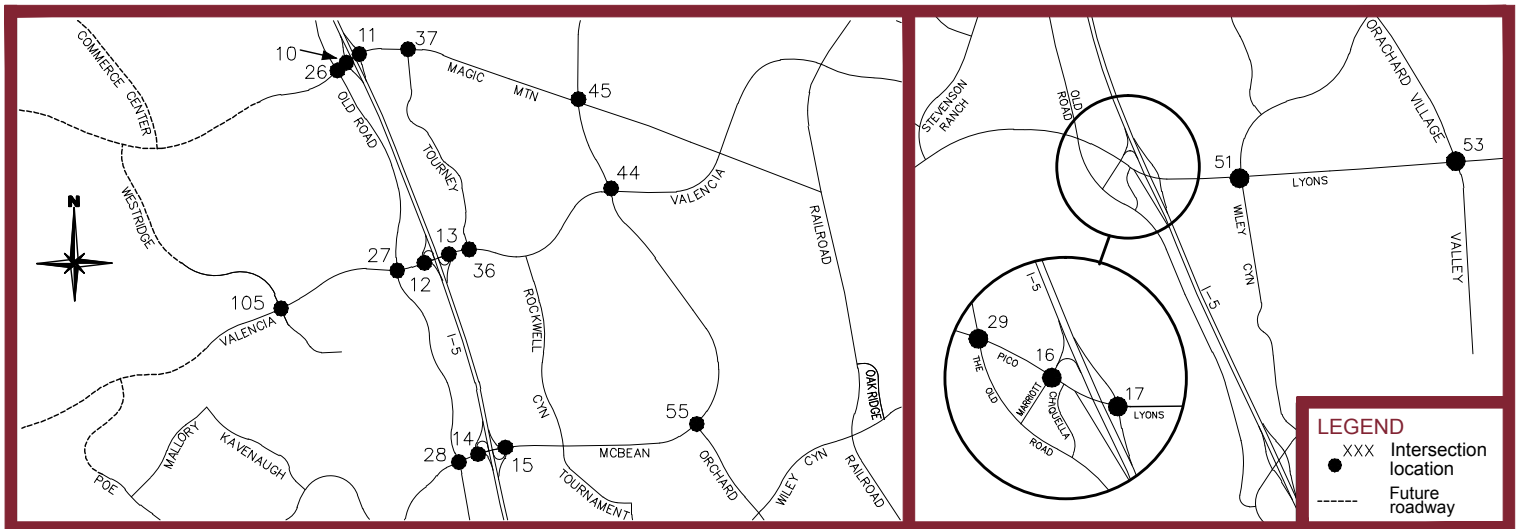
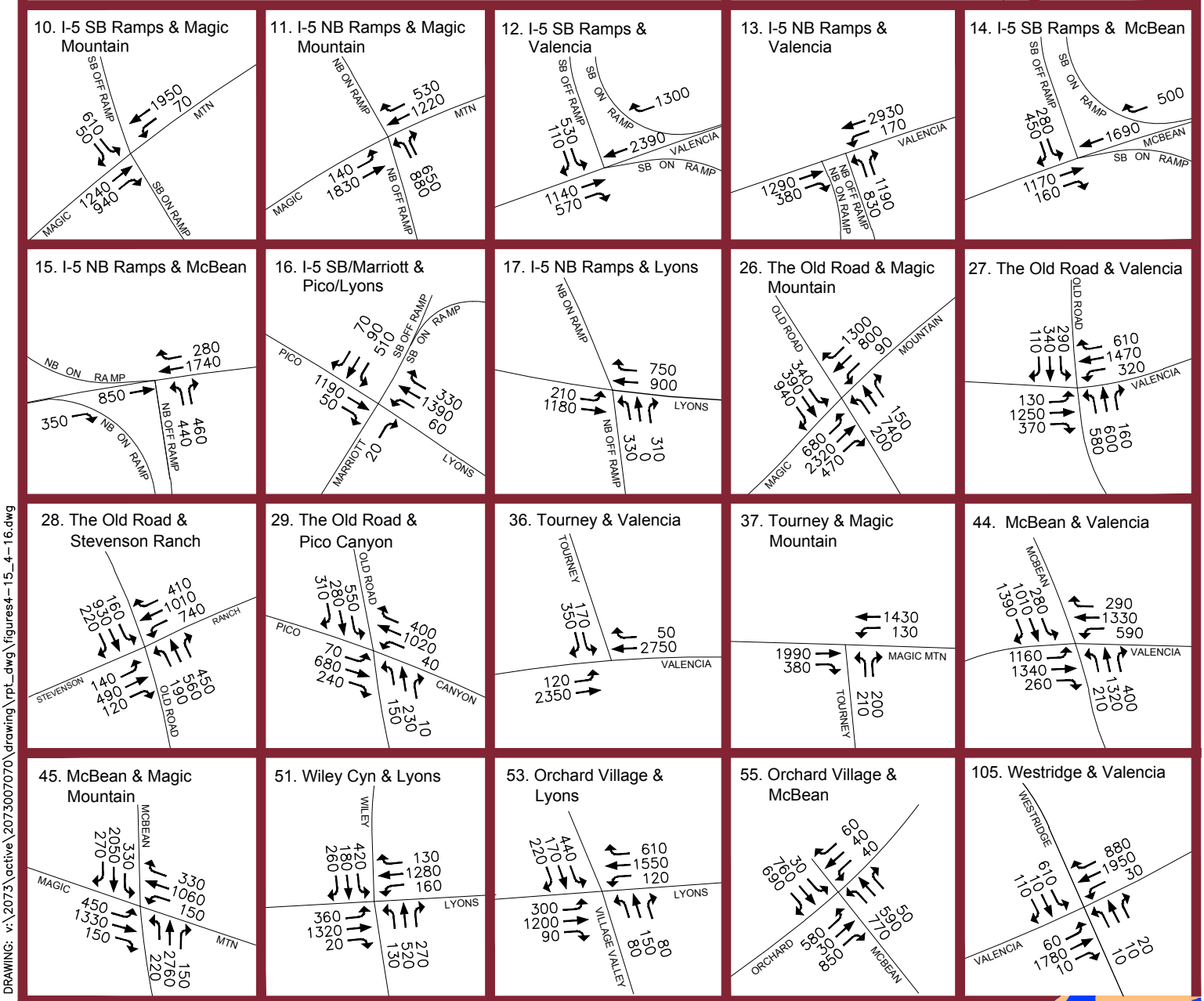
PM Peak Hour Turning Movement Volumes

Cumulative Conditions with Project (2024) North Area

Figure 4-15





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PM Peak Hour Turning Movement Volumes

Cumulative Conditions with Project (2024) South Area

Figure 4-16

Table 4-4 Freeway AADT Summary - Cumulative Conditions (2024) with and without Project

No.	Segment	Without Project	With Project
401.	I-5 North of Lake Hughes	87,000	87,000
402.	I-5 Between Lake Hughes & Parker	87,000	88,000
403.	I-5 Between Parker & Hasley Canyon	109,000	110,000
404.	I-5 Between Hasley Canyon & SR-126	134,000	135,000
405.	I-5 Between SR-126 & Rye Canyon	155,000	157,000
406.	I-5 Between Rye Cyn & Magic Mtn	166,000	167,000
407.	I-5 Between Magic Mtn & Valencia	185,000	190,000
408.	I-5 Between Valencia & McBean	212,000	217,000
409.	I-5 Between McBean & Pico/Lyons	226,000	230,000
410.	I-5 Between Pico/Lyons & Calgrove	243,000	246,000
411.	I-5 Between Calgrove & SR-14	244,000	246,000
412.	I-5 Between SR-14 & I-210	408,000	410,000
413.	I-5 Between I-210 & Roxford	320,000	321,000
414.	I-5 Between Roxford & I-405	341,000	342,000
415.	I-5 Between I-405 & S.F. Mission	167,000	168,000
416.	I-5 Between S.F. Mission & Brand	177,000	178,000
417.	I-5 Between Brand & SR-118	185,000	186,000
418.	I-5 Between SR-118 & Van Nuys	331,000	332,000
419.	I-5 Between Van Nuys & Terra Bella	345,000	346,000
420.	I-5 Between Terra Bella & Osborne	357,000	358,000
421.	I-5 Between Osborne & SR-170	347,000	348,000
501.	SR-14 Between I-5 & Newhall	195,000	196,000
502.	SR-14 Between Newhall & Placerita Cyn	181,000	182,000
503.	SR-14 Between Placerita Cyn & Golden Valley	172,000	173,000
504.	SR-14 Between Golden Valley & Sierra Hwy	175,000	175,000
505.	SR-14 Between Sierra Hwy & Sand Cyn	141,000	141,000
506.	SR-14 Between Sand Cyn & Soledad	123,000	123,000
507.	SR-14 Between Soledad & Agua Dulce Cyn	118,000	118,000
601.	I-405 Between I-5 & Rinaldi	170,000	171,000
602.	I-405 Between Rinaldi & S.F. Mission	170,000	171,000
603.	I-405 Between S.F. Mission & SR-118	177,000	178,000
701.	I-210 Between I-5 & Yarnell	94,000	94,000
702.	I-210 Between Yarnell & Roxford	91,000	91,000
703.	I-210 Between Roxford & Polk	88,000	88,000
704.	I-210 Between Polk & Hubbard	102,000	102,000

Table 4-5 ICU Summary – Cumulative Conditions (2024) with and without Project

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.69	B	1.53	F	0.69	B	1.53	F	0.00	0.00
10. I-5 SB Ramps & Magic Mountain	0.80	C	0.56	A	0.84	D	0.60	A	**0.04**	0.04
12. I-5 SB Ramps & Valencia	0.86	D	1.02	F	0.90	D	1.03	F	**0.04**	**0.01**
14. I-5 SB Ramps & McBean	0.64	B	0.88	D	0.67	B	0.91	E	0.03	**0.03**
16. I-5 SB/Marriott & Pico/Lyons	0.77	C	0.72	C	0.77	C	0.72	C	0.00	0.00
80. Wolcott & SR-126	1.27	F	1.28	F	1.28	F	1.28	F	**0.01**	0.00
82. Commerce Center & SR-126 EB	0.39	A	0.41	A	0.39	A	0.43	A	0.00	0.02
83. Commerce Center & SR-126 WB[2]	0.77	C	0.84	D	0.77	C	0.87 (25.4 sec)	D (C)	0.00	**0.03**[3]
Joint Caltrans/City Intersections										
11. I-5 NB Ramps & Magic Mountain	0.75	C	0.66	B	0.79	C	0.70	B	0.04	0.04
13. I-5 NB Ramps & Valencia	0.77	C	0.78	C	0.79	C	0.78	C	0.02	0.00
15. I-5 NB Ramps & McBean	0.42	A	0.60	A	0.42	A	0.61	B	0.00	0.01
17. I-5 NB On/Off & Lyons Ave	0.55	A	0.72	C	0.55	A	0.74	C	0.00	0.02
County Intersections										
25. The Old Road & Rye Canyon	0.95	E	1.57	F	0.78[1]	C	1.22[1]	F	-0.17	-0.35
26. The Old Road & Magic Mountain	0.64	B	0.72	C	0.89	D	0.95	E	**0.25**	**0.23**
27. The Old Road & Valencia	0.80	C	0.71	C	0.82	D	0.73	C	0.02	0.02
28. The Old Road & Stevenson Ranch	0.84	D	0.95	E	0.89[1]	D	0.90[1]	D	**0.05**	-0.05
29. The Old Road & Pico Canyon	0.72	C	0.73	C	0.72	C	0.73	C	0.00	0.00
35. Copper Hill & Decoro[4]	0.76	C	0.73	C	0.79	C	0.74	C	0.03	0.01
81. Commerce Center & Henry Mayo	0.61	B	0.67	B	0.63	B	0.70	B	0.02	0.03
105. Westridge & Valencia	0.81	D	0.74	C	0.82	D	0.77	C	0.01	0.03
106. Commerce Center & Magic Mountain	0.61	B	0.49	A	0.69	B	0.55	A	0.08	0.06
107. Westridge & Magic Mountain	0.83	D	0.98	E	0.89	D	1.03	F	**0.06**	**0.05**

Continued

Table 4-5 ICU Summary – Cumulative Conditions (2024) with and without Project (Continued)

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
City Intersections										
30. Ave Stanford & Rye Canyon	0.60	A	0.83	D	0.65	B	0.85	D	0.05	**0.02**
33. Rye/Copper Hill & Newhall Ranch	0.75	C	0.86	D	0.77	C	0.86	D	0.02	0.00
35. Copper Hill & Decoro[4]	0.69	B	0.68	B	0.72	C	0.68	B	0.03	0.00
36. Tourney & Valencia	0.59	A	0.69	B	0.61	B	0.71	C	0.02	0.02
37. Tourney & Magic Mountain	0.74	C	0.59	A	0.75	C	0.61	B	0.01	0.02
44. McBean & Valencia	0.85	D	1.01	F	0.86	D	1.01	F	0.01	0.00
45. McBean & Magic Mountain	0.73	C	1.00	F	0.74	C	1.00	E	0.01	0.00
48. McBean & Newhall Ranch	0.93	E	0.89	D	0.95	E	0.90	D	**0.02**	0.01
49. McBean & Decoro	0.81	D	0.71	C	0.81	D	0.71	C	0.00	0.00
50. McBean & Copper Hill	0.92	E	0.96	E	0.92	E	0.97	E	0.00	**0.01**
51. Wiley Canyon & Lyons	0.63	B	0.84	D	0.63	B	0.86	D	0.00	**0.02**
53. Orchard Village & McBean	0.56	A	0.65	B	0.56	A	0.66	B	0.00	0.01
55. Orchard Village & McBean	0.78	C	0.79	C	0.78	C	0.79	C	0.00	0.00
57. Valencia & Magic Mountain	0.97	E	1.22	F	1.00	E	1.22	F	**0.03**	0.00
65. Bouquet & Soledad	0.75	C	1.08	F	0.77	C	1.08	F	0.02	0.00
66. Bouquet & Newhall Ranch	0.85	D	1.02	F	0.88	D	1.03	F	**0.03**	**0.01**
67. Seco Cyn & Bouquet Canyon	0.84	D	0.78	C	0.85	D	0.80	C	0.01	0.02

Bold = Significant Impact (see impact criteria in Table 1-5).

[1]Includes mitigation previously identified for the Existing plus Ambient Growth plus Project impact analysis and to be implemented by the project under that scenario.
[2]Values in parentheses indicate average vehicle delay (seconds/vehicle) and LOS based on HCM delay methodology (select locations).
[3]Not a significant impact under Caltrans methodology due to LOS C conditions based on HCM delay calculation.
[4]Shared County/City jurisdiction

Table 4-6 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) - Cumulative (2024) Conditions with and without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Northbound													
401.	I-5 North of Lake Hughes	4M	8,000	1,675	0.209	2,925	0.366	1,685	0.211	2,955	0.369	0.002	0.003
402.	I-5 Between Lake Hughes & Parker	4M	8,000	1,788	0.224	2,318	0.290	1,805	0.226	2,378	0.297	0.002	0.007
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	2,248	0.234	2,914	0.303	2,270	0.236	2,992	0.312	0.002	0.009
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H + 1A	10,600	2,759	0.260	3,576	0.337	2,784	0.263	3,658	0.345	0.003	0.008
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H	9,600	3,193	0.333	4,139	0.431	3,218	0.335	4,223	0.440	0.002	0.009
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H	9,600	3,423	0.357	4,436	0.462	3,448	0.359	4,520	0.471	0.002	0.009
407.	I-5 Between Magic Mtn & Valencia	4M + 1H + 1A	10,600	3,806	0.359	4,933	0.465	3,936	0.371	5,082	0.479	0.012	0.014
408.	I-5 Between Valencia & McBean	4M + 1H	9,600	4,368	0.455	5,661	0.590	4,498	0.469	5,823	0.607	0.014	0.017
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	4,649	0.484	6,026	0.628	4,779	0.498	6,187	0.644	0.014	0.016
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1A	10,600	5,007	0.472	6,489	0.612	5,118	0.483	6,605	0.623	0.011	0.011
411.	I-5 Between Calgrove & SR-14	4M + 1H + 1T[C]	10,800	5,032	0.466	6,522	0.604	5,135	0.475	6,627	0.614	0.009	0.010
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	9,750	0.580	16,033	0.954	9,809	0.584	16,108	0.959	0.004	0.005
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	7,646	0.659	12,573	**1.084**	7,695	0.663	12,635	**1.089**	0.004	0.005
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	8,150	0.599	13,401	0.985	8,197	0.603	13,461	0.990	0.004	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	4,001	0.526	6,579	0.866	4,023	0.529	6,607	0.869	0.003	0.003
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	4,238	0.493	6,969	0.810	4,259	0.495	6,995	0.813	0.002	0.003
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	4,416	0.381	7,261	0.626	4,437	0.382	7,287	0.628	0.001	0.002
418.	I-5 Between SR-118 & Van Nuys	4M + 1H + 3A[F]	15,600	7,913	0.507	13,011	0.834	7,933	0.509	13,036	0.836	0.002	0.002

(Continued)

Table 4-6 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) - Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Northbound (Continued)													
419.	I-5 Between Van Nuys & Terra Bella	4M + 1H + 2A	11,600	8,239	0.710	13,547	**1.168**	8,259	0.712	13,572	**1.170**	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	4M + 1H + 2A	11,600	8,535	0.736	14,035	**1.210**	8,555	0.738	14,060	**1.212**	0.002	0.002
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	8,298	0.610	13,645	**1.003**	8,316	0.611	13,668	**1.005**	0.001	0.002
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	3,718	0.321	9,773	0.842	3,733	0.322	9,839	0.848	0.001	0.006
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	3,458	0.455	9,088	**1.196**	3,473	0.457	9,153	**1.204**	0.002	0.008
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	3,292	0.433	8,652	**1.138**	3,306	0.435	8,715	**1.147**	0.002	0.009
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	3,339	0.388	8,777	**1.021**	3,349	0.389	8,833	**1.027**	0.001	0.006
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,700	0.355	7,096	0.934	2,708	0.356	7,135	0.939	0.001	0.005
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	2,345	0.419	6,163	**1.100**	2,351	0.420	6,195	**1.106**	0.001	0.006
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	2,250	0.296	5,914	0.778	2,255	0.297	5,941	0.782	0.001	0.004
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	4,060	0.534	6,676	0.878	4,085	0.538	6,708	0.883	0.003	0.004
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	4,060	0.534	6,676	0.878	4,083	0.537	6,705	0.882	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	4,238	0.400	6,969	0.657	4,261	0.402	6,998	0.660	0.002	0.003
Eastbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	5,720	0.817	3,619	0.517	5,730	0.819	3,632	0.519	0.002	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	5,495	0.916	3,476	0.579	5,504	0.917	3,488	0.581	0.001	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	5,344	0.891	3,381	0.563	5,352	0.892	3,392	0.565	0.001	0.002

(Continued)

Table 4-6 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) - Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Eastbound (Continued)													
704.	I-210 Between Polk & Hubbard	3M	6,000	6,172	**1.029**	3,905	0.651	6,179	**1.030**	3,915	0.652	0.001	0.001

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)

See **Table 1-6** for lane capacities and significant impact thresholds of significance.

Table 4-7 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) - Cumulative (2024) Conditions with and without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Southbound													
401.	I-5 North of Lake Hughes	4M	8,000	1,623	0.203	2,778	0.347	1,646	0.206	2,796	0.349	0.003	0.002
402.	I-5 Between Lake Hughes & Parker	4M	8,000	2,205	0.276	2,995	0.374	2,236	0.279	3,029	0.379	0.003	0.005
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	2,772	0.289	3,765	0.392	2,829	0.295	3,808	0.397	0.006	0.005
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H	9,600	3,402	0.354	4,620	0.481	3,481	0.363	4,678	0.487	0.009	0.006
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H + 1A	10,600	3,937	0.371	5,348	0.504	4,020	0.379	5,406	0.510	0.008	0.006
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H + 1A	10,600	4,220	0.398	5,733	0.541	4,220	0.398	5,771	0.544	0.000	0.003
407.	I-5 Between Magic Mtn & Valencia	4M + 1H	9,600	4,693	0.489	6,374	0.664	4,896	0.510	6,628	0.690	0.021	0.026
408.	I-5 Between Valencia & McBean	4M + 1H + 1A	10,600	5,386	0.508	7,315	0.690	5,550	0.524	7,569	0.714	0.016	0.024
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	5,732	0.597	7,786	0.811	5,855	0.610	8,000	0.833	0.013	0.022
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1T	11,200	6,173	0.551	8,385	0.749	6,264	0.559	8,550	0.763	0.008	0.014
411.	I-5 Between Calgrove & SR-14	4M + 1H + 2T[C]	12,000	6,205	0.517	8,428	0.702	6,283	0.524	8,583	0.715	0.007	0.013
412.	I-5 Between SR-14 & I-210	4M + 1H + 2A[F] + 2T	16,800	17,624	**1.049**	11,668	0.695	17,687	**1.053**	11,750	0.699	0.004	0.004
413.	I-5 Between I-210 & Roxford	5M + 1H	11,600	13,821	**1.191**	9,150	0.789	13,874	**1.196**	9,219	0.795	0.005	0.006
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	14,731	**1.083**	9,753	0.717	14,783	**1.087**	9,820	0.722	0.004	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	7,232	0.952	4,788	0.630	7,259	0.955	4,823	0.635	0.003	0.005
416.	I-5 Between S.F. Mission & Brand	4M + 1H +1A	10,600	7,660	0.723	5,071	0.478	7,686	0.725	5,104	0.482	0.002	0.004
417.	I-5 Between Brand & SR-118	4M + 1H +2A[F]	13,600	7,982	0.587	5,284	0.389	8,008	0.589	5,317	0.391	0.002	0.002
418.	I-5 Between SR-118 & Van Nuys	6M + 1H	13,600	14,303	**1.052**	9,469	0.696	14,328	**1.054**	9,500	0.699	0.002	0.003

(Continued)

Table 4-7 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) - Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Southbound (Continued)													
419.	I-5 Between Van Nuys & Terra Bella	6M + 1H	13,600	14,892	**1.095**	9,859	0.725	14,917	**1.097**	9,890	0.727	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	6M + 1H + 1A	14,600	15,428	**1.057**	10,214	0.700	15,453	**1.058**	10,245	0.702	0.001	0.002
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	14,999	**1.103**	9,930	0.730	15,022	**1.105**	9,959	0.732	0.002	0.002
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	10,454	0.901	5,471	0.472	10,498	0.905	5,501	0.474	0.004	0.002
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	9,722	**1.279**	5,087	0.669	9,765	**1.285**	5,115	0.673	0.006	0.004
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	9,256	**1.218**	4,843	0.637	9,297	**1.223**	4,866	0.640	0.005	0.003
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	9,389	**1.092**	4,913	0.571	9,428	**1.096**	4,934	0.574	0.004	0.003
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	7,610	**1.001**	3,972	0.523	7,642	**1.006**	3,987	0.525	0.005	0.002
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	6,592	**1.177**	3,450	0.616	6,615	**1.181**	3,461	0.618	0.004	0.002
507.	SR-14 Between Soledad & Agua Dulce Cyn	2M + 1H	5,600	6,326	**1.130**	3,310	0.591	6,348	**1.134**	3,320	0.593	0.004	0.002
601.	I-405 Between I-5 & Rinaldi	3M + 1A	7,000	7,339	**1.048**	4,859	0.694	7,364	**1.052**	4,891	0.699	0.004	0.005
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	7,339	0.966	4,859	0.639	7,362	0.969	4,889	0.643	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	7,660	0.723	5,071	0.478	7,683	0.725	5,101	0.481	0.002	0.003
Westbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,629	0.376	6,135	0.876	2,639	0.377	6,148	0.878	0.001	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,526	0.421	5,893	0.982	2,535	0.422	5,905	0.984	0.001	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	2,456	0.409	5,731	0.955	2,464	0.411	5,741	0.957	0.002	0.002

(Continued)

Table 4-7 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) - Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Westbound (Continued)													
704.	I-210 Between Polk & Hubbard	3M	6,000	2,837	0.473	6,619	**1.103**	2,844	0.474	6,628	**1.105**	0.001	0.002

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)

See **Table 1-6** for lane capacities and significant impact thresholds of significance.

4.2.2 Cumulative Conditions Mitigation

Roadway improvements have been identified to mitigate the project impacts identified in the previous section. Table 4-8 lists the identified mitigation measures to address project impacts in the 2024 cumulative conditions setting. Also listed in the table is the project's share of the cumulative growth in traffic. Each of the identified improvements fully mitigates the project's significant impact, as shown in Table 4-9.

At the intersection of Commerce Center Drive and the SR-126 Westbound Ramps (future intersection under construction), a significant cumulative impact is identified based on County methodology since the intersection is forecast to operate at LOS D and the project represents a 0.03 increase to the ICU. Feasible mitigation in the form of reconfiguring one of the right-turn lanes to be a shared left/right-turn lane has been identified; however it would not be necessary based on Caltrans impact criteria. Caltrans LOS methodology, which is based on average vehicle delay, indicates LOS C conditions (as shown in the previously referenced Table 4-5) and thus does not require mitigation. Therefore, it is not recommended that this mitigation measure not be implemented.

4.3 WESTSIDE PHASING ANALYSIS

The mitigation measure road improvements identified in the previously referenced Table 4-8 are generally consistent with the improvements identified in the 2007 Westside Santa Clarita Valley Roadway Phasing Analysis (Phasing Analysis) discussed in Section 1.3.2. The Phasing Analysis identifies the timing for specific roadway and intersection improvements that are necessary to support Westside development. Importantly, the Phasing Analysis considered the impacts associated with future development throughout the Santa Clarita Valley, not just the proposed Entrada South project, and thereby addresses all the Westside projects.

The cumulative mitigation measures identified in the previous section are derived from the improvements identified in the Phasing Analysis and, consequently, represent a subset of the Phasing Analysis improvements. However, the Phasing Analysis is intended to be updated on a regular basis to allow for adjustments based on current traffic conditions, and updates at predetermined intervals have been made a condition of approval for prior Westside area projects (e.g., Mission Village VTTM 061105). The cumulative mitigation measures identified in the previously referenced Table 4-8 are generally consistent with the Phasing Analysis improvements; however, the current traffic conditions utilized for this analysis indicate the need for minor refinements to the currently approved 2007 Phasing Analysis, and updated Phasing Analysis improvements are not approved by the County of Los Angeles or the City of Santa Clarita as of

Table 4-8 Off-Site Mitigation Measures for Project Impacts – 2024 Cumulative Conditions

Location		Mitigation	Project Traffic Share %
10. I-5 SB Ramps & Magic Mtn	Caltrans/ County	Restripe the southbound off-ramp to consist of two left-turn lanes, one shared left-turn/through lane, and one right-turn lane.	31%
12. I-5 SB Ramps & Valencia	Caltrans/ County	Add third westbound thru lane.	3%
14. I-5 SB Ramps & McBean	Caltrans/ County	Convert westbound dedicated right turn lane to a shared through/right turn lane.	12%
26. The Old Rd & Magic Mountain	County	Convert existing southbound third through lane to a shared through/right turn lane, add fifth eastbound through lane.	28%
28. The Old Rd & Stevenson Ranch	County	Add a westbound dedicated right turn lane.	13%
30. Ave Stanford & Rye Canyon	City	Traffic signal modification to add southbound right-turn overlap phasing.	18%
48. McBean & Newhall Ranch	City	Add fourth westbound through lane, traffic signal modification to add eastbound right-turn overlap phasing.	7%
50. McBean & Copper Hill	City	Add third eastbound through lane, traffic signal modification to add northbound right-turn overlap for northbound right.	4%
51. Wiley Cyn & Lyons	City	Convert existing southbound through lane to a shared through/left turn lane. Modify traffic signal for split phasing for northbound/southbound approaches.	6%
57. Valencia & Magic Mountain	City	Add a second westbound left-turn lane.	4%
66. Bouquet & Newhall Ranch	City	Convert existing third eastbound left turn lane to a fourth eastbound through lane.	5%
80. Wolcott & SR-126	Caltrans/ County	Intersection modifications to include one northbound left-turn lane, one northbound through lane, two northbound right-turn lanes, two southbound left-turn lanes, one southbound through lane, one southbound right-turn lane, one east-bound left-turn lane, one eastbound through lane, one eastbound shared through/right-turn lane, two westbound left-turn lanes, two westbound through lanes, and one westbound right-turn lane.	2%
83 Commerce Center & SR-126 WB	Caltrans/ County	Convert one westbound right-turn lane to a shared left/right-turn lane. (Note: Mitigation is not required based on Caltrans methodology – see discussion in Section 4.2.2)	4%
107. Westridge & Magic Mountain	County	Convert northbound through lane to shared left/through/right-turn lane.	9%
See Appendix E for fair-share calculations.			

Table 4-9 ICU Summary – Cumulative Conditions (2024) with Project Mitigation

Location	Cumulative without Project				Cumulative with Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
10. I-5 SB Ramps & Magic Mountain	0.80	C	0.56	A	0.74	C	0.54	A	-0.06	-0.02
12. -5 SB Ramps & Valencia	0.86	D	1.02	F	0.73	C	0.78	C	-0.13	-0.24
14. I-5 SB Ramps & McBean	0.64	B	0.88	D	0.67	B	0.84	D	0.03	-0.04
80. Wolcott & SR-126	1.27	F	1.28	F	0.84	D	1.07	F	-0.43	-0.21
83. Commerce Center & SR-126 WB[1]	0.77	C	0.84	D	0.77	C	0.83	D	0.00	-0.01
County Intersections										
26. The Old Rd & Magic Mountain	0.64	B	0.72	C	0.72	C	0.74	C	0.08	0.02
28. The Old Rd & Stevenson Ranch	0.84	D	0.95	E	0.84	D	0.78	C	0.00	-0.17
107. Westridge & Magic Mountain	0.83	D	0.98	E	0.72	C	0.87	D	-0.11	-0.11
City Intersections										
30. Ave Standford & Rye Canyon	0.60	A	0.83	D	0.65	B	0.84	D	0.05	0.01
48. McBean & Newhall Ranch	0.93	E	0.89	D	0.93	E	0.90	D	0.00	0.01
50. McBean & Copper Hill	0.92	E	0.96	E	0.83	D	0.78	C	-0.09	-0.18
51. Wiley Cyn & Lyons	0.63	B	0.84	D	0.63	B	0.74	C	0.00	-0.10
57. Valencia & Magic Mountain	0.97	E	1.22	F	0.95	E	1.09	F	-0.02	-0.13
66. Bouquet & Newhall Ranch	0.85	C	1.02	F	0.85	D	1.01	F	0.00	-0.01

[1]Mitigation is not required at this location based on Caltrans methodology – see discussion in Section 4.2.2

this time. Accordingly, it is recommended that the Phasing Analysis be updated and approved prior to the recordation of the final map for the Entrada South project.

The Phasing Analysis identifies milestones based on residential unit counts and commercial square footages to specify when the specific improvements should be in place. As such, the proposed project will be developed in accordance with these milestones and the corresponding specific improvements as identified in the Phasing Analysis. At each location where a threshold is exceeded, improvements have been identified that result in LOS D conditions, which are generally considered an acceptable peak hour level of service for suburban areas. In that regard, by being part of the overall Westside Phasing program, the Entrada South project is complying with the County's traffic impact analysis guidelines requirement to provide fair-share mitigation for cumulative (i.e., existing plus ambient growth plus project plus related project) impacts.

4.4 CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Los Angeles County Congestion Management Program (CMP) requires that a proposed development address two major subject areas with respect to traffic impacts. These are the project's impacts on the CMP highway system and the project's impacts on the local and regional transit systems.

4.4.1 CMP Highway System

According to the CMP guidelines, the geographical area to be examined in a CMP traffic impact analysis (TIA) consists of the CMP monitoring locations that meet the following criteria:

- CMP intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (determined based on adjacent street traffic).
- Mainline freeway locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The CMP intersections nearest to the Project Site are the following:

- Valencia Boulevard & Magic Mountain Parkway (City)
- Chiquito Canyon Road & SR-126 (County)
- Railroad Avenue (formerly named San Fernando Road) & Lyons Avenue (County)

The number of trips to and from the proposed project is forecast to include more than 50 peak hour trips at the Valencia Boulevard/Magic Mountain Parkway intersection (139 peak hour trips). The next closest CMP intersection is the Chiquito Canyon Road/SR-126 intersection (33 peak hour trips), followed by the Railroad Avenue and Lyons Avenue intersection (2 peak hour trips).

Therefore, a CMP analysis of the Valencia Boulevard/Magic Mountain Parkway intersections is required since it is the only intersection where the peak hour volume of project trips exceeds 50.

The intersection LOS methodology specified by the CMP is identical to the methodology utilized by the County of Los Angeles Department of Public Works and this traffic study for County intersections. However, the CMP intersection LOS methodology differs slightly from the method utilized by the City of Santa Clarita and this traffic study for City intersections. Therefore, the CMP intersection of Valencia Boulevard/Magic Mountain Parkway, which is located in the City, has been calculated using both methodologies.

Table 4-10, summarizes the results of the intersection LOS analysis for the CMP intersection noted above using the CMP methodology. As shown, the intersection would operate at an unacceptable LOS F before the addition of project traffic. Consistent with the findings in Section 4.1 and Section 4.2, the table also shows that the proposed project would result in a significant impact at the intersection, but that the project's mitigation measure would mitigate the project's impacts, lowering the post-project ICU to better than pre-project conditions. The table also shows that the ultimate intersection improvements, as outlined in the Phasing Analysis and included in the Valencia Bridge & Thoroughfare District, also would result in an acceptable LOS based on CMP criteria.

Table 4-10 ICU Summary – CMP Methodology

Location	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
57. Valencia & Magic Mountain				
- Existing Conditions	0.60	A	0.77	C
- Cumulative Conditions (2024) without Project	1.05	F	1.32	F
- Cumulative Conditions (2024) with Project	1.09	F	1.33	F
- Cumulative Conditions (2024) with Project and Mitigation	1.04	F	1.20	F
- Cumulative Conditions with Phasing Plan Improvements	0.92	E	0.95	E

Note: ICU calculations are based on CMP methodology. CMP methodology differs from the City of Santa Clarita methodology used for calculations presented in prior sections of this report.

With respect to the mainline freeway, the CMP monitoring locations nearest to the Project Site are the following:

- I-5 north of SR-126
- I-5 north of SR-14
- I-5 north of Osborne Street

As shown in Table 4-11, the proposed project is forecast to add 150 or more peak hour trips to only one of these monitoring locations, the segment of I-5 north of SR-14 where the project contributes a maximum of 103 vehicles per hour in the southbound direction and 155 vehicles

per hour in the northbound direction. The next two closest CMP freeway monitoring locations do not meet the CMP analysis criteria since the maximum number of project trips at those locations is less than 150 vehicles per hour during the peak hour.

Table 4-11 Freeway Volume Summary – CMP Monitoring Locations

Segment	Peak Hour Project Volumes			
	Northbound		Southbound	
	AM	PM	AM	PM
I-5 between Hasley Cyn & SR-126	25	82	79	58
I-5 between Calgrove & SR-14	103	105	78	**155**
I-5 between Terra Bella & Osborne	20	25	25	31
Bold – exceeds CMP impact analysis criteria of 150 veh/hour				

Table 4-12 presents an analysis of the mainline freeway segment that meets the CMP criteria for analysis. For comparison purposes, the analysis has been prepared with and without the addition of truck lanes (presently under construction) and a HOV or HOT lane (presently planned for near-term construction) for that segment (a discussion of this freeway improvement project is provided in Section 2.2.1). Table 4-12 shows that the southbound segment of I-5 between Calgrove and SR-14 would operate over capacity both with and without the project based on the existing freeway configuration, and the project's increment would exceed the CMP threshold of significance of 0.02. Also as shown in Table 4-12, with construction of the truck lanes and the HOV or HOT lanes, the segment is forecast to operate under capacity and there is no project impact.

Local and Regional Transit Systems

Another component of the CMP transportation impact analysis is a review of transit impacts; public transit in the Santa Clarita Valley includes both bus and commuter rail service. The CMP review is to include evidence that transit operators received the Notice of Preparation, identification of existing transit services near the project, estimation of the number of project trips assigned to transit, information on facilities and/or programs that will encourage public transit use, and an analysis of project impacts on transit service.

With respect to the Notice of Preparation, the project's environmental documentation will include evidence that the applicable transit operators (i.e., City of Santa Clarita Transit, Metro, and Metrolink) received the Notice of Preparation.

As to existing bus transit services, the project applicant is working with City of Santa Clarita Transit to provide bus service to the Project Site, and Section 2.1.3 provides a summary of the existing transit services in the vicinity of the Project Site.

As to the estimated number of project transit trips, buildout of the Entrada South project is forecast to generate approximately 35,547 ADT. To estimate the number of project trips that would use

Table 4-12 Freeway Mainline Analysis – CMP Methodology

Segment		Lanes	Capacity	2024 without Project				2024 with Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
411.	I -5 between Calgrove & SR-14												
	Northbound with Existing Lanes	4M	8,000	5,032	.629	6,522	.815	5,135	.642	6,627	.828	0.013	0.013
	Northbound with Pending Improvements	4M + 1H + 1T	11,200	5,032	.449	6,522	.582	5,135	.458	6,627	.592	0.009	0.010
	Southbound with Existing Lanes	4M[C]	6,400	6,205	.969	8,428	1.317	6,283	.982	8,583	1.341	0.013	**0.024**
	Southbound with Pending Improvements	4M + 1H + 2T[C]	12,000	6,205	.517	8,428	.702	6,283	.524	8,583	.715	0.007	0.013

M = Mixed-flow General Purpose Lane (2,000 vph/ln)
M[C] = Mixed-flow General Purpose Lane on an extended uphill grade (without Truck Lanes) (1,600 vph/ln)
H = High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) Lane (1,600 vph/ln)
T = Truck Lane (1,600 vph/ln)
T[C] = Truck Climbing Lane (1,200 vph/ln)

See Table 1-6 for planning level capacity assumptions.

Bold – exceeds CMP impact criteria of 0.02 with a V/C ratio of > 1.00.

public transit, the number of project vehicle trips is multiplied by an occupancy factor (1.4), which is provided in the CMP, to determine total person trips. The number of person trips is then multiplied by the applicable MTA factor (3.5%), which is also provided in the CMP, to determine the number of transit trips generated by the project. Based on this calculation, the project is anticipated to generate approximately 1,700 daily transit trips, as shown in Table 4-13.

Table 4-13 Transit Trip Summary

	Time Period		
	Daily	AM Peak Hour	PM Peak Hour
Vehicle Trips	35,547	2,379	3,502
Person Trips[1]	49,766	3,331	4,903
Factor to Transit Trips	3.5%	3.5%	3.5%
Total Transit Trips	1,742	117	172

[1]Person Trips = Vehicle Trips x 1.4
Sources: Congestion Management Program for Los Angeles County, 2002, 2004, and 2010.

With respect to the project's impacts on transit service, while the County does not have LOS standards applicable to future development such as the proposed project, the demand for transit service that would result from the Entrada South project (approximately 120 to 170 peak hour trips as shown in the previously referenced (Table 4-13), has the potential to impact transit services.

The Entrada South project would facilitate the use of public transit by providing areas designated for bus stops along Magic Mountain Parkway and The Old Road in accordance with County standards and transit provider requirements. It is anticipated that, over time, the local bus service will expand as additional development occurs within the valley. Typically, bus route plans are evaluated on an annual basis by the transit agency, and routes are added and/or modified as appropriate and as funding permits; therefore, as the Project Site develops, service to the project area could be added as determined at the discretion of City of Santa Clarita Transit. Meanwhile, the current transit arrangement is anticipated to continue to serve local residents of the area, connecting residential areas with employment and commercial centers.

With respect to commuter rail, Metrolink, governed by the Southern California Regional Rail Authority (SCRAA), provides commuter rail service between the Antelope Valley and Downtown Los Angeles, and also links Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego counties with transfer service between the bus and rail systems. The Metrolink station closest to the Project Site is located along Soledad Canyon Road east of Bouquet Canyon Road. A second Metrolink station is located along Railroad Avenue just south of Lyons Canyon Road. Long-range plans include a potential Metrolink extension along the SR-126 corridor and

land within Newhall Ranch is set aside for rail right-of-way and a park-and-ride and/or train station.

The applicant has coordinated with the applicable transit provider to identify appropriate bus stops. To ensure that adequate transit capacity to serve the proposed project is available in the future, mitigation is proposed that requires the project applicant, at the time of building permit issuance, to pay applicable transit mitigation fees (if adopted), with appropriate credits applied for applicant provided facilities, unless the payment of such fees is modified by an approved transit mitigation agreement. These facilities and the proposed mitigation will reduce the transit related impacts to a less than significant level.

In addition to the transit features of the proposed project noted above, the proposed project has been designed for pedestrian connectivity and includes facilities for pedestrian and bicycle use, including, for example, the construction of 10′ sidewalks along the south side of the Magic Mountain Parkway and 8′ sidewalks along the north side of the roadway. In addition, a pedestrian bridge is proposed to cross over Magic Mountain Parkway, connecting the project's residential neighborhood with the project's commercial center. Within the Project Site, a complete network of streets with sidewalks, as well as separate pedestrian pathways is proposed, and will facilitate movement between the various areas of the site.

Magic Mountain Parkway will be constructed to include Class II bike lanes in accordance with the County BMP. Additionally, the proposed project would not conflict with the Metro Bicycle Transportation Strategic Plan to make cycling a viable travel choice by promoting links between bicycle facilities and the transit network.

5.0 Supplemental Analysis

This chapter presents an existing plus project analysis, in accordance with CEQA, a discussion on construction traffic, and an evaluation of long-range cumulative conditions for the anticipated year 2034 buildout year of the Newhall Ranch Specific Plan.

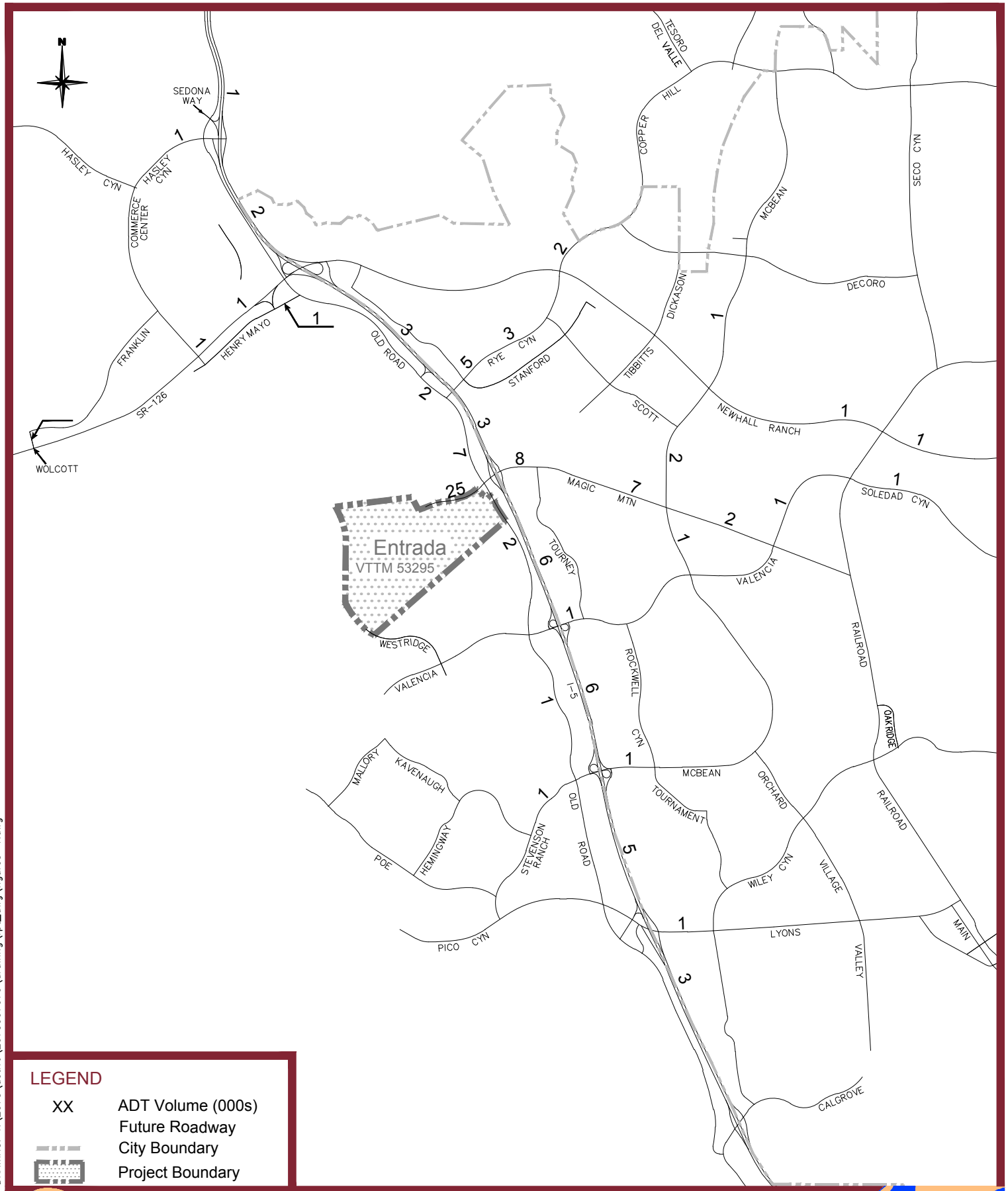
5.1 EXISTING PLUS PROJECT IMPACT ANALYSIS

This section provides an analysis of project traffic impacts by comparing pre-project existing traffic conditions and project traffic conditions. This CEQA impact analysis documents project-related trips and their addition to the existing, observed traffic count data (i.e., existing conditions) in order to identify potential traffic impacts. This analysis is referred to as the existing plus project scenario.

An existing plus project ("plan to ground") analysis was formerly suggested as a required CEQA analysis in Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council (2010) 190 Cal.App. 4th 1351. However, the holding in Sunnyvale was recently rejected in Neighbors for Smart Rail v. Exposition Metro Line Construction Authority (2012) 205 Cal.App. 4th 559.

The Court there held: "Projected future conditions may be used as the sole baseline for impacts analysis if their use in place of measured existing conditions—a departure from the norm stated in Guidelines Section 15125(a)—is justified by unusual aspects of the project or the surrounding conditions. That the future conditions analysis would be informative is insufficient, but an agency does have discretion to completely omit an analysis of impacts on existing conditions when inclusion of such an analysis would detract from an EIR's effectiveness as an informational document, either because an analysis based on existing conditions would be uninformative or because it would be misleading to decision makers and the public." The Court further noted: "that in appropriate circumstances an existing conditions analysis may take account of environmental conditions that will exist when the project begins operations; the agency is not strictly limited to those prevailing during the period of EIR preparation. An agency may, where appropriate, adjust its existing conditions baseline to account for a major change in environmental conditions that is expected to occur before project implementation. In so adjusting its existing conditions baseline, an agency exercises its discretion on how best to define such a baseline under the circumstance of rapidly changing environmental conditions."

Specific to the proposed Entrada South project, project generated ADT volumes are provided in Figure 5-1 for the Entrada South existing plus project scenario. This distribution of project trips differs from the future year distribution presented in Section 3.3, above, since it does not include any future roadways other than those to be constructed for project access. The distribution also



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ADT Volumes (000s)
Project Only (Existing Roadway Network)

Figure 5-1

does not include any interaction with approved, planned, or pending related projects in the Project Site.

The corresponding project-generated peak hour turning movement volumes for the Entrada South existing plus project scenario are provided in Figure 5-2 and Figure 5-3 for the AM peak hour and in Figure 5-4 and Figure 5-5 for the PM peak hour.

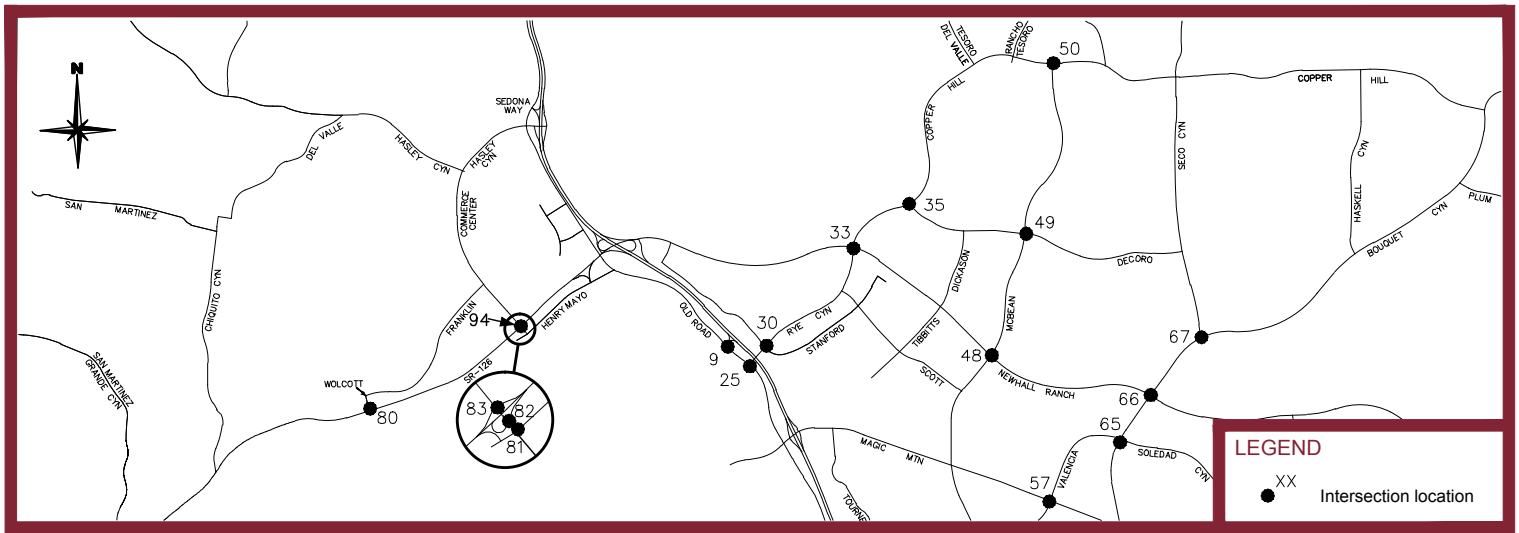
Entrada South existing condition traffic volumes are presented in Section 2.1.2, above. Existing plus project ADT volumes are provided in Figure 5-6. The corresponding existing plus project peak hour turning movement volumes are provided in Figure 5-7 and Figure 5-8 for the AM peak hour and in Figure 5-9 and Figure 5-10 for the PM peak hour.

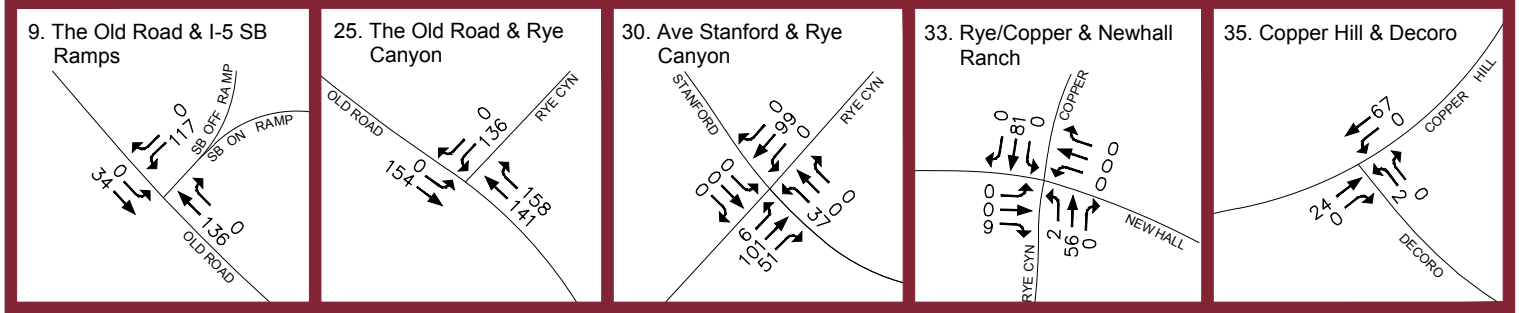
Freeway traffic volumes for conditions with and without the project traffic are provided in Table 5-1 for average annual daily traffic (AADT).

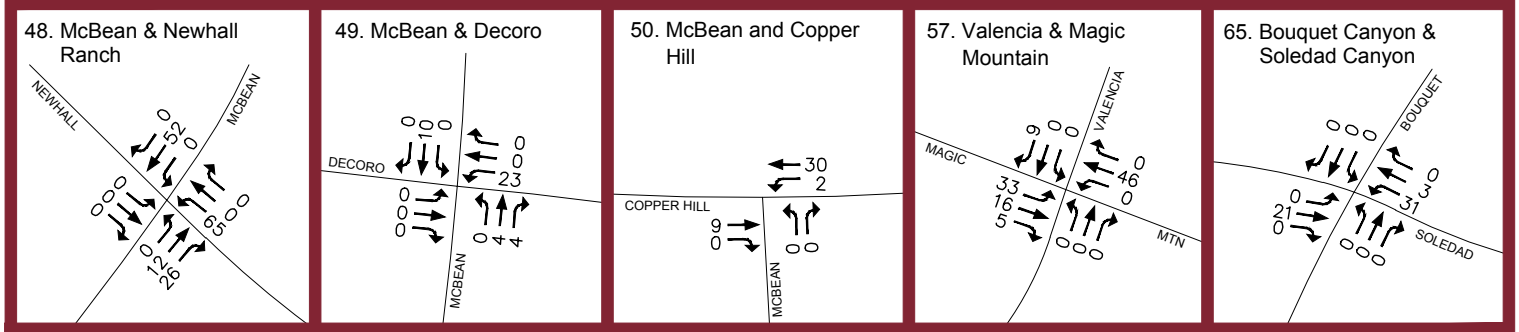
The existing plus project scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed Entrada South project, which is not anticipated to reach full buildout until approximately 2024. The scenario is hypothetical because it assumes that the proposed project would be fully built immediately and the corresponding full buildout traffic volumes added to existing roadway volumes and infrastructure.

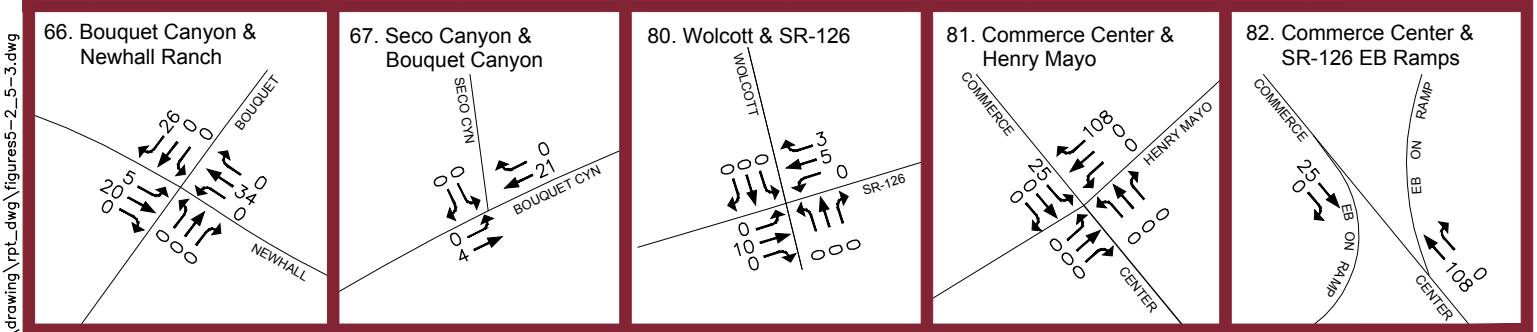
The existing plus project analysis also presumes that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) will not change over the long-term buildout of a proposed project. As a result, future increases in traffic volumes attributable to other development projects (i.e., cumulative traffic volumes) are not accounted for in this analysis. As a result, this analysis can result in understating project impacts because capacity that otherwise would be utilized by future development that precedes a proposed project is now available to that project. Conversely, because this analysis does not account for future planned roadway network improvements that would increase roadway capacities, it also can potentially result in overstating project impacts. Furthermore, because the analysis does not account for future development and related changing land uses, it does not account for the corresponding change in trip distribution patterns that accompany changing land uses. For these reasons, the analysis is provided below for the proposed Entrada South project, but it is included for disclosure, information, and comparison purposes only.

The existing plus project evaluation is a theoretical construct because it hypothetically assumes that the entire Project and traffic generated by that Project are assumed to exist at the time of the preparation of the traffic study for the other current conditions. Thus, it provides an artificially conservative evaluation of the potential traffic effects of the Project; in effect, it assumes that the entire Project and all its traffic "appeared," fully developed, the same day the Traffic Study assessed current traffic in the area.









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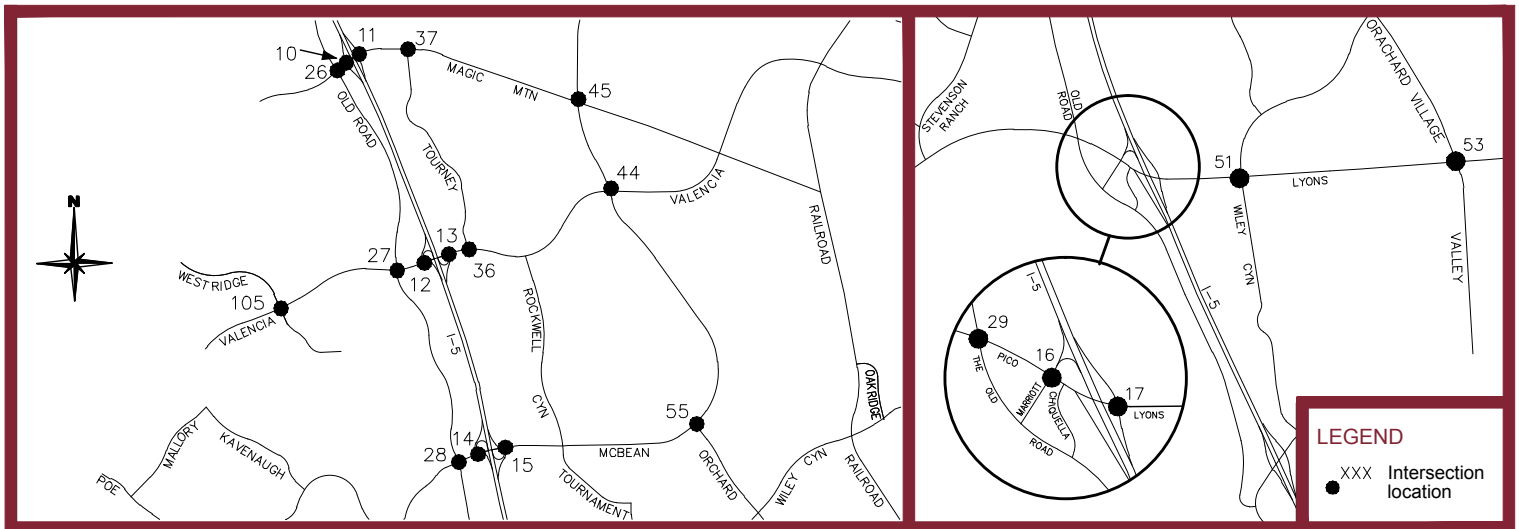
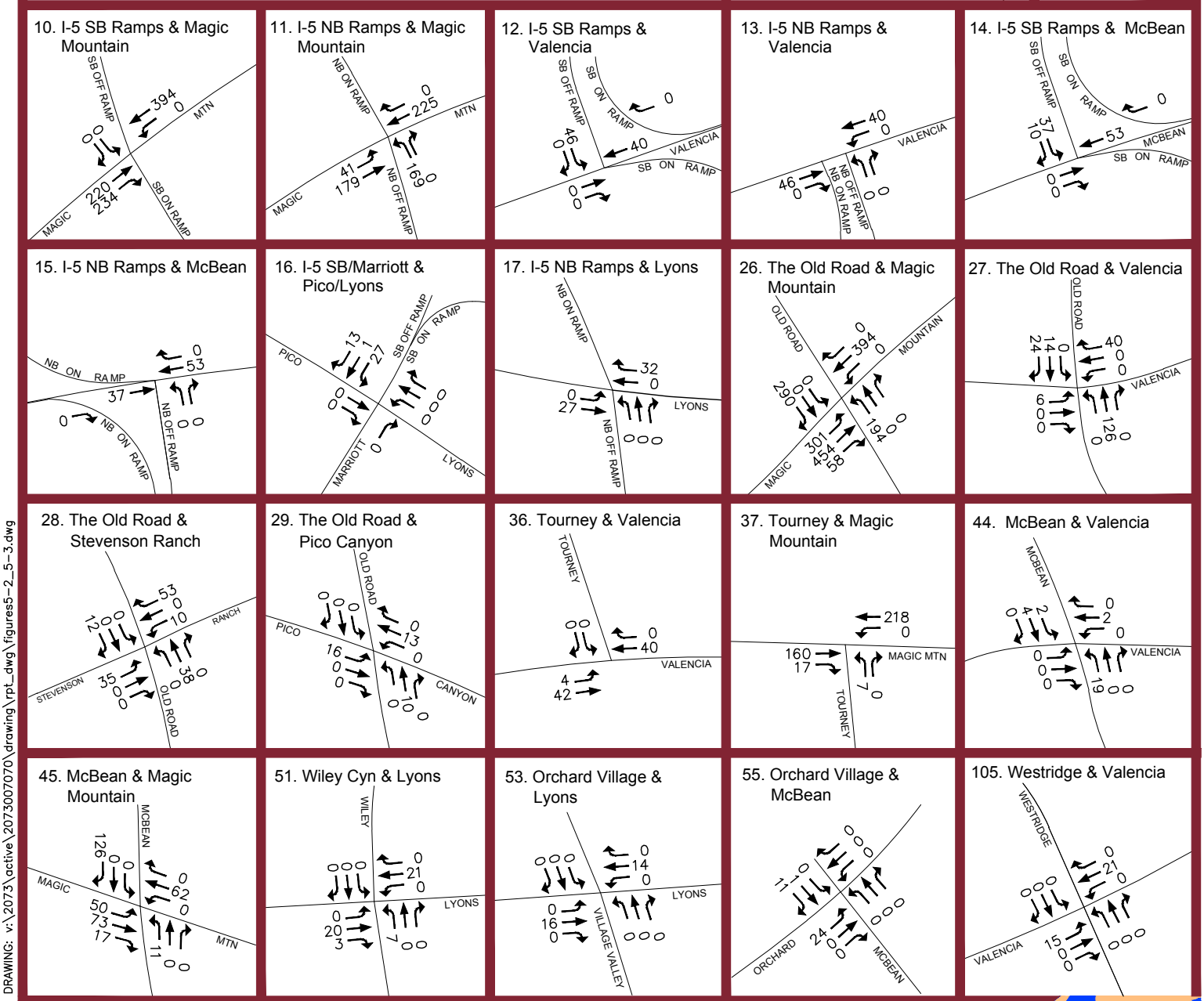
AM Peak Hour Turning Movement Volumes

Project Only (Existing Roadway Network) North Area

Figure 5-2





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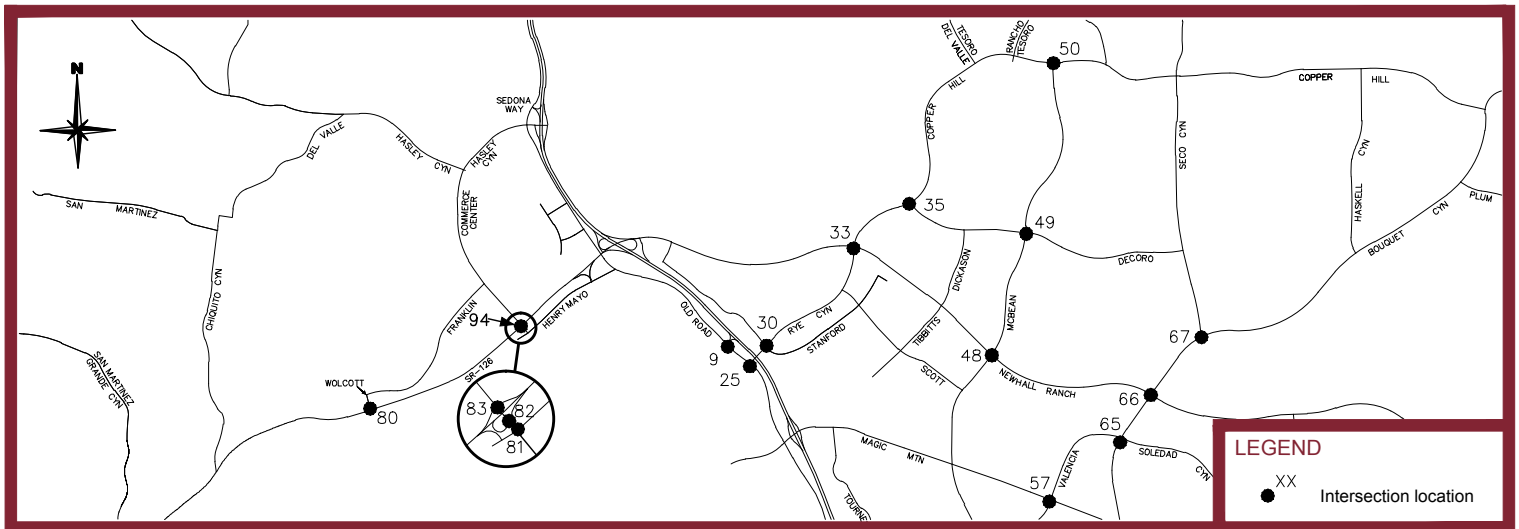
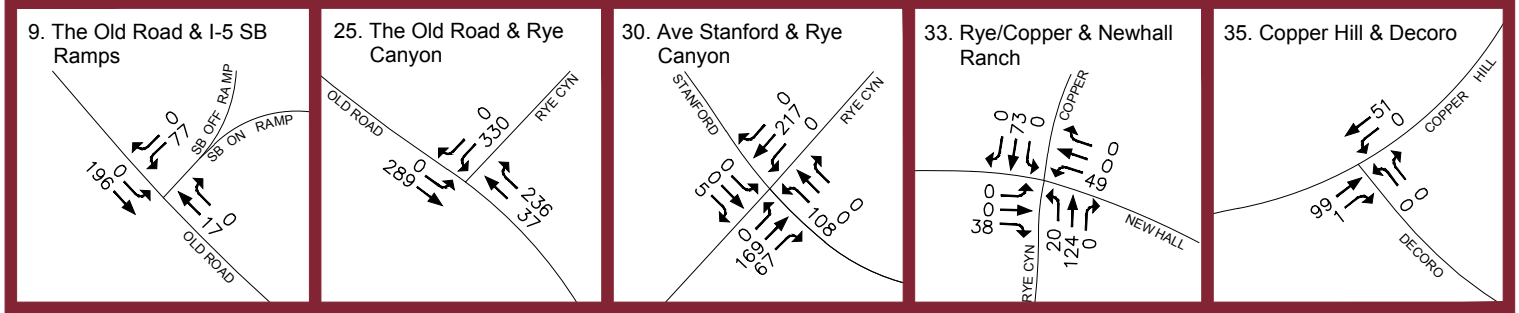
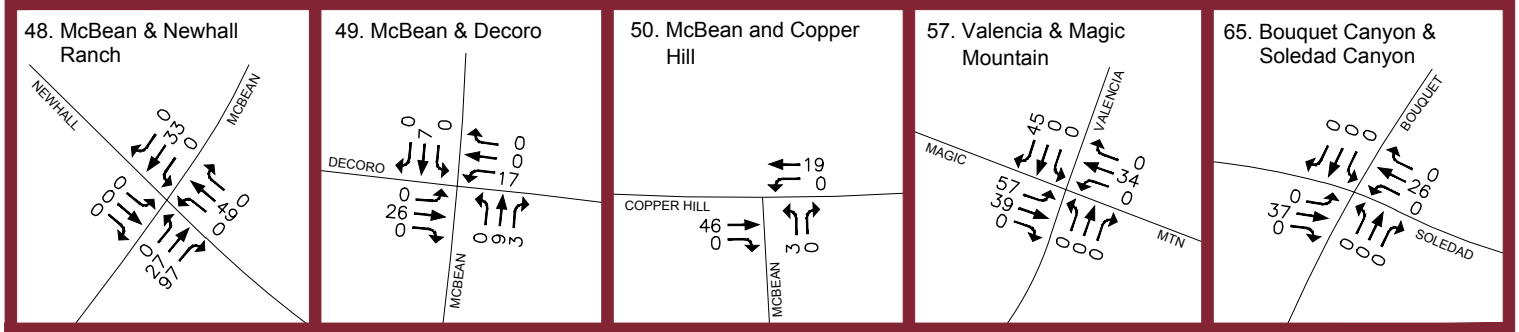
AM Peak Hour Turning Movement Volumes

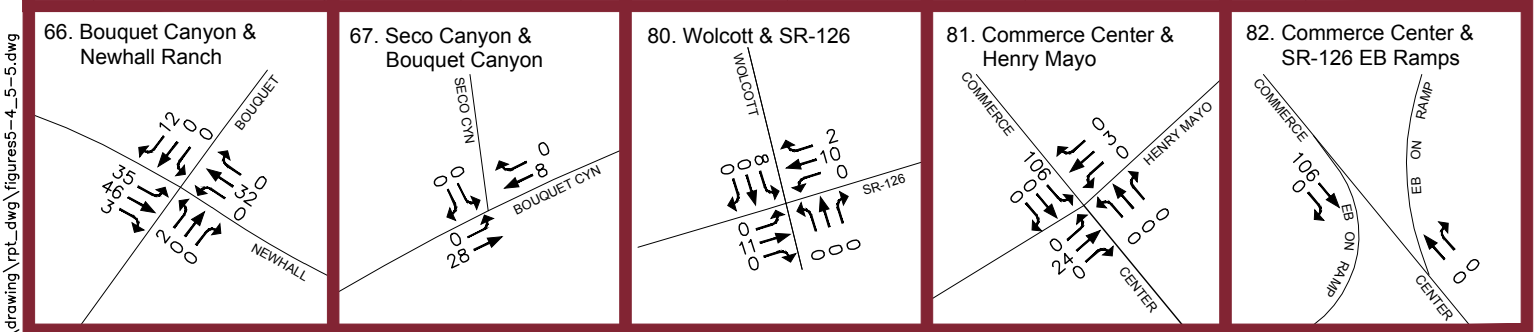
Project Only (Existing Roadway Network) South Area

Figure 5-3









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PM Peak Hour Turning Movement Volumes

Project Only (Existing Roadway Network) North Area

Figure 5-4

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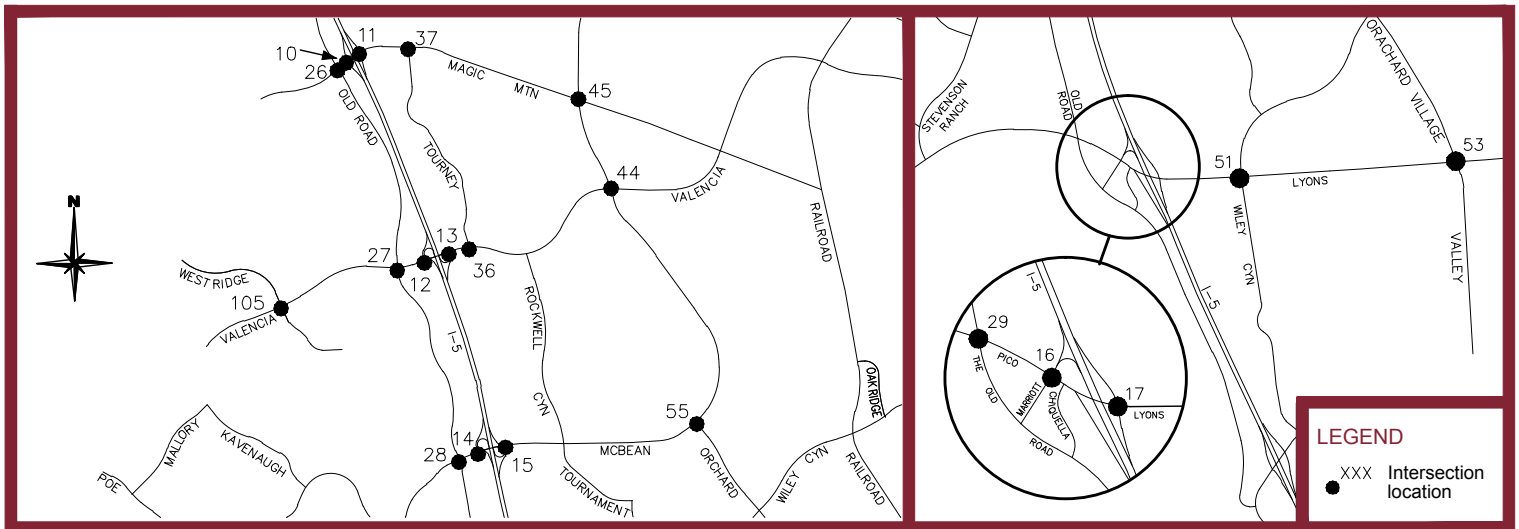

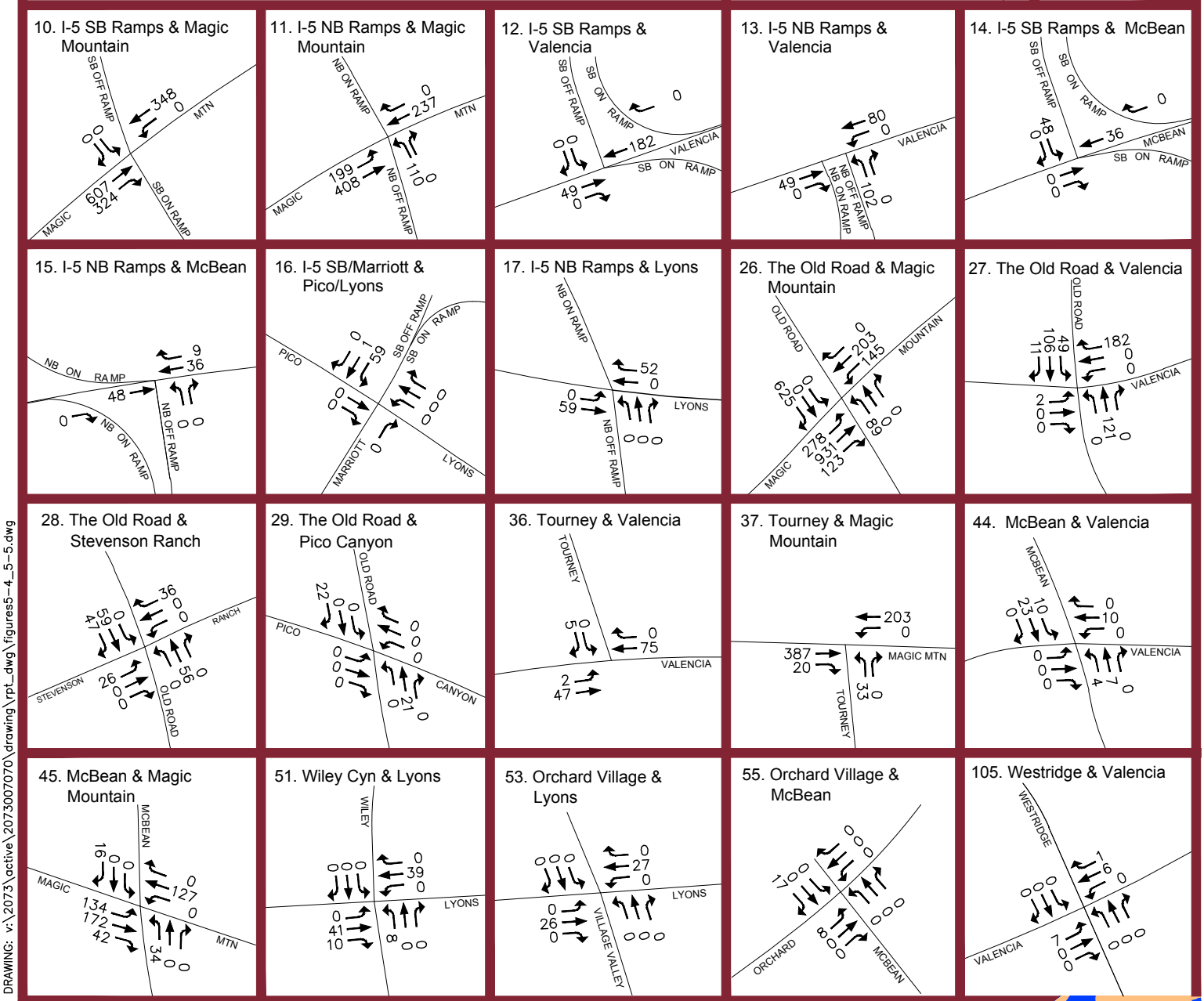

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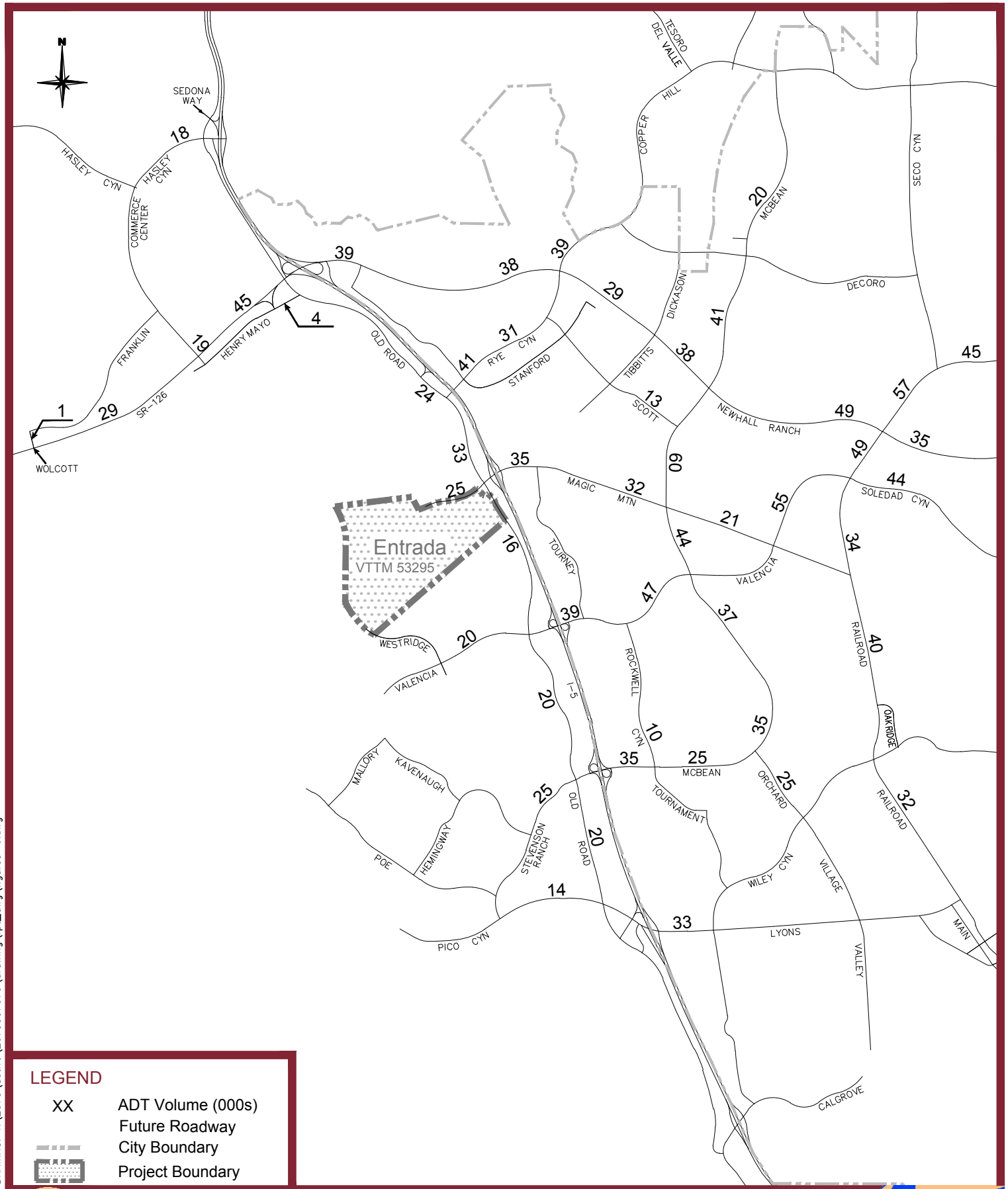
PM Peak Hour Turning Movement Volumes

Project Only (Existing Roadway Network) South Area

Figure 5-5



LEGEND

XX	ADT Volume (000s)
	Future Roadway
	City Boundary
	Project Boundary

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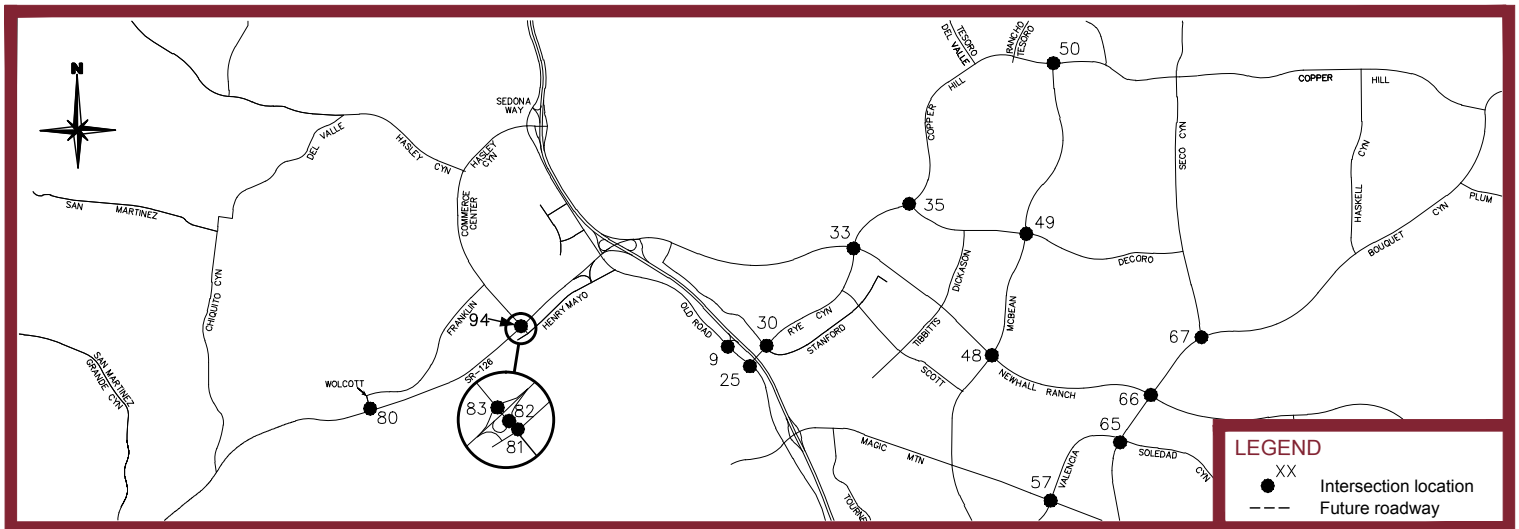
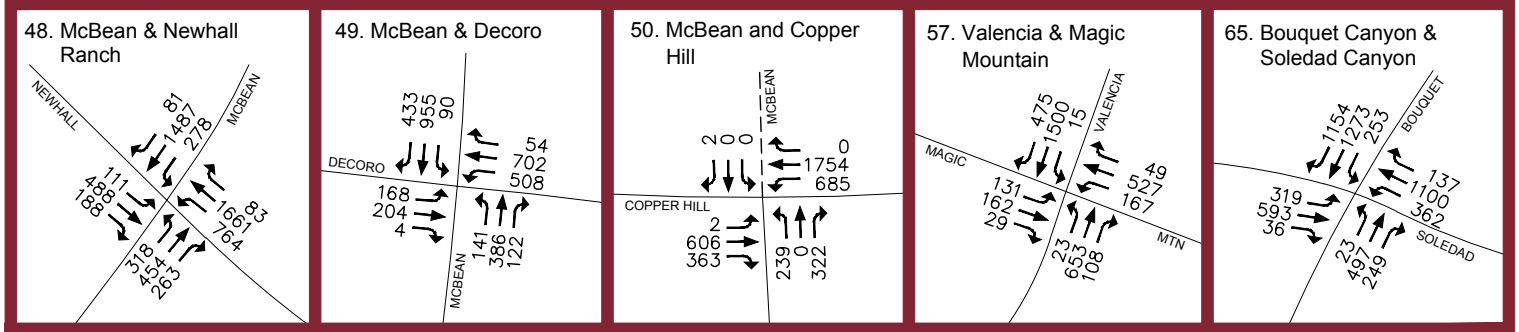
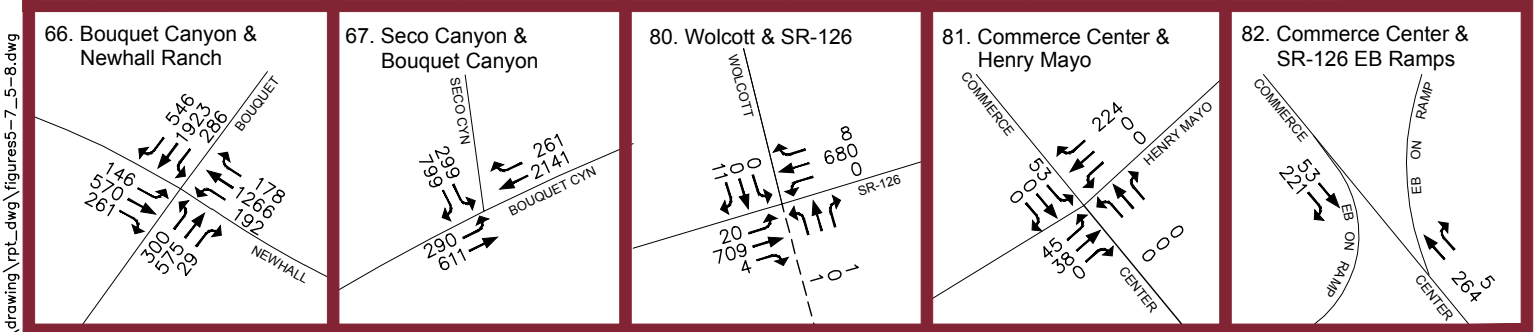
ADT Volumes (000s)
Existing plus Project (Existing Roadway Network)

Figure 5-6







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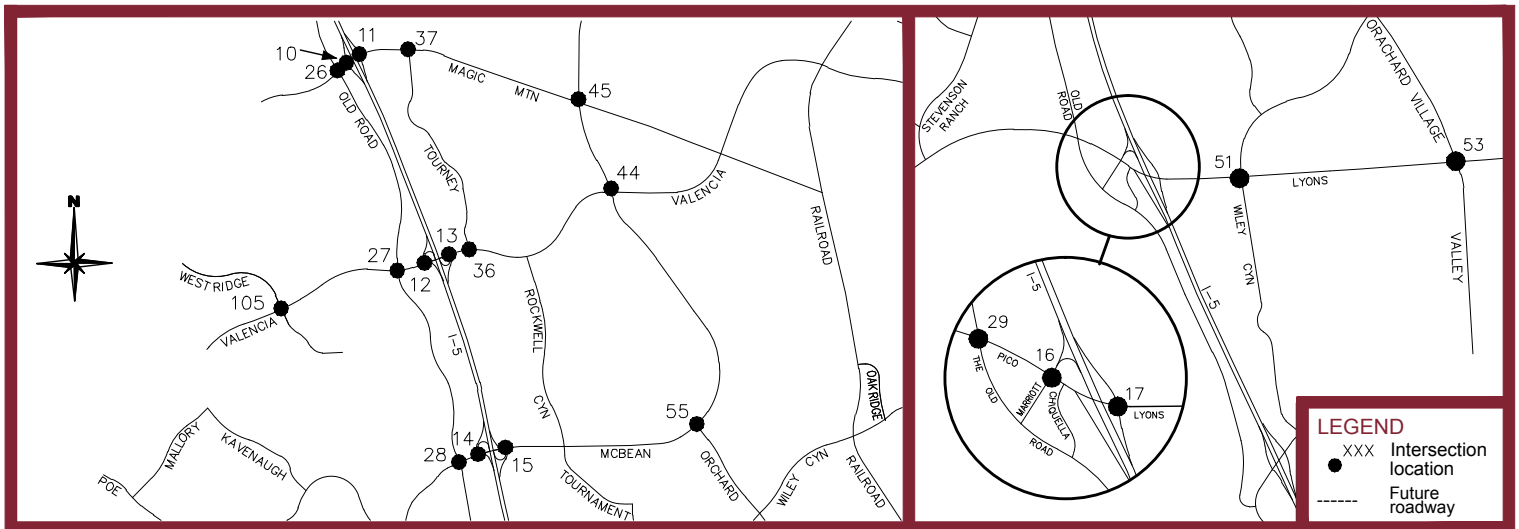
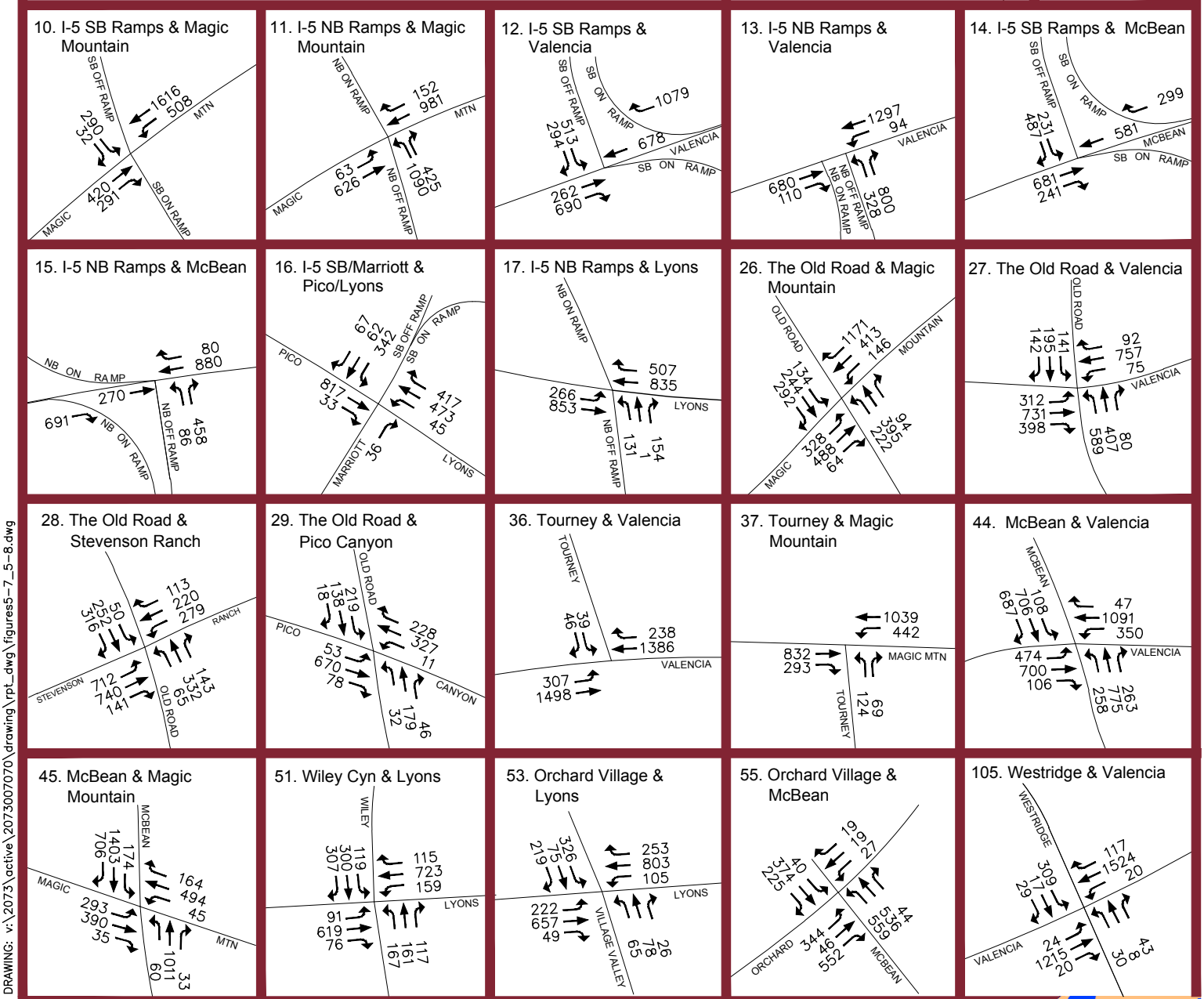
AM Peak Hour Turning Movement Volumes

Existing plus Project (Existing Roadway Network) North Area

Figure 5-7





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AM Peak Hour Turning Movement Volumes

Existing plus Project (Existing Roadway Network) South Area

Figure 5-8

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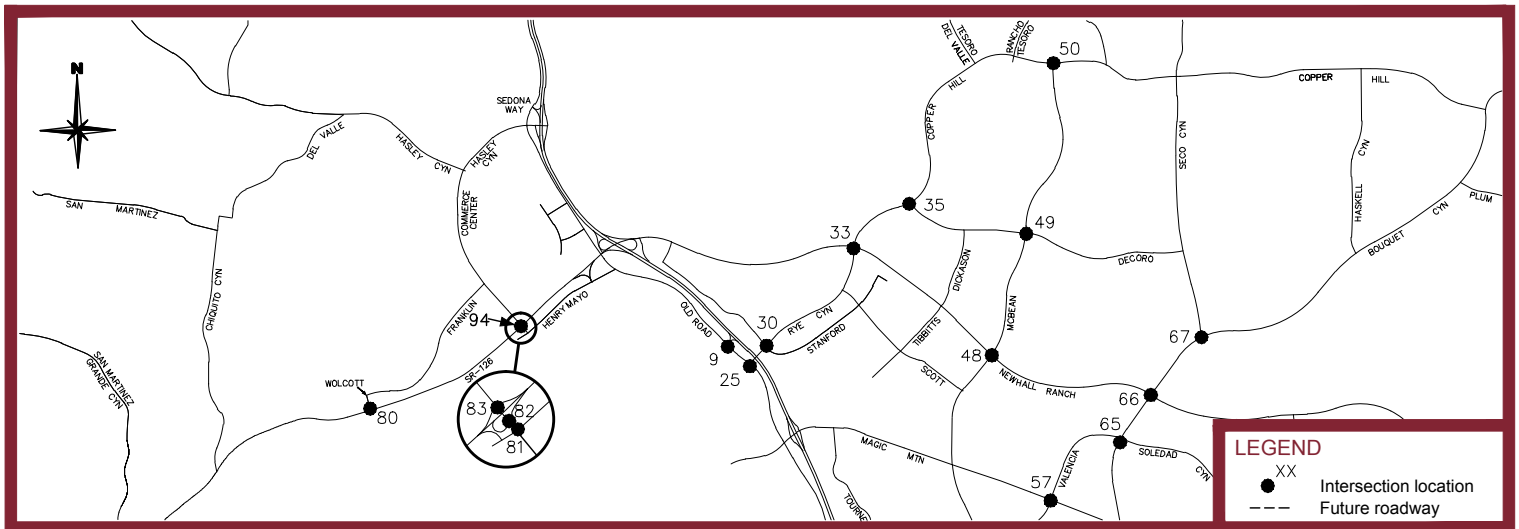

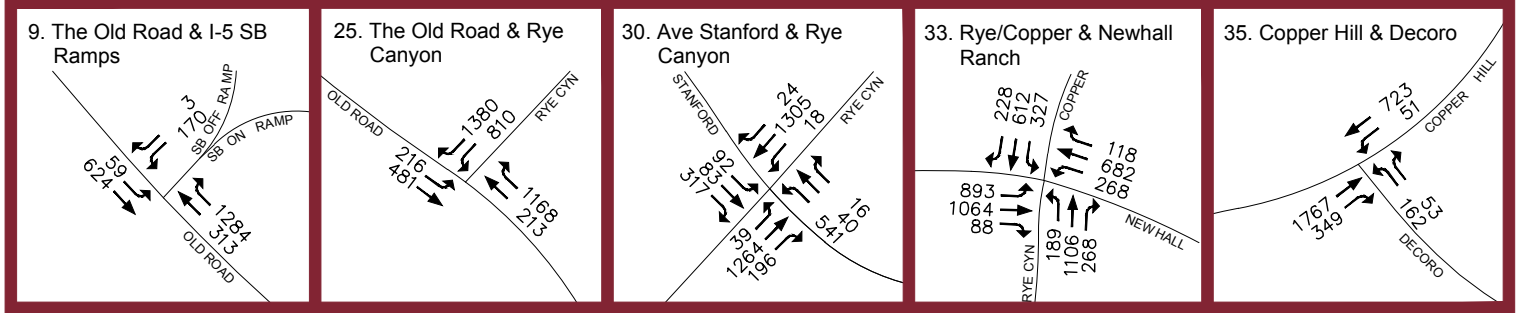

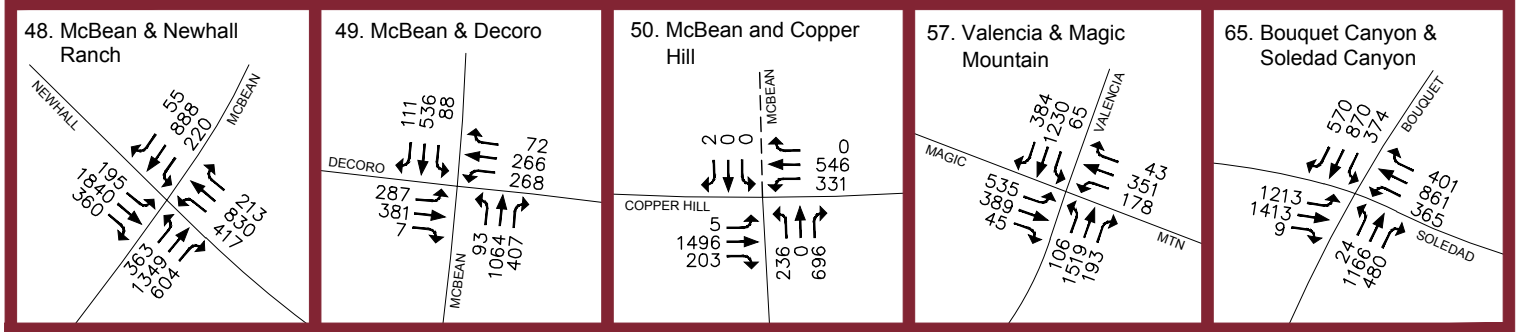

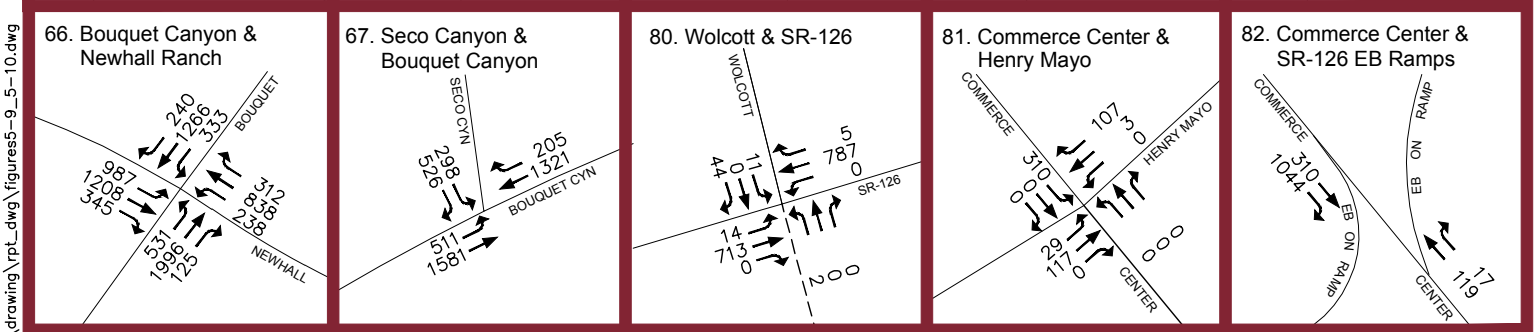

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PM Peak Hour Turning Movement Volumes

Existing plus Project (Existing Roadway Network) North Area

Figure 5-9

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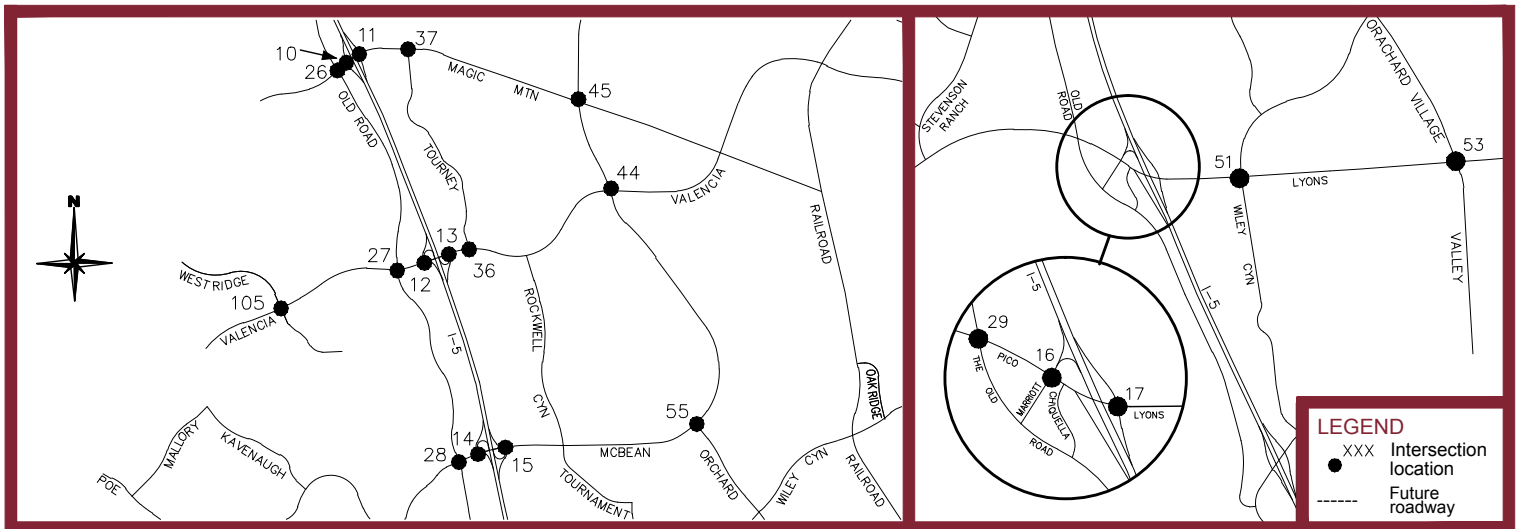

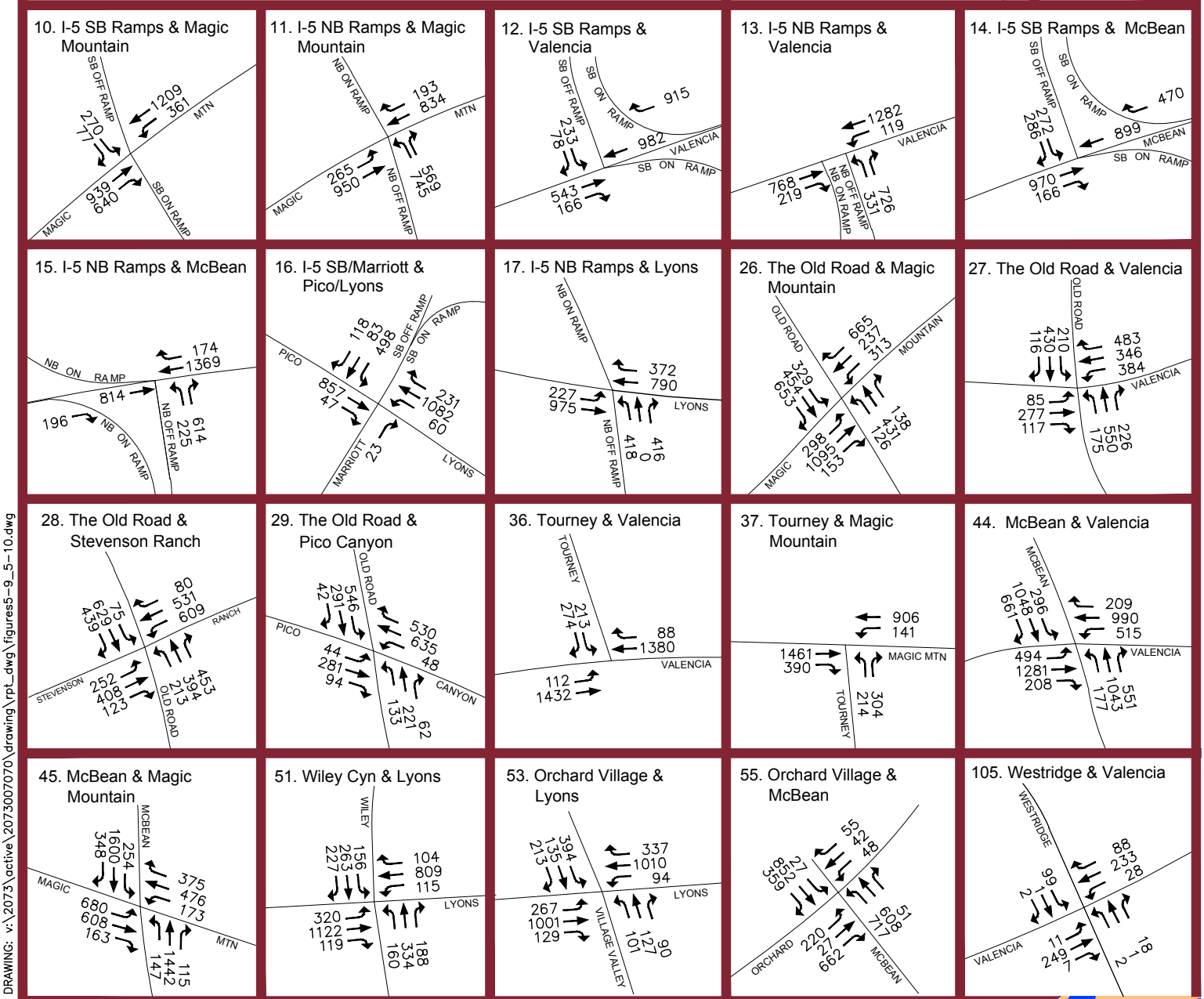

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PM Peak Hour Turning Movement Volumes

Existing plus Project (Existing Roadway Network) South Area

Figure 5-10

Table 5-1 Freeway AADT Summary – Existing Conditions with and without Project

No.	Segment	Without Project	With Project
401.	I-5 North of Lake Hughes	70,000	70,000
402.	I-5 Between Lake Hughes & Parker	70,000	71,000
403.	I-5 Between Parker & Hasley Canyon	88,000	89,000
404.	I-5 Between Hasley Canyon & SR-126	108,000	110,000
405.	I-5 Between SR-126 & Rye Canyon	125,000	128,000
406.	I-5 Between Rye Cyn & Magic Mtn	134,000	137,000
407.	I-5 Between Magic Mtn & Valencia	149,000	155,000
408.	I-5 Between Valencia & McBean	171,000	177,000
409.	I-5 Between McBean & Pico/Lyons	182,000	187,000
410.	I-5 Between Pico/Lyons & Calgrove	196,000	199,000
411.	I-5 Between Calgrove & SR-14	197,000	200,000
412.	I-5 Between SR-14 & I-210	329,000	331,000
413.	I-5 Between I-210 & Roxford	258,000	260,000
414.	I-5 Between Roxford & I-405	275,000	277,000
415.	I-5 Between I-405 & S.F. Mission	135,000	136,000
416.	I-5 Between S.F. Mission & Brand	143,000	144,000
417.	I-5 Between Brand & SR-118	149,000	150,000
418.	I-5 Between SR-118 & Van Nuys	267,000	268,000
419.	I-5 Between Van Nuys & Terra Bella	278,000	279,000
420.	I-5 Between Terra Bella & Osborne	288,000	289,000
421.	I-5 Between Osborne & SR-170	280,000	281,000
501.	SR-14 Between I-5 & Newhall	157,000	158,000
502.	SR-14 Between Newhall & Placerita Cyn	146,000	147,000
503.	SR-14 Between Placerita Cyn & Golden Valley	139,000	140,000
504.	SR-14 Between Golden Valley & Sierra Hwy	141,000	142,000
505.	SR-14 Between Sierra Hwy & Sand Cyn	114,000	114,000
506.	SR-14 Between Sand Cyn & Soledad	99,000	99,000
507.	SR-14 Between Soledad & Agua Dulce Cyn	95,000	95,000
601.	I-405 Between I-5 & Rinaldi	137,000	138,000
602.	I-405 Between Rinaldi & S.F. Mission	137,000	138,000
603.	I-405 Between S.F. Mission & SR-118	143,000	144,000
701.	I-210 Between I-5 & Yarnell	76,000	76,000
702.	I-210 Between Yarnell & Roxford	73,000	73,000
703.	I-210 Between Roxford & Polk	71,000	71,000
704.	I-210 Between Polk & Hubbard	82,000	82,000

Thus the County determined that an existing plus project evaluation would be uninformative and could be misleading. In addition, assuming Project traffic conditions that may not actually occur until 2024 ignores the significant development anticipated in the area such as the Newhall Ranch Specific Plan with over 20,000 units. For example, if the approved Mission Village project is constructed before 2024, the "shared" traffic improvements it has in common with the Project may be reduced.

5.1.1 Entrada South Existing plus Project Impact Analysis

Peak hour ICU values that correspond with the existing plus project traffic forecasts referenced above are found in Table 5-2, which provides a comparison between the existing and the with-project conditions. The table indicates that under existing plus project conditions, the following intersection is forecast to be significantly impacted by the proposed Entrada South project:

25. The Old Road & Rye Canyon Road (County)

The intersection above was also identified as significantly impacted under the existing plus ambient growth scenario presented in Section 4.1.1.

Table 5-3 and Table 5-4 list the freeway peak hour volumes and the corresponding v/c ratios for conditions with and without the project traffic. As shown, one segment, southbound I-5 between Calgrove and the SR-14 interchange, is shown to be significantly impacted by the project based on the existing freeway condition. However, Caltrans presently is constructing two dedicated truck lanes for this segment of the freeway, planned for completion in 2014 prior to project buildout, which will provide additional capacity (see Appendix H). When completed, the segment will not be significantly impacted by the project, as shown in Table 5-5.

While some additional freeways segments are shown to exceed capacity, the amount of traffic due to the project does not exceed the threshold of significance.

5.1.2 Existing plus Project Mitigation

Specific to the Entrada South project, due, in part, to the fact that the existing plus project scenario does not account for future traffic growth unrelated to the project (i.e., cumulative traffic), impacts at the following intersections under this scenario are identified as “less than significant,” although under the 2024 project buildout scenario which does include cumulative traffic, impacts at these intersections would be “significant.” As such, the Entrada South existing plus project

Table 5-2 ICU Summary – Existing Conditions with and without Project

Location	Existing without Project				Existing with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.74	C	0.95	E	0.75	C	0.95	E	0.01	0.00
10. I-5 SB Ramps & Magic Mountain	0.41	A	0.41	A	0.46	A	0.51	A	0.05	0.10
12. I-5 SB Ramps & Valencia	0.48	A	0.43	A	0.49	A	0.49	A	0.01	0.06
14. I-5 SB Ramps & McBean	0.58	A	0.56	A	0.59	A	0.57	A	0.01	0.01
16. I-5 SB/Marriott & Pico/Lyons	0.52	A	0.60	A	0.53	A	0.62	B	0.01	0.02
80. Wolcott & SR-126	0.32	A	0.37	A	0.32	A	0.38	A	0.00	0.01
82. Commerce Center & SR-126 EB	--	--	--	--	0.16	A	0.20	A	n/a	n/a
83. Commerce Center & SR-126 WB	--	--	--	--	0.55	A	0.40	A	n/a	n/a
Join Caltrans/City Intersections										
11. I-5 NB Ramps & Magic Mountain	0.48	A	0.39	A	0.57	A	0.51	A	0.09	0.12
13. I-5 NB Ramps & Valencia	0.48	A	0.50	A	0.49	A	0.51	A	0.01	0.01
15. I-5 NB Ramps & McBean	0.52	A	0.52	A	0.52	A	0.52	A	0.00	0.00
17. I-5 NB On/Off & Lyons Ave	0.56	A	0.56	A	0.58	A	0.57	A	0.02	0.01
County Intersections										
25. The Old Road & Rye Canyon	0.53	A	0.65	B	0.70	B	0.88	D	0.17	**0.23**
26. The Old Road & Magic Mountain	0.29	A	0.39	A	0.45	A	0.65	B	0.16	0.26
27. The Old Road & Valencia	0.61	B	0.42	A	0.61	B	0.45	A	0.00	0.03
28. The Old Road & Stevenson Ranch	0.55	A	0.71	C	0.57	A	0.73	C	0.02	0.02
29. The Old Road & Pico Canyon	0.47	A	0.60	A	0.47	A	0.61	B	0.00	0.01
35. Copper Hill & Decoro[1]	0.54	A	0.54	A	0.56	A	0.56	A	0.02	0.02
81. Commerce Center & Henry Mayo	--	--	--	--	0.27	A	0.25	A	n/a	n/a
105. Westridge & Valencia	0.54	A	0.20	A	0.56	A	0.20	A	0.02	0.00

Continued

Table 5-2 ICU Summary – Existing Conditions with and without Project (Continued)

Location	Existing without Project				Existing with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
City Intersections										
30. Ave Stanford & Rye Canyon	0.51	A	0.62	B	0.55	A	0.69	B	0.04	0.07
32. Ave Scott & Rye Canyon	0.43	A	0.55	A	0.44	A	0.57	A	0.01	0.02
33. Rye/Copper Hill & Newhall Ranch	0.67	B	0.74	C	0.69	B	0.76	C	0.02	0.02
35. Copper Hill & Decoro[1]	0.50	A	0.50	A	0.51	A	0.52	A	0.01	0.02
36. Tourney & Valencia	0.43	A	0.46	A	0.43	A	0.48	A	0.00	0.02
37. Tourney & Magic Mountain	0.52	A	0.49	A	0.55	A	0.57	A	0.03	0.08
44. McBean & Valencia	0.65	B	0.77	C	0.65	B	0.77	C	0.00	0.00
45. McBean & Magic Mountain	0.46	A	0.70	B	0.49	A	0.73	C	0.03	0.03
48. McBean & Newhall Ranch	0.75	C	0.79	C	0.75	C	0.80	C	0.00	0.01
49. McBean & Decoro	0.66	B	0.53	A	0.66	B	0.54	A	0.00	0.01
50. McBean & Copper Hill	0.66	B	0.77	C	0.67	B	0.79	C	0.01	0.02
51. Wiley Canyon & Lyons	0.54	A	0.59	A	0.55	A	0.60	A	0.01	0.01
53. Orchard Village & McBean	0.43	A	0.52	A	0.43	A	0.52	A	0.00	0.00
55. Orchard Village & McBean	0.49	A	0.64	B	0.50	A	0.64	B	0.01	0.00
57. Valencia & Magic Mountain	0.57	A	0.70	B	0.59	A	0.72	C	0.02	0.02
65. Bouquet & Soledad	0.72	C	0.78	C	0.72	C	0.78	C	0.00	0.00
66. Bouquet & Newhall Ranch	0.67	A	0.79	C	0.68	B	0.80	C	0.01	0.01
67. Seco Cyn & Bouquet Canyon	0.80	C	0.71	C	0.81	D	0.72	C	0.01	0.01

[1]Shared County/City jurisdiction

Bold = Significant Impact (see impact criteria in Table 1-5).

Table 5-3 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) – Existing Conditions with and without Project

				Without Project				With Project				Project	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Increment	
No.	Segment	Lanes	Capacity	Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Northbound													
401.	I-5 North of Lake Hughes	4M	8,000	1,351	0.169	2,359	0.295	1,361	0.170	2,393	0.299	0.001	0.004
402.	I-5 Between Lake Hughes & Parker	4M	8,000	1,442	0.180	1,869	0.234	1,459	0.182	1,942	0.243	0.002	0.009
403.	I-5 Between Parker & Hasley Canyon	4M	8,000	1,813	0.227	2,350	0.294	1,837	0.230	2,445	0.306	0.003	0.012
404.	I-5 Between Hasley Canyon & SR-126	4M + 1A	9,000	2,225	0.247	2,884	0.320	2,266	0.252	3,029	0.337	0.005	0.017
405.	I-5 Between SR-126 & Rye Canyon	4M	8,000	2,575	0.322	3,338	0.417	2,616	0.327	3,537	0.442	0.005	0.025
406.	I-5 Between Rye Cyn & Magic Mtn	4M	8,000	2,760	0.345	3,578	0.447	2,801	0.350	3,777	0.472	0.005	0.025
407.	I-5 Between Magic Mtn & Valencia	4M	8,000	3,069	0.384	3,978	0.497	3,238	0.405	4,088	0.511	0.021	0.014
408.	I-5 Between Valencia & McBean	4M	8,000	3,523	0.440	4,566	0.571	3,692	0.461	4,778	0.597	0.021	0.026
409.	I-5 Between McBean & Pico/Lyons	4M	8,000	3,749	0.469	4,859	0.607	3,918	0.490	5,062	0.633	0.021	0.026
410.	I-5 Between Pico/Lyons & Calgrove	4M	8,000	4,038	0.505	5,233	0.654	4,175	0.522	5,384	0.673	0.017	0.019
411.	I-5 Between Calgrove & SR-14	4M[C]	6,400	4,058	0.634	5,260	0.822	4,182	0.653	5,388	0.842	0.019	0.020
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	7,863	0.468	12,930	0.770	7,935	0.472	13,025	0.775	0.004	0.005
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	6,166	0.532	10,139	0.874	6,227	0.537	10,218	0.881	0.005	0.007
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	6,573	0.483	10,808	0.795	6,632	0.488	10,884	0.800	0.005	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	3,227	0.425	5,306	0.698	3,258	0.429	5,342	0.703	0.004	0.005
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	3,418	0.397	5,620	0.653	3,447	0.401	5,654	0.657	0.004	0.004
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	3,561	0.307	5,856	0.505	3,590	0.309	5,890	0.508	0.002	0.003

(Continued)

Table 5-3 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) – Existing Conditions with and without Project (Continued)

				Without Project				With Project				Project	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Increment	
No.	Segment	Lanes	Capacity	Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Northbound (Continued)													
418.	I-5 Between SR-118 & Van Nuys	4M + 3A[F]	14,000	6,381	0.456	10,493	0.750	6,409	0.458	10,526	0.752	0.002	0.002
419.	I-5 Between Van Nuys & Terra Bella	4M + 2A	10,000	6,644	0.664	10,925	**1.093**	6,672	0.667	10,958	**1.096**	0.003	0.003
420.	I-5 Between Terra Bella & Osborne	4M + 2A	10,000	6,883	0.688	11,318	**1.132**	6,911	0.691	11,351	**1.135**	0.003	0.003
421.	I-5 Between Osborne & SR-170	4M + 2A[F]	12,000	6,692	0.558	11,004	0.917	6,718	0.560	11,034	0.920	0.002	0.003
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	2,999	0.259	7,881	0.679	3,014	0.260	7,965	0.687	0.001	0.008
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	2,789	0.367	7,329	0.964	2,804	0.369	7,413	0.975	0.002	0.011
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	2,655	0.349	6,978	0.918	2,669	0.351	7,057	0.929	0.002	0.011
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	2,693	0.313	7,078	0.823	2,706	0.315	7,146	0.831	0.002	0.008
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,177	0.287	5,723	0.753	2,187	0.288	5,772	0.759	0.001	0.006
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	1,891	0.338	4,970	0.887	1,899	0.339	5,009	0.894	0.001	0.007
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	1,815	0.239	4,769	0.628	1,822	0.240	4,803	0.632	0.001	0.004
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	3,274	0.431	5,384	0.708	3,301	0.434	5,423	0.714	0.003	0.006
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	3,274	0.431	5,384	0.708	3,299	0.434	5,420	0.713	0.003	0.005
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	3,418	0.322	5,620	0.530	3,443	0.325	5,656	0.534	0.003	0.004
Eastbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	4,613	0.659	2,918	0.417	4,627	0.661	2,938	0.420	0.002	0.003
702.	I-210 Between Yarnell & Roxford	3M	6,000	4,431	0.739	2,803	0.467	4,444	0.741	2,821	0.470	0.002	0.003
703.	I-210 Between Roxford & Polk	3M	6,000	4,310	0.718	2,726	0.454	4,322	0.720	2,742	0.457	0.002	0.003

(Continued)

Table 5-3 Freeway Peak Hour Volume and V/C Summary (Northbound & Eastbound Directions) – Existing Conditions with and without Project (Continued)

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Eastbound (Continued)													
704.	I-210 Between Polk & Hubbard	3M	6,000	4,977	0.830	3,149	0.525	4,988	0.831	3,164	0.527	0.001	0.002

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)

See **Table 1-6** for lane capacities and significant impact thresholds of significance.
T = Truck Lane – 1,600 vph
T[C] = Truck Lane (Climbing) – 1,200 vph

Table 5-4 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) – Existing Conditions with and without Project

				Without Project				With Project				Project	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Increment	
No.	Segment	Lanes	Capacity	Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Southbound													
401.	I-5 North of Lake Hughes	4M	8,000	1,309	0.164	2,240	0.280	1,338	0.167	2,262	0.283	0.003	0.003
402.	I-5 Between Lake Hughes & Parker	4M	8,000	1,778	0.222	2,415	0.302	1,827	0.228	2,457	0.307	0.006	0.005
403.	I-5 Between Parker & Hasley Canyon	4M	8,000	2,235	0.279	3,036	0.380	2,300	0.288	3,090	0.386	0.009	0.006
404.	I-5 Between Hasley Canyon & SR-126	4M	8,000	2,743	0.343	3,726	0.466	2,844	0.356	3,803	0.475	0.013	0.009
405.	I-5 Between SR-126 & Rye Canyon	4M	8,000	3,175	0.397	4,313	0.539	3,311	0.414	4,390	0.549	0.017	0.010
406.	I-5 Between Rye Cyn & Magic Mtn	4M	8,000	3,404	0.425	4,623	0.578	3,404	0.425	4,623	0.578	0.000	0.000
407.	I-5 Between Magic Mtn & Valencia	4M	8,000	3,785	0.473	5,141	0.643	4,019	0.502	5,465	0.683	0.029	0.040
408.	I-5 Between Valencia & McBean	4M	8,000	4,343	0.543	5,900	0.737	4,531	0.566	6,224	0.778	0.023	0.041
409.	I-5 Between McBean & Pico/Lyons	4M	8,000	4,623	0.578	6,279	0.785	4,764	0.595	6,555	0.819	0.017	0.034
410.	I-5 Between Pico/Lyons & Calgrove	4M	8,000	4,978	0.622	6,762	0.845	5,078	0.635	6,978	0.872	0.013	0.027
411.	I-5 Between Calgrove & SR-14	4M[C]	6,400	5,004	0.782	6,797	**1.062**	5,087	0.795	6,985	**1.091**	0.013	**0.029**
412.	I-5 Between SR-14 & I-210	4M + 1H + 2A[F] + 2T	16,800	14,213	0.846	9,409	0.560	14,281	0.850	9,513	0.566	0.004	0.006
413.	I-5 Between I-210 & Roxford	5M + 1H	11,600	11,146	0.961	7,379	0.636	11,202	0.966	7,466	0.644	0.005	0.008
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	11,880	0.874	7,865	0.578	11,935	0.878	7,950	0.585	0.004	0.007
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	5,832	0.767	3,861	0.508	5,859	0.771	3,906	0.514	0.004	0.006
416.	I-5 Between S.F. Mission & Brand	4M + 1A	9,000	6,178	0.686	4,090	0.454	6,203	0.689	4,133	0.459	0.003	0.005
417.	I-5 Between Brand & SR-118	4M + 2A[F]	12,000	6,437	0.536	4,261	0.355	6,462	0.538	4,304	0.359	0.002	0.004

(Continued)

Table 5-4 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) – Existing Conditions with and without Project (Continued)

				Without Project				With Project				Project	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Increment	
No.	Segment	Lanes	Capacity	Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Southbound (Continued)													
418.	I-5 Between SR-118 & Van Nuys	6M	12,000	11,534	0.961	7,636	0.636	11,558	0.963	7,677	0.640	0.002	0.004
419.	I-5 Between Van Nuys & Terra Bella	6M	12,000	12,010	**1.001**	7,951	0.663	12,034	**1.003**	7,992	0.666	0.002	0.003
420.	I-5 Between Terra Bella & Osborne	6M + 1A	13,000	12,442	0.957	8,237	0.634	12,466	0.959	8,278	0.637	0.002	0.003
421.	I-5 Between Osborne & SR-170	4M + 2A[F]	12,000	12,096	**1.008**	8,008	0.667	12,118	**1.010**	8,046	0.671	0.002	0.004
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	8,431	0.727	4,412	0.380	8,483	0.731	4,445	0.383	0.004	0.003
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	7,840	**1.032**	4,103	0.540	7,892	**1.038**	4,134	0.544	0.006	0.004
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	7,464	0.982	3,906	0.514	7,515	0.989	3,933	0.517	0.007	0.003
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	7,572	0.880	3,962	0.461	7,619	0.886	3,987	0.464	0.006	0.003
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	6,122	0.806	3,203	0.422	6,161	0.811	3,223	0.424	0.005	0.002
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	5,316	0.949	2,782	0.497	5,344	0.954	2,800	0.500	0.005	0.003
507.	SR-14 Between Soledad & Agua Dulce Cyn	2M + 1H	5,600	5,102	0.911	2,670	0.477	5,129	0.916	2,685	0.479	0.005	0.002
601.	I-405 Between I-5 & Rinaldi	3M + 1A	7,000	5,918	0.845	3,918	0.560	5,945	0.849	3,957	0.565	0.004	0.005
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	5,918	0.779	3,918	0.516	5,943	0.782	3,954	0.520	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	6,178	0.583	4,090	0.386	6,203	0.585	4,126	0.389	0.002	0.003
Westbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,120	0.303	4,948	0.707	2,134	0.305	4,967	0.710	0.002	0.003
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,037	0.339	4,752	0.792	2,050	0.342	4,769	0.795	0.003	0.003
703.	I-210 Between Roxford & Polk	3M	6,000	1,981	0.330	4,622	0.770	1,992	0.332	4,637	0.773	0.002	0.003

Table 5-4 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) – Existing Conditions with and without Project (Continued)

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Westbound (Continued)													
704.	I-210 Between Polk & Hubbard	3M	6,000	2,288	0.381	5,338	0.890	2,298	0.383	5,352	0.892	0.002	0.002

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)

See **Table 1-6** for lane capacities and significant impact thresholds of significance.

Table 5-5 Freeway Peak Hour Volume and V/C Summary (Southbound & Westbound Directions) – Existing Conditions with and without Project with Improvements Under Construction

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol	V/C	Vol	V/C	Vol	V/C	Vol	V/C	AM	PM
Southbound													
411.	I-5 Between Calgrove & SR-14	4M + 2T[C]	10,400	5,004	0.481	6,797	0.654	5,087	0.489	6,985	0.672	0.008	0.018

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)

See **Table 1-6** for lane capacities and significant impact thresholds of significance.

scenario understates impacts at the following intersections (compare Table 5-2 ICU Summary – Existing Conditions with and without Project, with Table 4-5 ICU Summary – Cumulative Conditions (2024) with and without Project):

10. I-5 SB Ramps & Magic Mountain (Caltrans/County)
12. I-5 SB Ramps & Valencia (Caltrans/County)
14. I-5 SB Ramps & McBean (Caltrans/County)
26. The Old Road & Magic Mountain (County)
28. The Old Road & Stevenson Ranch (County)
30. Ave Stanford & Rye Canyon (City)
48. McBean & Newhall Ranch (City)
50. McBean & Copper Hill (City)
51. Wiley Canyon & Lyons (City)
57. Valencia & Magic Mountain (City)
66. Bouquet & Newhall Ranch (City)
80. Wolcott & SR-126 (Caltrans/County)

Thus, if used to measure significance, the Entrada South existing plus project scenario would understate project impacts and not provide mitigation for the above intersections. Therefore, it would be misleading to the public and decision makers to rely on this scenario for purposes of identifying project impacts and mitigation. As a result, this scenario is provided for disclosure, information, and comparison purposes only. Significant traffic impacts and recommended mitigation are assessed under the Year 2024 cumulative conditions scenario because that scenario accurately accounts for the long-range projected development of the proposed Entrada South project within the context of an ever-changing traffic network and associated land uses.

Under the Entrada South existing plus project scenario, roadway improvements were identified, for information purposes, that would mitigate project impacts identified in the previous section. Table 5-6 lists the mitigation measure to address the impact identified under this scenario. If implemented, the identified improvement would fully mitigate the project's significant impact under this scenario, as shown in Table 5-7. However, as previously explained, the results of this scenario are misleading and, therefore, significant impacts and recommended mitigation are assessed under the Existing plus Ambient plus Project scenario and the Year 2024 Cumulative Conditions scenario.

Notwithstanding, it should be noted that the improvements comprising the mitigation measure will be implemented in part by the project under the Existing plus Ambient plus Project scenario (see Table 4-2, Intersection 25), and in part by other projects pursuant to the Roadway Phasing Analysis (see Table 4-8, Intersection 25).s

Table 5-6 Off-Site Mitigation Measures for Project Impacts – Existing plus Project Conditions

Location	Jurisdiction	Mitigation
25. The Old Road & Rye Canyon	County	Intersection modifications to add a second and third northbound through lane, add a second southbound left-turn lane, add a third southbound through lane, add a second and third westbound left-turn lane, and convert the northbound and westbound free-flow right-turn lanes to conventional lanes.

Table 5-7 ICU Summary – Existing plus Project Conditions with Project Mitigation

Location	Existing without Project				Existing with Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
County Intersections										
25. The Old Road & Rye Canyon	0.53	A	0.65	B	0.58	A	0.57	A	0.05	-0.08

5.2 CONSTRUCTION TRAFFIC

The construction of the Project Site will result in additional traffic added to the study area roadway system. This traffic will occur throughout the duration of construction. Construction activities are expected to occur over a period of approximately nine years (2015 to 2024).

The amount of traffic generated by the ongoing construction activities has been estimated based on standardized trip generation rates. Construction activities will vary throughout the duration of the project and average daily worker trips were estimated for each category of trip for each year of the construction period. For Entrada South (VTTM 053295) the peak year for construction activity was determined to be in 2020 in which approximately 1,003 ADT due to construction activity is anticipated (see Appendix F for annual breakdown of trips).

The construction trips are spread throughout the Project Site. As shown in previous sections, trips to and from the site will occur on Magic Mountain Parkway. By the peak year for construction activity, the project will have constructed the following new roadway for project access:

- Magic Mountain Parkway (6 -10 lanes, 6 lanes at easterly project limits)

In addition to Magic Mountain Parkway noted above, Westridge Parkway west of the Project Site will also be constructed as part of the Project; however, construction traffic will not utilize Westridge Parkway and will remain on Magic Mountain Parkway.

The new roadway noted above will provide capacity for approximately 72,000 ADT, of which construction traffic would utilize only one percent. The dispersed nature of the construction traffic results in a negligible amount of traffic on any given roadway and, as such, the traffic due to construction activities will not result in a significant impact.

5.3 WESTSIDE BUILDOUT CONDITIONS TRAFFIC ANALYSIS

This section provides an analysis of the project's traffic under a long-range cumulative conditions setting that includes buildout of the entire Newhall Ranch Specific Plan area and the other nearby projects that collectively comprise the west side of the Santa Clarita Valley (see discussion of the subject projects in Section 2.2.2). The anticipated buildout year of the Westside area is 2034, for which traffic volumes have been derived as discussed in Section 2.2.3.

The analysis of project impacts under a long-range buildout condition is not required under the County's traffic impact study guidelines (see Reference 4 in Section 1.6); therefore the following data is presented here for information purposes. The purpose of this analysis is to determine where the project may significantly contribute to a future deficiency not otherwise addressed by the analysis of the project's own buildout year. These forecasts of 2034 cumulative conditions include the roadway network and intersection improvements first identified in the analysis of the

project's buildout year of 2024. For locations shown to be operating deficiently in 2034, and for which the project's increment of traffic exceeds the threshold of significance, improvements are identified that mitigate the project's impact. The project's percentage share of the forecast traffic increase is also presented.

Additionally, two roadway networks scenarios have been evaluated for 2034 conditions. In one scenario, Pico Canyon Road remains in its current configuration and does not connect with Valencia Boulevard as shown in the Master Plan of Highways (MPH). In the other scenario, Pico Canyon Road is extended to Valencia Boulevard as a Major Highway, consistent with the MPH.

Peak hour ICU values for 2034 cumulative conditions without the Pico Canyon Road extension can be found in Table 5-8, which provides a comparison between the no-project and the with-project conditions. For 2034 cumulative conditions with the Pico Canyon Road extension as shown in the MPH, peak hour ICU values can be found in Table 5-9.

Table 5-8 and Table 5-9 show several locations where the project's increment of traffic exceeds the threshold of significance at intersections that would be operating deficiently in 2034. As noted in Section 1.4, for long-range cumulative conditions LOS D is utilized as the maximum acceptable LOS, unless the intersection has been identified by the OVOV analysis as operating at LOS E with full Highway Plan improvements in place (see Reference 7 in Section 1.6).

Table 5-10 lists each of these locations and provides a comparison between the scenarios with and without the extension of Pico Canyon Road. Mitigation for each of these intersections, along with a listing of the project's share of the future increase in traffic, is presented in Table 5-11. Finally, Table 5-12 and Table 5-13 present ICU values inclusive of the mitigation measures and shows that the mitigation effectively mitigates the project's threshold of impact.

Table 5-8 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with and without Project

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.70	B	1.51	F	0.72	C	1.50	F	0.02	-0.01
10. I-5 SB Ramps & Magic Mountain	0.70	B	0.51	A	0.76	C	0.55	A	0.06	0.04
12. I-5 SB Ramps & Valencia	0.70	B	0.78	C	0.72	C	0.81	D	0.02	0.03
14. I-5 SB Ramps & McBean	0.68	B	0.75	C	0.69	B	0.74	C	0.01	-0.01
16. I-5 SB/Marriott & Pico/Lyons	0.76	C	0.72	C	0.77	C	0.68	B	0.01	-0.04
80. Wolcott & SR-126	1.10	F	1.04	F	1.10	F	1.07	F	0.00	**0.03**
82. Commerce Center & SR-126 EB	0.40	A	0.41	A	0.40	A	0.44	A	0.00	0.03
83. Commerce Center & SR-126 WB	0.73	C	0.82	D	0.74	C	0.83	D	0.01	0.01
Joint Caltrans/City Intersections										
11. I-5 NB Ramps & Magic Mountain	0.83	D	0.61	B	0.84	D	0.69	B	0.01	0.08
13. I-5 NB Ramps & Valencia	0.83	D	0.74	C	0.84	D	0.77	C	0.01	0.03
15. I-5 NB Ramps & McBean	0.44	B	0.61	B	0.46	A	0.61	B	0.02	0.00
17. I-5 NB On/Off & Lyons Ave	0.53	B	0.75	C	0.53	A	0.77	C	0.00	0.02
Joint County/City Intersections										
35. Copper Hill & Decoro (County Methodology)	0.78	C	0.82	D	0.79	C	0.83	D	0.01	0.01
35. Copper Hill & Decoro (City Methodology)	0.70	B	0.76	C	0.72	C	0.76	C	0.02	0.00
County Intersections										
25. The Old Road & Rye Canyon[1]	0.76	C	1.31	F	0.81	D	1.33	F	0.05	**0.02**
26. The Old Road & Magic Mountain	0.64	B	0.65	B	0.75	C	0.75	C	0.11	0.10
27. The Old Road & Valencia[1]	0.83	D	0.76	C	0.85	D	0.76	C	0.02	0.00
28. The Old Road & Stevenson Ranch	0.82	D	0.77	C	0.84	D	0.78	C	0.02	0.01
29. The Old Road & Pico Canyon[1]	0.71	C	0.80	C	0.71	C	0.72	C	0.00	-0.08

(Continued)

Table 5-8 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with and without Project (Continued)

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
County Intersections (Continued)										
81. Commerce Center & Henry Mayo	0.63	B	0.70	B	0.63	B	0.74	C	0.00	0.04
105. Westridge & Valencia	0.86	D	0.84	D	0.88	D	0.89	D	0.02	0.05
106. Commerce Center & Magic Mountain	0.66	B	0.51	A	0.74	C	0.59	B	0.08	0.08
107. Westridge & Magic Mountain	0.67	B	0.83	D	0.73	C	0.89	D	0.06	0.06
City Intersections										
30. Ave Stanford & Rye Canyon	0.65	B	0.79	C	0.65	B	0.84	B	0.00	0.05
33. Rye/Copper Hill & Newhall Ranch	0.80	C	0.92	E	0.81	D	0.90	D	0.01	-0.02
36. Tourney & Valencia	0.62	B	0.75	C	0.62	B	0.74	C	0.00	-0.01
37. Tourney & Magic Mountain	0.78	C	0.59	A	0.80	C	0.66	B	0.02	0.07
44. McBean & Valencia	0.93	E	1.03	F	0.95	E	0.98	E	**0.02**	-0.05
45. McBean & Magic Mountain[1]	0.75	C	0.92	E	0.76	C	0.94	E	0.01	0.02
48. McBean & Newhall Ranch	0.90	D	0.90	D	0.90	D	0.90	D	0.00	0.00
49. McBean & Decoro	0.83	D	0.66	B	0.82	D	0.70	B	-0.01	0.04
50. McBean & Copper Hill	0.86	D	0.82	D	0.86	D	0.80	C	0.00	-0.02
51. Wiley Canyon & Lyons	0.66	B	0.80	C	0.66	B	0.77	C	0.00	-0.03
53. Orchard Village & Lyons	0.57	A	0.68	B	0.56	A	0.67	B	-0.01	-0.01
55. Orchard Village & McBean[1]	0.79	C	0.80	C	0.80	C	0.85	D	0.01	0.05
57. Valencia & Magic Mountain	1.00	E	1.18	F	1.01	E	1.16	F	**0.01**	-0.02
65. Bouquet & Soledad	0.80	C	1.00	E	0.80	C	1.01	F	0.00	**0.01**
66. Bouquet & Newhall Ranch	0.87	D	0.92	E	0.85	D	0.91	E	-0.02	-0.01
67. Seco & Bouquet	0.91	E	0.89	D	0.91	E	0.86	D	0.00	-0.03

Bold = Intersection that exceeds buildout conditions LOS threshold (LOS D unless shown as LOS E in OVOV traffic study (see Reference 7 in Section 1.6).

[1]Intersection where OVOV traffic study shows LOS E for buildout conditions with full Highway Plan improvements.

Table 5-9 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with and without Project

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.70	B	1.52	F	0.72	C	1.52	F	0.02	0.00
10. I-5 SB Ramps & Magic Mountain	0.71	C	0.50	A	0.76	C	0.55	A	0.05	0.05
12. I-5 SB Ramps & Valencia	0.69	B	0.74	C	0.68	B	0.77	C	-0.01	0.03
14. I-5 SB Ramps & McBean	0.67	B	0.72	C	0.67	B	0.74	C	0.00	0.02
16. I-5 SB/Marriott & Pico/Lyons	0.77	C	0.83	D	0.78	C	0.75	C	0.01	-0.08
80. Wolcott & SR-126	1.11	F	1.03	F	1.09	F	1.05	F	-0.02	**0.02**
82. Commerce Center & SR-126 EB	0.39	A	0.41	A	0.40	A	0.44	A	0.01	0.03
83. Commerce Center & SR-126 WB	0.73	C	0.82	D	0.74	C	0.84	D	0.01	0.02
Joint Caltrans/City Intersections										
11. I-5 NB Ramps & Magic Mountain	0.79	C	0.60	B	0.85	D	0.69	B	0.06	0.09
13. I-5 NB Ramps & Valencia	0.85	D	0.74	C	0.87	D	0.69	B	0.02	-0.05
15. I-5 NB Ramps & McBean	0.43	A	0.59	B	0.45	A	0.61	B	0.02	0.02
17. I-5 NB On/Off & Lyons Ave	0.57	A	0.81	D	0.59	A	0.85	D	0.02	0.04
Joint County/City Intersections										
35. Copper Hill & Decoro (County Methodology)	0.79	C	0.82	D	0.78	C	0.82	D	-0.01	0.00
35. Copper Hill & Decoro (City Methodology)	0.72	C	0.75	C	0.71	C	0.76	C	-0.01	0.01
County Intersections										
25. The Old Road & Rye Canyon[1]	0.76	C	1.30	F	0.82	D	1.32	F	0.06	**0.02**
26. The Old Road & Magic Mountain	0.62	B	0.65	B	0.75	C	0.75	C	0.13	0.10
27. The Old Road & Valencia[1]	0.81	D	0.71	C	0.79	C	0.71	C	-0.02	0.00
28. The Old Road & Stevenson Ranch	0.83	D	0.77	C	0.81	D	0.80	C	-0.02	0.03
29. The Old Road & Pico Canyon[1]	0.76	C	0.90	D	0.78	C	0.82	D	0.02	-0.08

(Continued)

Table 5-9 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with and without Project (Continued)

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
County Intersections (Continued)										
81. Commerce Center & Henry Mayo	0.62	B	0.70	B	0.63	B	0.73	C	0.01	0.03
103. Pico & Valencia	0.69	B	0.72	C	0.72	C	0.76	C	0.03	0.04
105. Westridge & Valencia	0.85	D	0.79	C	0.85	D	0.81	D	0.00	0.02
106. Commerce Center & Magic Mountain	0.66	B	0.50	A	0.73	C	0.58	A	0.07	0.08
107. Westridge & Magic Mountain	0.69	B	0.83	D	0.71	C	0.86	C	0.02	0.03
City Intersections										
30. Ave Stanford & Rye Canyon	0.63	B	0.79	C	0.65	B	0.84	D	0.02	0.05
33. Rye/Copper Hill & Newhall Ranch	0.80	C	0.92	E	0.81	D	0.92	E	0.01	0.00
36. Tourney & Valencia	0.62	B	0.75	C	0.63	B	0.75	C	0.01	0.00
37. Tourney & Magic Mountain	0.79	C	0.59	A	0.80	C	0.65	B	0.01	0.06
44. McBean & Valencia	0.93	E	1.05	F	0.95	E	1.02	F	**0.02**	-0.03
45. McBean & Magic Mountain[1]	0.76	C	0.91	E	0.76	C	0.96	E	0.00	0.05
48. McBean & Newhall Ranch	0.90	D	0.90	D	0.89	D	0.89	D	-0.01	-0.01
49. McBean & Decoro	0.84	D	0.66	B	0.83	D	0.72	C	-0.01	0.06
50. McBean & Copper Hill	0.87	D	0.82	D	0.86	D	0.80	B	-0.01	-0.02
51. Wiley Canyon & Lyons	0.67	B	0.79	C	0.67	B	0.77	C	0.00	-0.02
53.Orchard Village & Lyons	0.58	A	0.69	B	0.56	A	0.67	B	-0.02	-0.02
55. Orchard Village & McBean[1]	0.79	C	0.81	D	0.78	C	0.87	D	-0.01	0.06
57. Valencia & Magic Mountain	1.00	E	1.18	F	1.01	F	1.16	F	**0.01**	-0.02
65. Bouquet & Soledad	0.80	C	1.00	E	0.80	C	1.01	F	0.00	**0.01**
66. Bouquet & Newhall Ranch	0.87	C	0.91	E	0.85	D	0.90	D	-0.02	-0.01
67. Seco & Bouquet	0.91	E	0.89	D	0.91	E	0.86	D	0.00	-0.03

Bold = Intersection that exceeds buildout conditions LOS threshold (LOS D unless shown as LOS E in OVOV traffic study (see Reference 7 in Section 1.6).

[1]Intersection where OVOV traffic study shows LOS E for buildout conditions with full Highway Plan improvements

Table 5-10 Impact Summary – 2034 Cumulative Conditions

Location	Without Pico Canyon Road Extension	With Pico Canyon Road Extension
25. The Old Road & Rye Canyon	X	X
44. McBean & Valencia	X	X
57. Valencia & Magic Mountain	X	X
65. Bouquet Canyon & Soledad Canyon	X	X
80. Wolcott & SR-126	X	X

Table 5-11 Off-Site Mitigation Measures for Project Impacts – 2034 Cumulative Conditions

Location	Scenario	Mitigation	Project Traffic Share %
25.The Old Road & Rye Canyon	Both	Add a third northbound through lane, a third southbound through lane, and add two westbound left turn lanes	17%[1] / 16%[2]
44. McBean & Valencia	Both	Add a fourth westbound through lane	2%[1] / 5%[2]
57. Valencia & Magic Mountain	Both	Add a third eastbound and a third westbound through lane	3%[1] / 4%[2]
65. Bouquet Canyon & Soledad Canyon	Both	Add a fourth northbound through lane	3%[1] / 5%[2]
80. Wolcott & SR-126	Both	Add a third eastbound and a third westbound through lane. Add an eastbound right-turn lane.	1%[1,2]

[1]2034 Cumulative Conditions without Pico Canyon Road scenario
[2]2034 Cumulative Conditions with Pico Canyon Road scenario

See Appendix E for fair-share calculations based on peak-hour traffic volumes.

Table 5-12 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with Project Mitigation

Location	Cumulative without Project				Cumulative with Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
80. Wolcott & SR-126	1.10	E	1.04	F	0.92	E	0.85	D	-0.18	-0.19
County Intersections										
25. The Old Road & Rye Canyon	0.76	C	1.31	F	0.79	C	0.98	E	0.03	-0.33
City Intersections										
44. Mc Bean & Valencia	0.93	E	1.03	F	0.86	D	0.98	E	-0.07	-0.05
57. Valencia & Magic Mountain	1.00	E	1.18	F	0.88	D	1.01	F	-0.12	-0.17
65. Bouquet Canyon & Soledad Canyon	0.80	C	1.00	E	0.80	C	0.95	E	0.00	-0.05

Table 5-13 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with Project Mitigation

Location	Cumulative without Project				Cumulative with Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
80. Wolcott & SR-126	1.11	F	1.03	F	0.91	E	0.83	D	-0.20	-0.20
County Intersections										
25. The Old Rd & Rye Canyon	0.76	C	1.30	F	0.79	C	0.99	E	0.03	-0.31
City Intersections										
44. McBean & Valencia	0.93	E	1.05	F	0.86	D	0.96	E	-0.07	-0.09
57. Valencia & Magic Mountain	1.00	E	1.18	F	0.89	D	1.00	E	-0.11	-0.18
65. Bouquet Canyon & Soledad Canyon	0.80	C	1.00	E	0.80	C	0.95	E	0.00	-0.05

Appendix A ICU Worksheets Off-Site

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure A-1.

The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both through and right-turn traffic (typically with a width of 19 feet from curb to outside of through-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

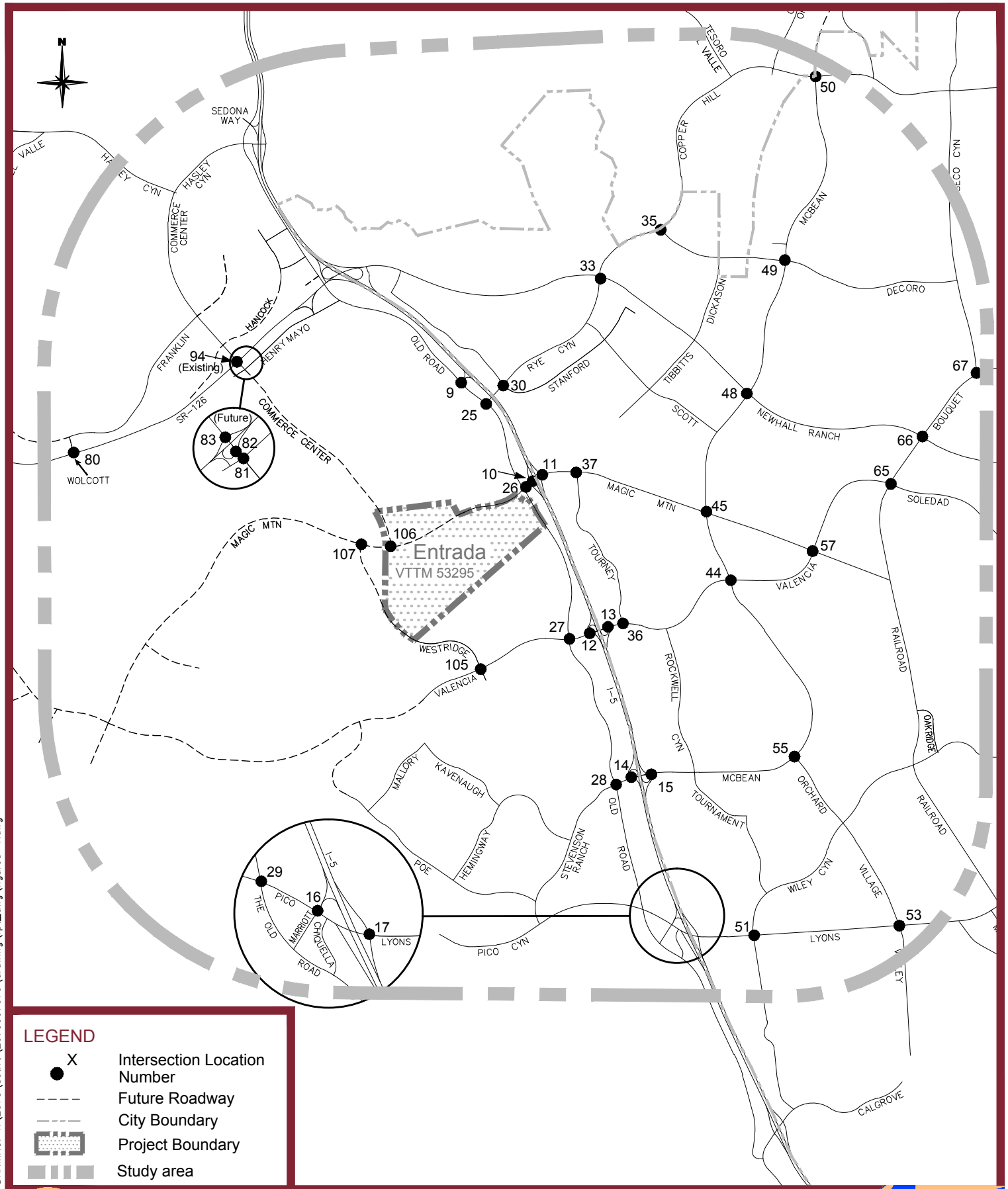
Example of Right-turn Capacity Utilization For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:
RTOG = V/C (NBT)
Otherwise,
RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:
RTOR = V/C (WBL)
Otherwise,
RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)



LEGEND

- X — Intersection Location Number
- Future Roadway
- City Boundary
- Project Boundary
- Study area

DRAWING: v:\2073\active\2073007070\drawing\rpt_dwg\figure1-1.dwg

Stantec

Intersection Location Map

Figure A-1

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

RTOG = RTOG + V/C (WBL)
RTOR = RTOR - V/C (WBL)

4. Total Right-Turn Capacity (RTC) Availability For NBR

RTC = RTOG + factor x RTOR
Where factor = RTOR saturation flow factor (typically 75%)

5. Right-turn Adjustment for ICU Calculation

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/through, through/right, left/through/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example of Shared Lane Utilization for Shared Left/Through Lane

1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$ALV\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$ALV\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Lanes (including shared lane)}}$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and through V/C ratios for this case are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$V/C\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Through) is greater than ALV then full dedication to the through approach is warranted, and left-turn and through V/C ratios are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$V/C\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Through) are both less than ALV, the left/through lane is assumed to be truly shared and each left, left/through or through approach lane carries an evenly

distributed volume of traffic equal to ALV. A combined left/through V/C ratio is calculated as follows:

$$\text{V/C (Left/Through)} = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Capacity (including shared lane)}}.$$

This V/C (Left/Through) ratio is assigned as the V/C (Through) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Through) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$\text{V/C (Left)} = \text{V/C (Through)}$$

If approach has only one left-turn lane (shared lane), then:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}.$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared through/right lanes. If full dedication of a shared through/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the through/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/through and through/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

9. The Old Rd & I-5 SB Ramps

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.03	21	.01*
NBT	2	3200	411	.13*	296	.09
NBR	1	1600	982	.61	1284	.80
SBL	1	1600	24	.02*	59	.04
SBT	2	3200	211	.07	428	.13*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		141		93	
WBT	0	3200	0	.05*	0	.03*
WBR	0.5		3		3	
Right Turn Adjustment			NBR	.44*	NBR	.68*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.74**		**.95**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.03	21	.01*
NBT	2	3200	547	.17*	313	.10
NBR	1	1600	982	.61	1284	.80
SBL	1	1600	24	.02*	59	.04
SBT	2	3200	245	.08	624	.20*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		258		170	
WBT	0	3200	0	.08*	0	.05*
WBR	0.5		3		3	
Right Turn Adjustment			NBR	.38*	NBR	.59*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.95**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	51	.03	26	.02*
NBT	2	3200	510	.16*	367	.11
NBR	1	1600	1218	.76	1592	1.00
SBL	1	1600	30	.02*	73	.05
SBT	2	3200	262	.08	531	.17*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		175		115	
WBT	0	3200	0	.06*	0	.04*
WBR	0.5		4		4	
Right Turn Adjustment			NBR	.55*	NBR	.83*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.89**		**1.16**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	51	.03	26	.02*
NBT	2	3200	536	.17*	391	.12
NBR	1	1600	1218	.76	1592	1.00
SBL	1	1600	30	.02*	73	.05
SBT	2	3200	279	.09	595	.19*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		258		135	
WBT	0	3200	0	.08*	0	.04*
WBR	0.5		4		4	
Right Turn Adjustment			NBR	.53*	NBR	.81*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.90**		**1.16**

9. The Old Rd & I-5 SB Ramps

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	960	.30*	890	.28*
NBR	1	1600	720	.45	1610	1.01
SBL	1	1600	180	.11*	640	.40*
SBT	2	3200	390	.12	910	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		380		280	
WBT	0	3200	0	.12*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment			NBR	.06*	NBR	.66*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**1.53**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	980	.31*	890	.28*
NBR	1	1600	720	.45	1610	1.01
SBL	1	1600	180	.11*	640	.40*
SBT	2	3200	420	.13	1010	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		430		290	
WBT	0	3200	0	.14*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment			NBR	.03*	NBR	.66*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**1.53**

9. The Old Rd & I-5 SB Ramps

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	710	.44	1490	.93
SBL	1	1600	150	.09*	730	.46*
SBT	2	3200	400	.13	1060	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		280	
WBT	0	3200	0	.14*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.62*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .70 1.51

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	730	.46	1510	.94
SBL	1	1600	140	.09*	690	.43*
SBT	2	3200	420	.13	1090	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		500		370	
WBT	0	3200	0	.16*	0	.12*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.61*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 1.50

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	710	.44	1520	.95
SBL	1	1600	150	.09*	720	.45*
SBT	2	3200	400	.13	1070	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		450		280	
WBT	0	3200	0	.14*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.64*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .70 1.52

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	730	.46	1520	.95
SBL	1	1600	140	.09*	710	.44*
SBT	2	3200	420	.13	1070	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		500		370	
WBT	0	3200	0	.16*	0	.12*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.62*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 1.52

10. I-5 SB Ramps & Magic Mtn

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290		270	
SBT	0.5	3200	1	.09*	0	.08*
SBR	2	3200	32	.01	77	.02
EBL	0	0	0		0	
EBT	3	4800	200	.04*	332	.07*
EBR	2	3200	57	.02	316	.10
WBL	2	2880	508	.18*	361	.13*
WBT	4	6400	1222	.19	861	.13
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.41**		**.41**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		290		270	
SBT	0.5	3200	1	.09*	0	.08*
SBR	2	3200	32	.01	77	.02
EBL	0	0	0		0	
EBT	3	4800	420	.09*	939	.20*
EBR	2	3200	291	.09	640	.20
WBL	2	2880	508	.18*	361	.13*
WBT	4	6400	1616	.25	1209	.19
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.46**		**.51**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		360		335	
SBT	0.5	3200	1	.11*	0	.10*
SBR	2	3200	40	.01	95	.03
EBL	0	0	0		0	
EBT	3	4800	248	.05*	412	.09*
EBR	2	3200	71	.02	392	.12
WBL	2	2880	630	.22*	448	.16*
WBT	4	6400	1515	.24	1068	.17
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.48**		**.48**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		360		335	
SBT	0.5	3200	1	.11*	0	.10*
SBR	2	3200	40	.01	133	.04
EBL	0	0	0		0	
EBT	3	4800	425	.09*	807	.17*
EBR	2	3200	274	.09	646	.20
WBL	2	2880	630	.22*	448	.16*
WBT	4	6400	1848	.29	1460	.23
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.03*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.52**		**.56**

10. I-5 SB Ramps & Magic Mtn

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		950		610	
SBT	0.5	3200	10	.30*	0	.19*
SBR	2	3200	160	.05	50	.02
EBL	0	0	0		0	
EBT	3	4800	810	.17	980	.20
EBR	2	3200	820	.26	800	.25
WBL	2	2880	410	.14	70	.02
WBT	4	6400	1970	.31*	1700	.27*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .56

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		950		610	
SBT	0.5	3200	10	.30*	0	.19*
SBR	2	3200	150	.05	50	.02
EBL	0	0	0		0	
EBT	3	4800	980	.20*	1240	.26
EBR	2	3200	970	.30	940	.29
WBL	2	2880	410	.14*	70	.02
WBT	4	6400	2050	.32	1950	.30*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.10*	EBR	.01*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .60

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		950		610	
SBT	0.5	4800	10	.20*	0	.13*
SBR	1	1600	150	.09	50	.03
EBL	0	0	0		0	
EBT	3	4800	980	.20*	1240	.26
EBR	2	3200	970	.30	940	.29
WBL	2	2880	410	.14*	70	.02
WBT	4	6400	2050	.32	1950	.30*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.10*	EBR	.01*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 .54

10. I-5 SB Ramps & Magic Mtn

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1200		650	
SBT	0.5	4800	10	.25*	0	.14*
SBR	1	1600	160	.10	60	.04
EBL	0	0	0		0	
EBT	3	4800	850	.18*	960	.20
EBR	2	3200	680	.21	690	.22
WBL	2	2880	400	.14*	70	.02
WBT	4	6400	2030	.32	1720	.27*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .70 .51

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1190		680	
SBT	0.5	4800	10	.25*	0	.14*
SBR	1	1600	150	.09	120	.08
EBL	0	0	0		0	
EBT	3	4800	990	.21*	1220	.25
EBR	2	3200	870	.27	930	.29
WBL	2	2880	410	.14*	60	.02
WBT	4	6400	2150	.34	1990	.31*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.06*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .55

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1220		650	
SBT	0.5	4800	10	.26*	0	.14*
SBR	1	1600	160	.10	60	.04
EBL	0	0	0		0	
EBT	3	4800	850	.18*	950	.20
EBR	2	3200	660	.21	690	.22
WBL	2	2880	390	.14*	70	.02
WBT	4	6400	1920	.30	1680	.26*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .50

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		1200		690	
SBT	0.5	4800	10	.25*	0	.14*
SBR	1	1600	150	.09	120	.08
EBL	0	0	0		0	
EBT	3	4800	990	.21*	1210	.25
EBR	2	3200	850	.27	940	.29
WBL	2	2880	410	.14*	60	.02
WBT	4	6400	2140	.33	1950	.30*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.06*	EBR	.01*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .55

11. I-5 NB Ramps & Magic Mtn

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	921	.26*	635	.18*
NBT	0.5	3500	0	{.11}	0	.16
NBR	1.5		425		569	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	22	.01*	66	.02*
EBT	3	5250	447	.09	542	.10
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	756	.11*	597	.09*
WBR	1.5		152		193	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.48**		**.39**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1090	.31*	745	.21*
NBT	0.5	3500	0	{.11}	0	.16
NBR	1.5		425		569	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	63	.02*	265	.08*
EBT	3	5250	626	.12	950	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	981	.14*	834	.12*
WBR	1.5		152		193	.11
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.57**		**.51**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1130	.32*	840	.24*
NBT	0.5	3500	0	.13	0	.19
NBR	1.5		470		650	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	50	.01	110	.03
EBT	3	5250	1710	.33*	1700	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1260	.18	1020	{.17}
WBR	1.5		260	.15	540	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.66**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1140	.33*	880	.25*
NBT	0.5	3500	0	.13	0	.19
NBR	1.5		470		650	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	140	.04
EBT	3	5250	1870	.36*	1830	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1330	.19	1220	{.19}
WBR	1.5		260		530	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.70**

11. I-5 NB Ramps & Magic Mtn

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1210	.35*	740	.21*
NBT	0.5	3500	0	.14	0	.19
NBR	1.5		480		660	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	40	.01	100	.03
EBT	3	5250	2010	.38*	1570	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1240	.18	1120	{.19}
WBR	1.5		330	{.03}	600	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.83**		**.61**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1190	.34*	850	.24*
NBT	0.5	3500	0	.13	0	.23
NBR	1.5		440		810	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	150	.04
EBT	3	5250	2120	.40*	1840	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1390	.20	1280	.22
WBR	1.5		300	.17	620	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**.69**

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1100	.31*	710	.20*
NBT	0.5	3500	0	.14	0	.19
NBR	1.5		480		660	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	40	.01	100	.03
EBT	3	5250	2020	.38*	1560	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1230	.18	1100	.19
WBR	1.5		340	{.07}	600	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.60**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1190	.34*	830	.24*
NBT	0.5	3500	0	.13	0	.20
NBR	1.5		440		690	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	140	.04
EBT	3	5250	2130	.41*	1860	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1380	.20	1250	.21
WBR	1.5		310	.18	620	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.69**

12. I-5 SB ON/OFF Ramps & Valencia

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	467	.16*	233	.08*
SBT	0	0	0		0	
SBR	1	1600	294	.18	78	.05
EBL	0	0	0		0	
EBT	3	4800	262	.05	494	.10
EBR	f		690		166	
WBL	0	0	0		0	
WBT	2	3200	638	.20*	800	.25*
WBR	f		1079		915	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .48 .43

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	513	.18*	233	.08*
SBT	0	0	0		0	
SBR	1	1600	294	.18	78	.05
EBL	0	0	0		0	
EBT	3	4800	262	.05	543	.11
EBR	f		690		166	
WBL	0	0	0		0	
WBT	2	3200	678	.21*	982	.31*
WBR	f		1079		915	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .49 .49

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	579	.20*	289	.10*
SBT	0	0	0		0	
SBR	1	1600	365	.23	97	.06
EBL	0	0	0		0	
EBT	3	4800	325	.07	613	.13
EBR	f		856		206	
WBL	0	0	0		0	
WBT	2	3200	791	.25*	992	.31*
WBR	f		1338		1135	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .58 .51

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	618	.21*	289	.10*
SBT	0	0	0		0	
SBR	1	1600	365	.23	97	.06
EBL	0	0	0		0	
EBT	3	4800	325	.07	654	.14
EBR	f		856		206	
WBL	0	0	0		0	
WBT	2	3200	830	.26*	1062	.33*
WBR	f		1338		1135	
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .59 .53

12. I-5 SB Ramps & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	800	.28*	530	.18*
SBT	0	0	0		0	
SBR	1	1600	360	.23	120	.08
EBL	0	0	0		0	
EBT	3	4800	840	.18	1060	.22
EBR	f		1020		490	
WBL	0	0	0		0	
WBT	2	3200	1520	.48*	2380	.74*
WBR	f		1600		1190	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .86 1.02

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	830	.29*	530	.18*
SBT	0	0	0		0	
SBR	1	1600	360	.23	110	.07
EBL	0	0	0		0	
EBT	3	4800	900	.19	1140	.24
EBR	f		1020		570	
WBL	0	0	0		0	
WBT	2	3200	1630	.51*	2390	.75*
WBR	f		1640		1300	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .90 1.03

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	830	.29*	530	.18*
SBT	0	0	0		0	
SBR	1	1600	360	.23	110	.07
EBL	0	0	0		0	
EBT	3	4800	900	.19	1140	.24
EBR	f		1020		570	
WBL	0	0	0		0	
WBT	3	4800	1630	.34*	2390	.50*
WBR	f		1640		1300	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 .78

12. I-5 SB ON/OFF Ramps & Valencia

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	800	.28*	560	.19*
SBT	0	0	0		0	
SBR	1	1600	380	.24	100	.06
EBL	0	0	0		0	
EBT	3	4800	900	.19	1240	.26
EBR	f		990		550	
WBL	0	0	0		0	
WBT	3	4800	1550	.32*	2360	.49*
WBR	f		1580		1270	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .70 .78

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	820	.28*	580	.20*
SBT	0	0	0		0	
SBR	1	1600	370	.23	40	.03
EBL	0	0	0		0	
EBT	3	4800	920	.19	1320	.28
EBR	f		960		520	
WBL	0	0	0		0	
WBT	3	4800	1650	.34*	2470	.51*
WBR	f		1570		1260	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 .81

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	800	.28*	560	.19*
SBT	0	0	0		0	
SBR	1	1600	380	.24	90	.06
EBL	0	0	0		0	
EBT	3	4800	930	.19	1230	.26
EBR	f		990		390	
WBL	0	0	0		0	
WBT	3	4800	1470	.31*	2170	.45*
WBR	f		1600		1290	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .69 .74

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	820	.28*	590	.20*
SBT	0	0	0		0	
SBR	1	1600	380	.24	40	.03
EBL	0	0	0		0	
EBT	3	4800	890	.19	1250	.26
EBR	f		960		380	
WBL	0	0	0		0	
WBT	3	4800	1460	.30*	2240	.47*
WBR	f		1590		1270	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .68 .77

13. I-5 NB ON/OFF Ramps & Valencia

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	328	.09*	229	.07*
NBT	0	0	0		0	
NBR	2	3500	800	.23	726	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	634	.14	719	.18*
EBR	0	0	110		219	
WBL	2	3500	94	.03	119	.03*
WBT	4	7000	1257	.18*	1202	.17
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.11*	NBR	.12*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .48 .50

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	328	.09*	331	.09*
NBT	0	0	0		0	
NBR	2	3500	800	.23	726	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	680	.15	768	.19*
EBR	0	0	110		219	
WBL	2	3500	94	.03	119	.03*
WBT	4	7000	1297	.19*	1282	.18
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.11*	NBR	.10*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .49 .51

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	670	.19*	780	.22*
NBT	0	0	0		0	
NBR	2	3500	1240	.35	1180	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1520	.31	1230	.31
EBR	0	0	130		380	
WBL	2	3500	180	.05	170	.05
WBT	4	7000	2500	.36*	2850	.41*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.12*	NBR	.05*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .78

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	720	.21*	830	.24*
NBT	0	0	0		0	
NBR	2	3500	1240	.35	1190	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1610	.33*	1290	.32
EBR	0	0	130		380	
WBL	2	3500	180	.05*	170	.05
WBT	4	7000	2620	.37	2930	.42*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.10*	NBR	.02*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .78

13. I-5 NB ON/OFF Ramps & Valencia

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	610	.17*	720	.21*
NBT	0	0	0		0	
NBR	2	3500	1380	.39	940	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1570	.33*	1370	.34*
EBR	0	0	140		430	
WBL	2	3500	200	.06*	320	.09*
WBT	4	7000	2590	.37	2970	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.17*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.83**		**.74**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	730	.21*	820	.23*
NBT	0	0	0		0	
NBR	2	3500	1350	.39	570	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1600	.33*	1490	.36*
EBR	0	0	140		400	
WBL	2	3500	240	.07*	290	.08*
WBT	4	7000	2560	.37	2990	.43
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**.77**

13. I-5 NB ON/OFF Ramps & Valencia

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	540	.15*	500	.14*
NBT	0	0	0		0	
NBR	2	3500	1440	.41	980	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1600	.33*	1370	.34
EBR	0	0	140		420	
WBL	2	3500	190	.05*	330	.09
WBT	4	7000	2590	.37	3010	.43*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.22*	NBR	.07*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.74**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	490	.14*	530	.15*
NBT	0	0	0		0	
NBR	2	3500	1460	.42	750	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1570	.33*	1410	.35
EBR	0	0	140		430	
WBL	2	3500	230	.07*	290	.08
WBT	4	7000	2610	.37	3050	.44*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.87**		**.69**

14. I-5 SB ON/OFF Ramps & McBean

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	194	.12*	224	.14*
SBT	0	0	0		0	
SBR	1	1600	477	.30	286	.18
EBL	0	0	0		0	
EBT	2	3200	681	.21*	970	.30*
EBR	1	1600	241	.15	166	.10
WBL	0	0	0		0	
WBT	2	3200	528	.17	863	.27
WBR	1	1600	299	.19	470	.29
Right Turn Adjustment			SBR	.15*	SBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .58 .56

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	231	.14*	272	.17*
SBT	0	0	0		0	
SBR	1	1600	487	.30	286	.18
EBL	0	0	0		0	
EBT	2	3200	681	.21*	970	.30*
EBR	1	1600	241	.15	166	.10
WBL	0	0	0		0	
WBT	2	3200	581	.18	899	.28
WBR	1	1600	299	.19	470	.29
Right Turn Adjustment			SBR	.14*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .59 .57

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	241	.15*	278	.17*
SBT	0	0	0		0	
SBR	1	1600	591	.37	355	.22
EBL	0	0	0		0	
EBT	2	3200	844	.26*	1203	.38*
EBR	1	1600	299	.19	206	.13
WBL	0	0	0		0	
WBT	2	3200	655	.20	1070	.33
WBR	1	1600	371	.23	583	.36
Right Turn Adjustment			SBR	.17*	SBR	.01*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .68 .66

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	273	.17*	318	.20*
SBT	0	0	0		0	
SBR	1	1600	600	.38	355	.22
EBL	0	0	0		0	
EBT	2	3200	844	.26*	1203	.38*
EBR	1	1600	299	.19	206	.13
WBL	0	0	0		0	
WBT	2	3200	700	.22	1106	.35
WBR	1	1600	371	.23	583	.36
Right Turn Adjustment			SBR	.18*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .71 .68

14. I-5 SB Ramps & McBean

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	480	.30*	250	.16*
SBT	0	0	0		0	
SBR	1	1600	690	.43	430	.27
EBL	0	0	0		0	
EBT	2	3200	660	.21*	1180	.37
EBR	1	1600	180	.11	160	.10
WBL	0	0	0		0	
WBT	2	3200	260	.08	1640	.51*
WBR	1	1600	210	.13	500	.31
Right Turn Adjustment			SBR	.03*	SBR	.11*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .64 .88

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	480	.30*	280	.18*
SBT	0	0	0		0	
SBR	1	1600	720	.45	450	.28
EBL	0	0	0		0	
EBT	2	3200	660	.21*	1170	.37
EBR	1	1600	190	.12	160	.10
WBL	0	0	0		0	
WBT	2	3200	300	.09	1690	.53*
WBR	1	1600	200	.13	500	.31
Right Turn Adjustment			SBR	.06*	SBR	.10*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .67 .91

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	480	.30*	280	.18*
SBT	0	0	0		0	
SBR	1	1600	720	.45	450	.28
EBL	0	0	0		0	
EBT	2	3200	660	.21*	1170	.37
EBR	1	1600	190	.12	160	.10
WBL	0	0	0		0	
WBT	3	4800	300	.09	1690	.46*
WBR	0	0	200	.13	500	
Right Turn Adjustment			SBR	.06*	SBR	.10*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .67 .84

14. I-5 SB ON/OFF Ramps & McBean

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	470	.29*	300	.19*
SBT	0	0	0		0	
SBR	1	1600	720	.45	240	.15
EBL	0	0	0		0	
EBT	2	3200	730	.23*	1100	.34
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	3	4800	310	.10	1600	.46*
WBR	0	0	180	.11	590	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.68**		**.75**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	500	.31*	300	.19*
SBT	0	0	0		0	
SBR	1	1600	720	.45	240	.15
EBL	0	0	0		0	
EBT	2	3200	720	.23*	1110	.35
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	3	4800	360	.11	1600	.45*
WBR	0	0	180		580	
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.74**

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	470	.29*	290	.18*
SBT	0	0	0		0	
SBR	1	1600	720	.45	270	.17
EBL	0	0	0		0	
EBT	2	3200	710	.22*	1130	.35
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	3	4800	300	.09	1510	.44*
WBR	0	0	180	.11	580	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.67**		**.72**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	500	.31*	300	.19*
SBT	0	0	0		0	
SBR	1	1600	700	.44	260	.16
EBL	0	0	0		0	
EBT	2	3200	720	.23*	1150	.36
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	3	4800	310	.10	1550	.45*
WBR	0	0	180	.11	590	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.67**		**.74**

15. I-5 NB ON/OFF Ramps & McBean

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	86	.02*	225	.06*
NBT	0	0	0		0	
NBR	2	3500	458	.13	614	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	233	.07	766	.22
EBR	1	1750	691	.39	196	.11
WBL	0	0	0		0	
WBT	3	5250	827	.17*	1333	.29*
WBR	0	0	80		165	
Right Turn Adjustment			Multi	.23*	NBR	.07*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .52 .52

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	86	.02*	225	.06*
NBT	0	0	0		0	
NBR	2	3500	458	.13	614	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	270	.08	814	.23
EBR	1	1750	691	.39	196	.11
WBL	0	0	0		0	
WBT	3	5250	880	.18*	1369	.29*
WBR	0	0	80		174	
Right Turn Adjustment			Multi	.22*	NBR	.07*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .52 .52

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	410	.12*
NBT	0	0	0		0	
NBR	2	3500	350	.10	460	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	760	.22*	810	.23
EBR	1	1750	330	.19	350	.20
WBL	0	0	0		0	
WBT	3	5250	450	.10	1740	.38*
WBR	0	0	80		280	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .42 .60

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	440	.13*
NBT	0	0	0		0	
NBR	2	3500	400	.11	460	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	750	.21*	850	.24
EBR	1	1750	330	.19	350	.20
WBL	0	0	0		0	
WBT	3	5250	460	.10	1740	.38*
WBR	0	0	80		280	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .42 .61

15. I-5 NB ON/OFF Ramps & McBean

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	60	.02*	360	.10*
NBT	0	0	0		0	
NBR	2	3500	460	.13	570	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	750	.21*	840	.24
EBR	1	1750	400	.23	310	.18
WBL	0	0	0		0	
WBT	3	5250	450	.10	1860	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.44**		**.61**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	80	.02*	350	.10*
NBT	0	0	0		0	
NBR	2	3500	500	.14	720	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	760	.22*	860	.25
EBR	1	1750	400	.23	280	.16
WBL	0	0	0		0	
WBT	3	5250	490	.11	1860	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.12*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.46**		**.61**

15. I-5 NB ON/OFF Ramps & McBean

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	60	.02*	290	.08*
NBT	0	0	0		0	
NBR	2	3500	390	.11	530	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	770	.22*	870	.25
EBR	1	1750	360	.21	300	.17
WBL	0	0	0		0	
WBT	3	5250	450	.10	1830	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.59**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	340	.10*
NBT	0	0	0		0	
NBR	2	3500	440	.13	670	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	760	.22*	920	.26
EBR	1	1750	420	.24	260	.15
WBL	0	0	0		0	
WBT	3	5250	460	.10	1830	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.61**

16. I-5 SB ON/OFF Ramps & Pico Canyon/Lyons

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	36	.02	23	.01
SBL	1.5		315		439	
SBT	0.5	3200	61	.12*	82	.16*
SBR	1	1600	54	.03	118	.07
EBL	0	0	0		0	
EBT	2	3200	817	.27*	857	.28
EBR	0	0	33		47	
WBL	1	1600	45	.03*	60	.04
WBT	2	3200	473	.15	1082	.34*
WBR	1	1600	417	.26	231	.14
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.52**		**.60**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	36	.02	23	.01
SBL	1.5		342		498	
SBT	0.5	3200	62	.13*	83	.18*
SBR	1	1600	67	.04	118	.07
EBL	0	0	0		0	
EBT	2	3200	817	.27*	857	.28
EBR	0	0	33		47	
WBL	1	1600	45	.03*	60	.04
WBT	2	3200	473	.15	1082	.34*
WBR	1	1600	417	.26	231	.14
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.53**		**.62**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	45	.03	29	.02
SBL	1.5		391		544	
SBT	0.5	3200	76	.15*	102	.20*
SBR	1	1600	67	.04	146	.09
EBL	0	0	0		0	
EBT	2	3200	1013	.33*	1063	.35
EBR	0	0	41		58	
WBL	1	1600	56	.04*	74	.05
WBT	2	3200	587	.18	1342	.42*
WBR	1	1600	517	.32	286	.18
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.72**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	45	.03	29	.02
SBL	1.5		415		592	
SBT	0.5	3200	76	.15*	102	.22*
SBR	1	1600	75	.05	146	.09
EBL	0	0	0		0	
EBT	2	3200	1013	.33*	1063	.35
EBR	0	0	41		58	
WBL	1	1600	56	.04*	74	.05
WBT	2	3200	590	.18	1342	.42*
WBR	1	1600	517	.32	286	.18
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.74**

16. I-5 SB/Marriott & Pico/Lyons

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		350		480	
SBT	0.5	3200	60	.13*	90	.18*
SBR	1	1600	370	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1580	.50*	1180	.38
EBR	0	0	30		50	
WBL	1	1600	40	.03*	60	.04
WBT	2	3200	880	.28	1400	.44*
WBR	1	1600	210	.13	330	.21
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.77**		**.72**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		340		510	
SBT	0.5	3200	70	.13*	90	.19*
SBR	1	1600	370	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1580	.50*	1190	.39
EBR	0	0	30		50	
WBL	1	1600	50	.03*	60	.04
WBT	2	3200	910	.28	1390	.43*
WBR	1	1600	210	.13	330	.21
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.77**		**.72**

16. I-5 SB ON/OFF Ramps & Pico Canyon/Lyons

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		360		460	
SBT	0.5	3200	70	.13*	90	.17*
SBR	1	1600	370	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1550	.49*	1240	.40
EBR	0	0	30		50	
WBL	1	1600	50	.03*	60	.04
WBT	2	3200	990	.31	1440	.45*
WBR	1	1600	220	.14	430	.27
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .72

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		380		480	
SBT	0.5	3200	70	.14*	80	.18*
SBR	1	1600	380	.24	70	.04
EBL	0	0	0		0	
EBT	2	3200	1550	.49*	1090	.36*
EBR	0	0	30		50	
WBL	1	1600	50	.03*	60	.04*
WBT	2	3200	960	.30	1250	.39
WBR	1	1600	220	.14	300	.19
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .68

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		340		440	
SBT	0.5	3200	70	.13*	90	.17*
SBR	1	1600	360	.23	80	.05
EBL	0	0	0		0	
EBT	2	3200	1580	.50*	1420	.46
EBR	0	0	30		50	
WBL	1	1600	50	.03*	50	.03
WBT	2	3200	1240	.39	1790	.56*
WBR	1	1600	210	.13	430	.27
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .83

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		360		460	
SBT	0.5	3200	70	.13*	80	.17*
SBR	1	1600	360	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1590	.51*	1320	.43
EBR	0	0	30		50	
WBL	1	1600	50	.03*	50	.03
WBT	2	3200	1290	.40	1520	.48*
WBR	1	1600	230	.14	300	.19
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 .75

17. I-5 NB ON/OFF Ramps & Lyons

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		131	{.04}*	418	{.12}*
NBT	0.5	3500	1	.04	0	.12
NBR	f		154		416	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	266	.15*	227	.13*
EBT	2	3500	826	.24	916	.26
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	835	.24*	790	.21*
WBR	0	0	475	.27	320	
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.56**		**.56**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		131	{.04}*	418	{.12}*
NBT	0.5	3500	1	.04	0	.12
NBR	f		154		416	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	266	.15*	227	.13*
EBT	2	3500	853	.24	975	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	835	.24*	790	.22*
WBR	0	0	507	.29	372	
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.58**		**.57**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	320	{.09}*
NBT	0.5	3500	10	.03	0	.09
NBR	f		120		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	210	.12*
EBT	2	3500	1300	.37*	1150	.33
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	790	.23	900	.26*
WBR	0	0	570	.33	710	.41
Right Turn Adjustment			WBR	.05*	WBR	.15*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.72**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	330	{.09}*
NBT	0.5	3500	10	.03	0	.09
NBR	f		130		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	210	.12*
EBT	2	3500	1310	.37*	1180	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	790	.23	900	.26*
WBR	0	0	570	.33	750	.43
Right Turn Adjustment			WBR	.05*	WBR	.17*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.74**

17. I-5 NB ON/OFF Ramps & Lyons

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	380	{.11}*
NBT	0.5	3500	10	.03	0	.11
NBR	f		120		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	220	.13*
EBT	2	3500	1300	.37*	1220	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	870	.25	930	.27*
WBR	0	0	540	.31	720	.41
Right Turn Adjustment			WBR	.03*	WBR	.14*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .53 .75

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	370	{.11}*
NBT	0.5	3500	10	.03	0	.11
NBR	f		130		280	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	200	.11*
EBT	2	3500	1320	.38*	1230	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	850	.24	880	.25*
WBR	0	0	540	.31	780	.45
Right Turn Adjustment			WBR	.02*	WBR	.20*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .53 .77

17. I-5 NB ON/OFF Ramps & Lyons

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		250	{.07}*	610	{.17}*
NBT	0.5	3500	10	.07	0	.17
NBR	f		120		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	180	.10	220	.13*
EBT	2	3500	1320	.38*	1200	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	940	.27	950	.27*
WBR	0	0	520	.30	720	.41
Right Turn Adjustment			WBR	.02*	WBR	.14*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .57 .81

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		290	{.09}*	580	{.17}*
NBT	0.5	3500	10	.09	0	.17
NBR	f		110		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	190	.11	220	.13*
EBT	2	3500	1360	.39*	1230	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	960	.27	900	.26*
WBR	0	0	500	.29	780	.45
Right Turn Adjustment			WBR	.01*	WBR	.19*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .59 .85

25. The Old Rd & Rye Canyon

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	255	.16*	176	.11*
NBR	f		1169		932	
SBL	1	1600	215	.13*	216	.14*
SBT	2	3200	159	.05	192	.06
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	222	.14*	480	.30*
WBT	0	0	0		0	
WBR	f		1069		1380	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .53 .65

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	396	.25*	213	.13*
NBR	f		1327		1168	
SBL	1	1600	215	.13*	216	.14*
SBT	2	3200	313	.10	481	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	358	.22*	810	.51*
WBT	0	0	0		0	
WBR	f		1069		1380	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .70 .88

Existing + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	396	.08*	213	.04*
NBR	2	3200	1327	.41	1168	.37
SBL	2	2880	215	.07*	216	.08*
SBT	3	4800	313	.07	481	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	358	.08*	810	.19*
WBT	0	0	0		0	
WBR	2	3200	1069	.33	1380	.43
Right Turn Adjustment			Multi	.43*	Multi	.30*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .76 .71

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	316	.20*	218	.14*
NBR	f		1450		1156	
SBL	1	1600	267	.17*	268	.17*
SBT	2	3200	197	.06	238	.07
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	275	.17*	595	.37*
WBT	0	0	0		0	
WBR	f		1326		1711	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .64 .78

25. The Old Rd & Rye Canyon

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	345	.22*	255	.16*
NBR	f		1588		1336	
SBL	1	1600	267	.17*	268	.17*
SBT	2	3200	300	.09	333	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	381	.24*	801	.50*
WBT	0	0	0		0	
WBR	f		1326		1711	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 .93

Existing + Ambient (2024) + Proj + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	345	.11*	255	.08*
NBR	2	3200	1588	.50	1336	.42
SBL	2	2880	267	.09*	268	.09*
SBT	2	3200	300	.09	333	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	381	.24*	801	.50*
WBT	0	0	0		0	
WBR	2	3200	1326	.41	1711	.53
Right Turn Adjustment			Multi	.15*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .69 .77

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	520	.33*	620	.39*
NBR	f		1290		1560	
SBL	1	1600	420	.26*	780	.49*
SBT	2	3200	380	.12	340	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	420	.26*	940	.59*
WBT	0	0	0		0	
WBR	f		1140		2080	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .95 1.57

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	520	.16*	630	.20*
NBR	2	3200	1380	.43	1660	.52
SBL	2	2880	410	.14*	780	.27*
SBT	2	3200	490	.15	530	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	600	.38*	1040	.65*
WBT	0	0	0		0	
WBR	2	3200	1150	.36	2080	.65
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .78 1.22

25. The Old Rd & Rye Canyon

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	650	.20*	610	.19*
NBR	2	3200	1300	.41	1650	.52
SBL	2	2880	490	.17*	900	.31*
SBT	2	3200	390	.12	460	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	460	.29*	1140	.71*
WBT	0	0	0		0	
WBR	2	3200	1250	.39	1830	.57
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .76 1.31

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	650	.20*	550	.17*
NBR	2	3200	1390	.43	1770	.55
SBL	2	2880	440	.15*	930	.32*
SBT	2	3200	510	.16	530	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	570	.36*	1180	.74*
WBT	0	0	0		0	
WBR	2	3200	1260	.39	1930	.60
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .81 1.33

Cumulative w Project & Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	650	.14*	550	.11*
NBR	2	3200	1390	.43	1770	.55
SBL	2	2880	440	.15*	930	.32*
SBT	3	4800	510	.11	530	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	570	.13*	1180	.27*
WBT	0	0	0		0	
WBR	2	3200	1260	.39	1930	.60
Right Turn Adjustment			Multi	.27*	Multi	.18*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .79 .98

25. The Old Rd & Rye Canyon

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	650	.20*	610	.19*
NBR	2	3200	1310	.41	1660	.52
SBL	2	2880	490	.17*	900	.31*
SBT	2	3200	390	.12	460	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	460	.29*	1120	.70*
WBT	0	0	0		0	
WBR	2	3200	1250	.39	1860	.58
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .76 1.30

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	650	.20*	550	.17*
NBR	2	3200	1390	.43	1750	.55
SBL	2	2880	450	.16*	930	.32*
SBT	2	3200	510	.16	520	.16
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	570	.36*	1160	.73*
WBT	0	0	0		0	
WBR	2	3200	1260	.39	1940	.61
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .82 1.32

Cumulative w Project & Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	650	.14*	550	.11*
NBR	2	3200	1390	.43	1750	.55
SBL	2	2880	450	.16*	930	.32*
SBT	3	4800	510	.11	520	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	570	.13*	1160	.27*
WBT	0	0	0		0	
WBR	2	3200	1260	.39	1940	.61
Right Turn Adjustment			Multi	.26*	Multi	.19*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .79 .99

26. The Old Rd & Magic Mountain

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	28	.01	37	.01
NBT	3	4800	395	.08*	431	.09*
NBR	1	1600	94	.06	138	.09
SBL	2	2880	134	.05*	329	.11*
SBT	3	4800	244	.05	454	.09
SBR	1	1600	2	.00	28	.02
EBL	2	2880	27	.01	20	.01
EBT	4	6400	34	.01*	164	.03*
EBR	1	1600	6	.00	30	.02
WBL	2	2880	146	.05*	168	.06*
WBT	4	6400	19	.00	34	.01
WBR	f		1171		665	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .29 .39

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	222	.08*	126	.04
NBT	3	4800	395	.08	431	.09*
NBR	1	1600	94	.06	138	.09
SBL	2	2880	134	.05	329	.11*
SBT	3	4800	244	.05*	454	.09
SBR	1	1600	292	.18	653	.41
EBL	2	2880	328	.11*	298	.10
EBT	4	6400	488	.08	1095	.17*
EBR	1	1600	64	.04	153	.10
WBL	2	2880	146	.05	313	.11*
WBT	4	6400	413	.06*	237	.04
WBR	f		1171		665	
Right Turn Adjustment			SBR	.05*	SBR	.07*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .45 .65

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	35	.01	46	.02
NBT	3	4800	490	.10*	534	.11*
NBR	1	1600	117	.07	171	.11
SBL	2	2880	166	.06*	408	.14*
SBT	3	4800	303	.06	563	.12
SBR	1	1600	2	.00	35	.02
EBL	2	2880	33	.01	25	.01
EBT	4	6400	42	.01*	203	.03*
EBR	1	1600	7	.00	37	.02
WBL	2	2880	181	.06*	208	.07*
WBT	4	6400	24	.00	42	.01
WBR	f		1452		825	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .33 .45

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	196	.07	111	.04
NBT	3	4800	490	.10*	534	.11*
NBR	1	1600	117	.07	171	.11
SBL	2	2880	166	.06*	408	.14*
SBT	3	4800	303	.06	563	.12
SBR	1	1600	211	.13	338	.21
EBL	2	2880	201	.07*	246	.09
EBT	4	6400	422	.07	852	.13*
EBR	1	1600	58	.04	124	.08
WBL	2	2880	181	.06	439	.15*
WBT	4	6400	357	.06*	242	.04
WBR	f		1452		825	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .39 .63

26. The Old Rd & Magic Mountain

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	450	.16	140	.05
NBT	3	4800	340	.07*	740	.15*
NBR	1	1600	140	.09	140	.09
SBL	2	2880	500	.17*	210	.07*
SBT	3	4800	130	.03	380	.08
SBR	1	1600	350	.22	690	.43
EBL	2	2880	490	.17*	470	.16
EBT	4	6400	1260	.20	1930	.30*
EBR	1	1600	130	.08	370	.23
WBL	2	2880	120	.04	60	.02*
WBT	4	6400	790	.12*	530	.08
WBR	f		1470		1300	
Right Turn Adjustment			SBR	.01*	SBR	.08*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.64**		**.72**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	590	.20	200	.07
NBT	3	4800	330	.07*	740	.15*
NBR	1	1600	130	.08	150	.09
SBL	2	2880	500	.17*	340	.12*
SBT	3	4800	150	.03	390	.08
SBR	1	1600	620	.39	940	.59
EBL	2	2880	630	.22*	680	.24
EBT	4	6400	1640	.26	2320	.36*
EBR	1	1600	190	.12	470	.29
WBL	2	2880	120	.04	90	.03*
WBT	4	6400	970	.15*	800	.13
WBR	f		1470		1300	
Right Turn Adjustment			SBR	.18*	SBR	.19*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.89**		**.95**

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	590	.20*	200	.07
NBT	3	4800	330	.07	740	.15*
NBR	1	1600	130	.08	150	.09
SBL	2	2880	500	.17	340	.12*
SBT	2.5	6400	150	.05*	390	.12
SBR	1.5		620	.19	940	.29
EBL	2	2880	630	.22*	680	.24*
EBT	5	8000	1640	.21	2320	.29
EBR	1	1600	190	.12	470	.29
WBL	2	2880	120	.04	90	.03
WBT	4	6400	970	.15*	800	.13*
WBR	f		1470		1300	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.74**

26. The Old Rd & Magic Mountain

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	520	.18	150	.05
NBT	3	4800	380	.08*	790	.16*
NBR	1	1600	130	.08	110	.07
SBL	2	2880	500	.17*	350	.12*
SBT	2.5	6400	140	.04	620	{.17}
SBR	1.5		430	.13	710	
EBL	2	2880	480	.17*	550	.19*
EBT	5	8000	1190	.15	1680	.21
EBR	1	1600	120	.08	430	.27
WBL	2	2880	140	.05	70	.02
WBT	4	6400	790	.12*	520	.08*
WBR	f		1610		1350	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .64 .65

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	620	.22*	210	.07
NBT	3	4800	360	.08	790	.16*
NBR	1	1600	120	.08	120	.08
SBL	2	2880	470	.16	330	.11*
SBT	2.5	6400	140	.04*	540	.17
SBR	1.5		670	.21	970	.30
EBL	2	2880	650	.23*	700	.24
EBT	5	8000	1590	.20	2300	.29*
EBR	1	1600	160	.10	510	.32
WBL	2	2880	120	.04	260	.09*
WBT	4	6400	1030	.16*	730	.11
WBR	f		1530		1300	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .75

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17	150	.05
NBT	3	4800	380	.08*	790	.16*
NBR	1	1600	130	.08	110	.07
SBL	2	2880	500	.17*	350	.12*
SBT	2.5	6400	140	.04	590	{.17}
SBR	1.5		430	.13	720	
EBL	2	2880	480	.17*	550	.19*
EBT	5	8000	1160	.15	1660	.21
EBR	1	1600	120	.08	430	.27
WBL	2	2880	140	.05	70	.02
WBT	4	6400	670	.10*	480	.08*
WBR	f		1610		1350	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .62 .65

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	610	.21*	220	.08
NBT	3	4800	350	.07	780	.16*
NBR	1	1600	120	.08	120	.08
SBL	2	2880	470	.16	310	.11*
SBT	2.5	6400	150	.05*	530	.17
SBR	1.5		660	.21	970	.30
EBL	2	2880	650	.23*	690	.24
EBT	5	8000	1560	.20	2300	.29*
EBR	1	1600	170	.11	510	.32
WBL	2	2880	120	.04	260	.09*
WBT	4	6400	1020	.16*	700	.11
WBR	f		1530		1300	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .75

27. Old Road & Valencia

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	589	.20*	175	.06
NBT	3	4800	281	.06	429	.09*
NBR	1	1600	80	.05	226	.14
SBL	2	2880	141	.05	161	.06*
SBT	3	4800	181	.04*	324	.07
SBR	1	1600	118	.07	105	.07
EBL	2	2880	306	.11*	83	.03
EBT	4	6400	731	.11	277	.04*
EBR	1	1600	398	.25	117	.07
WBL	2	2880	75	.03	384	.13*
WBT	3	4800	757	.16*	346	.07
WBR	f		52		301	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.61**		**.42**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	589	.20*	175	.06
NBT	3	4800	407	.08	550	.11*
NBR	1	1600	80	.05	226	.14
SBL	2	2880	141	.05	210	.07*
SBT	3	4800	195	.04*	430	.09
SBR	1	1600	142	.09	116	.07
EBL	2	2880	312	.11*	85	.03
EBT	4	6400	731	.11	277	.04*
EBR	1	1600	398	.25	117	.07
WBL	2	2880	75	.03	384	.13*
WBT	3	4800	757	.16*	346	.07
WBR	f		92		483	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.61**		**.45**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	730	.25*	217	.08
NBT	3	4800	348	.07	532	.11*
NBR	1	1600	99	.06	280	.18
SBL	2	2880	175	.06	200	.07*
SBT	3	4800	224	.05*	402	.08
SBR	1	1600	146	.09	130	.08
EBL	2	2880	379	.13*	103	.04
EBT	4	6400	906	.14	343	.05*
EBR	1	1600	494	.31	145	.09
WBL	2	2880	93	.03	476	.17*
WBT	3	4800	939	.20*	429	.09
WBR	f		64		373	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**.50**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	730	.25*	217	.08
NBT	3	4800	451	.09	636	.13*
NBR	1	1600	99	.06	280	.18
SBL	2	2880	175	.06	241	.08*
SBT	3	4800	237	.05*	481	.10
SBR	1	1600	172	.11	134	.08
EBL	2	2880	383	.13*	105	.04
EBT	4	6400	906	.14	343	.05*
EBR	1	1600	494	.31	145	.09
WBL	2	2880	93	.03	476	.17*
WBT	3	4800	939	.20*	429	.09
WBR	f		103		443	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**.53**

27. The Old Rd & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	450	.16*	580	.20*
NBT	3	4800	610	.13	540	.11
NBR	1	1600	170	.11	150	.09
SBL	2	2880	50	.02	220	.08
SBT	3	4800	160	.03*	260	.05*
SBR	1	1600	80	.05	110	.07
EBL	2	2880	400	.14*	130	.05*
EBT	4	6400	1690	.26	1170	.18
EBR	1	1600	630	.39	350	.22
WBL	2	2880	40	.01	320	.11
WBT	3	4800	1780	.37*	1470	.31*
WBR	f		60		480	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.71**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	450	.16*	580	.20*
NBT	3	4800	690	.14	600	.13
NBR	1	1600	210	.13	160	.10
SBL	2	2880	50	.02	290	.10
SBT	3	4800	160	.03*	340	.07*
SBR	1	1600	120	.08	110	.07
EBL	2	2880	410	.14*	130	.05*
EBT	4	6400	1690	.26	1250	.20
EBR	1	1600	630	.39	370	.23
WBL	2	2880	40	.01	320	.11
WBT	3	4800	1850	.39*	1470	.31*
WBR	f		110		610	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.82**		**.73**

27. Old Road & Valencia

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17*	520	.18*
NBT	3	4800	710	.15	520	.11
NBR	1	1600	160	.10	290	.18
SBL	2	2880	50	.02	240	.08
SBT	3	4800	160	.03*	540	.11*
SBR	1	1600	70	.04	120	.08
EBL	2	2880	420	.15*	180	.06*
EBT	4	6400	1710	.27	1240	.19
EBR	1	1600	650	.41	460	.29
WBL	2	2880	40	.01	440	.15
WBT	3	4800	1830	.38*	1510	.31*
WBR	f		60		460	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .76

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	560	.19*	460	.16*
NBT	3	4800	780	.16	610	.13
NBR	1	1600	170	.11	290	.18
SBL	2	2880	40	.01	280	.10
SBT	3	4800	150	.03*	540	.11*
SBR	1	1600	100	.06	150	.09
EBL	2	2880	400	.14*	190	.07*
EBT	4	6400	1700	.27	1230	.19
EBR	1	1600	670	.42	490	.31
WBL	2	2880	40	.01	400	.14
WBT	3	4800	1890	.39*	1550	.32*
WBR	f		90		520	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 .76

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17*	470	.16*
NBT	3	4800	690	.14	520	.11
NBR	1	1600	190	.12	260	.16
SBL	2	2880	50	.02	240	.08
SBT	3	4800	160	.03*	490	.10*
SBR	1	1600	70	.04	150	.09
EBL	2	2880	420	.15*	190	.07*
EBT	4	6400	1710	.27	1080	.17
EBR	1	1600	640	.40	440	.28
WBL	2	2880	40	.01	410	.14
WBT	3	4800	1750	.36*	1360	.28*
WBR	f		60		450	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .81 .71

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17*	470	.16*
NBT	3	4800	760	.16	620	.13
NBR	1	1600	130	.08	190	.12
SBL	2	2880	40	.01	280	.10
SBT	3	4800	150	.03*	510	.11*
SBR	1	1600	110	.07	170	.11
EBL	2	2880	400	.14*	190	.07*
EBT	4	6400	1690	.26	1120	.18
EBR	1	1600	640	.40	470	.29
WBL	2	2880	40	.01	420	.15
WBT	3	4800	1690	.35*	1310	.27*
WBR	f		100		530	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .71

28. Old Road & Stevenson Ranch

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	65	.04*	213	.13*
NBT	3	4800	294	.06	338	.07
NBR	1	1600	143	.09	453	.28
SBL	1	1600	50	.03	75	.05
SBT	2	3200	252	.08*	570	.18*
SBR	1	1600	304	.19	392	.25
EBL	2	2880	677	.24*	226	.08
EBT	3	4800	740	.15	408	.09*
EBR	1	1600	141	.09	123	.08
WBL	2	2880	269	.09	609	.21*
WBT	2	3200	220	.09*	531	.18
WBR	0	0	60		44	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.71**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	65	.04*	213	.13*
NBT	3	4800	332	.07	394	.08
NBR	1	1600	143	.09	453	.28
SBL	1	1600	50	.03	75	.05
SBT	2	3200	252	.08*	629	.20*
SBR	1	1600	316	.20	439	.27
EBL	2	2880	712	.25*	252	.09
EBT	3	4800	740	.15	408	.09*
EBR	1	1600	141	.09	123	.08
WBL	2	2880	279	.10	609	.21*
WBT	2	3200	220	.10*	531	.19
WBR	0	0	113		80	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.57**		**.73**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	81	.05*	264	.17*
NBT	3	4800	365	.08	419	.09
NBR	1	1600	177	.11	562	.35
SBL	1	1600	62	.04	93	.06
SBT	2	3200	312	.10*	707	.22*
SBR	1	1600	377	.24	486	.30
EBL	2	2880	839	.29*	280	.10
EBT	3	4800	918	.19	506	.11*
EBR	1	1600	175	.11	153	.10
WBL	2	2880	334	.12	755	.26*
WBT	2	3200	273	.11*	658	.22
WBR	0	0	74		55	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.65**		**.86**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	81	.05*	264	.17*
NBT	3	4800	396	.08	466	.10
NBR	1	1600	177	.11	562	.35
SBL	1	1600	62	.04	93	.06
SBT	2	3200	312	.10*	755	.24*
SBR	1	1600	388	.24	517	.32
EBL	2	2880	866	.30*	300	.10
EBT	3	4800	918	.19	506	.11*
EBR	1	1600	175	.11	153	.10
WBL	2	2880	343	.12	755	.26*
WBT	2	3200	273	.12*	658	.23
WBR	0	0	119		91	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.67**		**.88**

28. Old Road & Stevenson Ranch

Existing + Ambient (2024) + Proj + Mit

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	81	.05*	264	.17*
NBT	3	4800	396	.08	466	.10
NBR	1	1600	177	.11	562	.35
SBL	1	1600	62	.04	93	.06
SBT	3	4800	312	.07*	755	.16*
SBR	1	1600	388	.24	517	.32
EBL	2	2880	866	.30*	300	.10
EBT	3	4800	918	.19	506	.11*
EBR	1	1600	175	.11	153	.10
WBL	2	2880	343	.12	755	.26*
WBT	2	3200	273	.12*	658	.23
WBR	0	0	119		91	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.64**		**.86**

28. The Old Rd & Stevenson Ranch

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	530	.11*	540	.11
NBR	1	1600	90	.06	450	.28
SBL	1	1600	250	.16*	160	.10
SBT	2	3200	260	.08	870	.27*
SBR	1	1600	270	.17	230	.14
EBL	2	2880	760	.26*	130	.05*
EBT	3	4800	570	.12	500	.10
EBR	1	1600	180	.11	130	.08
WBL	2	2880	280	.10	740	.26
WBT	2	3200	530	.21*	970	.42*
WBR	0	0	140		380	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .95

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	190	.12*
NBT	3	4800	560	.12*	560	.12
NBR	1	1600	80	.05	450	.28
SBL	1	1600	250	.16*	160	.10
SBT	3	4800	270	.06	930	.19*
SBR	1	1600	260	.16	220	.14
EBL	2	2880	800	.28*	140	.05*
EBT	3	4800	570	.12	490	.10
EBR	1	1600	170	.11	120	.08
WBL	2	2880	280	.10	740	.26
WBT	2	3200	570	.23*	1010	.44*
WBR	0	0	180		410	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 .90

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	190	.12*
NBT	3	4800	560	.12*	560	.12
NBR	1	1600	80	.05	450	.28
SBL	1	1600	250	.16*	160	.10
SBT	3	4800	270	.06	930	.19*
SBR	1	1600	260	.16	220	.14
EBL	2	2880	800	.28*	140	.05*
EBT	3	4800	570	.12	490	.10
EBR	1	1600	170	.11	120	.08
WBL	2	2880	280	.10	740	.26
WBT	2	3200	570	.18*	1010	.32*
WBR	1	1600	180	.11	410	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .78

28. Old Road & Stevenson Ranch

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	590	.12*	510	.11
NBR	1	1600	90	.06	410	.26
SBL	1	1600	260	.16*	210	.13
SBT	3	4800	270	.06	1090	.23*
SBR	1	1600	260	.16	410	.26
EBL	2	2880	790	.27*	210	.07*
EBT	3	4800	610	.13	420	.09
EBR	1	1600	160	.10	100	.06
WBL	2	2880	280	.10	640	.22
WBT	2	3200	550	.17*	840	.26*
WBR	1	1600	190	.12	350	.22
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.82**		**.77**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	630	.13*	550	.11
NBR	1	1600	90	.06	450	.28
SBL	1	1600	260	.16*	200	.13
SBT	3	4800	270	.06	1100	.23*
SBR	1	1600	280	.18	420	.26
EBL	2	2880	820	.28*	230	.08*
EBT	3	4800	590	.12	410	.09
EBR	1	1600	160	.10	100	.06
WBL	2	2880	290	.10	700	.24
WBT	2	3200	530	.17*	820	.26*
WBR	1	1600	260	.16	320	.20
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**.78**

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	580	.12*	520	.11
NBR	1	1600	90	.06	450	.28
SBL	1	1600	260	.16*	190	.12
SBT	3	4800	270	.06	1070	.22*
SBR	1	1600	260	.16	350	.22
EBL	2	2880	800	.28*	210	.07*
EBT	3	4800	590	.12	420	.09
EBR	1	1600	160	.10	130	.08
WBL	2	2880	280	.10	650	.23
WBT	2	3200	550	.17*	860	.27*
WBR	1	1600	190	.12	270	.17
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.83**		**.77**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	190	.12*
NBT	3	4800	620	.13*	550	.11
NBR	1	1600	90	.06	440	.28
SBL	1	1600	240	.15*	190	.12
SBT	3	4800	270	.06	1080	.23*
SBR	1	1600	280	.18	410	.26
EBL	2	2880	760	.26*	170	.06
EBT	3	4800	630	.13	460	.10*
EBR	1	1600	160	.10	120	.08
WBL	2	2880	290	.10	710	.25*
WBT	2	3200	530	.17*	810	.25
WBR	1	1600	200	.13	300	.19
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.80**

29. Old Road & Pico Canyon

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	32	.02	133	.08
NBT	2	3200	169	.07*	200	.08*
NBR	0	0	46		62	
SBL	2	2880	219	.08*	546	.19*
SBT	2	3200	138	.05	291	.10
SBR	0	0	18		20	
EBL	1	1600	37	.02	44	.03*
EBT	2	3200	670	.21*	281	.09
EBR	1	1600	78	.05	94	.06
WBL	1	1600	11	.01*	48	.03
WBT	2	3200	314	.10	635	.20*
WBR	f		228		530	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.47**		**.60**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	32	.02	133	.08
NBT	2	3200	179	.07*	221	.09*
NBR	0	0	46		62	
SBL	2	2880	219	.08*	546	.19*
SBT	2	3200	138	.05	291	.10
SBR	0	0	18		42	
EBL	1	1600	53	.03	44	.03*
EBT	2	3200	670	.21*	281	.09
EBR	1	1600	78	.05	94	.06
WBL	1	1600	11	.01*	48	.03
WBT	2	3200	327	.10	635	.20*
WBR	f		228		530	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.47**		**.61**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	165	.10
NBT	2	3200	210	.08*	248	.10*
NBR	0	0	57		77	
SBL	2	2880	272	.09*	677	.24*
SBT	2	3200	171	.06	361	.12
SBR	0	0	22		25	
EBL	1	1600	46	.03	55	.03*
EBT	2	3200	831	.26*	348	.11
EBR	1	1600	97	.06	117	.07
WBL	1	1600	14	.01*	60	.04
WBT	2	3200	389	.12	787	.25*
WBR	f		283		657	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.54**		**.72**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	165	.10
NBT	2	3200	218	.09*	269	.11*
NBR	0	0	57		77	
SBL	2	2880	272	.09*	677	.24*
SBT	2	3200	171	.06	367	.13
SBR	0	0	22		40	
EBL	1	1600	57	.04	55	.03*
EBT	2	3200	831	.26*	348	.11
EBR	1	1600	97	.06	117	.07
WBL	1	1600	14	.01*	60	.04
WBT	2	3200	397	.12	787	.25*
WBR	f		286		657	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.73**

29. The Old Rd & Pico Canyon

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	150	.09*
NBT	2	3200	210	.08*	220	.07
NBR	0	0	40		10	
SBL	2	2880	230	.08*	540	.19
SBT	2	3200	150	.05	280	.18*
SBR	0	0	10		310	.19
EBL	1	1600	110	.07	70	.04*
EBT	2	3200	1450	.45*	670	.21
EBR	1	1600	110	.07	240	.15
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1020	.32	1030	.32*
WBR	f		260		410	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.73**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	150	.09*
NBT	2	3200	220	.08*	230	.08
NBR	0	0	40		10	
SBL	2	2880	220	.08*	550	.19
SBT	2	3200	150	.05	280	.18*
SBR	0	0	10		310	.19
EBL	1	1600	120	.08	70	.04*
EBT	2	3200	1450	.45*	680	.21
EBR	1	1600	110	.07	240	.15
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1050	.33	1020	.32*
WBR	f		260		400	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.73**

29. Old Road & Pico Canyon

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	160	.10*
NBT	2	3200	240	.09*	220	.07
NBR	0	0	40		10	
SBL	2	2880	210	.07*	590	.20
SBT	2	3200	150	.05	370	.22*
SBR	0	0	10		330	
EBL	1	1600	120	.08	70	.04*
EBT	2	3200	1420	.44*	700	.22
EBR	1	1600	110	.07	350	.22
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1110	.35	1090	.34*
WBR	f		270		390	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .80

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	150	.09
NBT	2	3200	260	.09*	250	.08*
NBR	0	0	40		10	
SBL	2	2880	210	.07*	640	.22*
SBT	2	3200	150	.05	280	.18
SBR	0	0	10		320	.20
EBL	1	1600	130	.08	70	.04*
EBT	2	3200	1420	.44*	480	.15
EBR	1	1600	120	.08	230	.14
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1110	.35	900	.28*
WBR	f		270		390	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .72

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	160	.10*
NBT	2	3200	240	.09*	220	.07
NBR	0	0	40		10	
SBL	2	2880	210	.07*	540	.19
SBT	2	3200	150	.05	360	.21*
SBR	0	0	10		310	
EBL	1	1600	120	.08*	70	.04*
EBT	2	3200	1450	.45	930	.29
EBR	1	1600	120	.08	390	.24
WBL	1	1600	10	.01	40	.03
WBT	2	3200	1350	.42*	1440	.45*
WBR	f		270		390	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .90

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	150	.09
NBT	2	3200	250	.09*	230	.08*
NBR	0	0	40		10	
SBL	2	2880	210	.07*	650	.23*
SBT	2	3200	150	.05	270	.17
SBR	0	0	10		320	.20
EBL	1	1600	130	.08*	70	.04*
EBT	2	3200	1470	.46	710	.22
EBR	1	1600	130	.08	240	.15
WBL	1	1600	10	.01	40	.03
WBT	2	3200	1420	.44*	1170	.37*
WBR	f		270		390	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 .82

30. Ave Stanford & Rye Canyon

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	89	.03*	433	.12*
NBT	1	1750	39	.03	40	.03
NBR	0	0	12		16	
SBL	1	1750	15	.01	92	.05
SBT	1	1750	27	.02*	83	.05*
SBR	1	1750	31	.02	312	.18
EBL	1	1750	214	.12*	39	.02
EBT	3	5250	725	.21	1095	.23*
EBR	0	0	453	.26	129	
WBL	1	1750	22	.01	18	.01*
WBT	3	5250	1151	.24*	1088	.21
WBR	0	0	99		24	
Right Turn Adjustment					SBR	.11*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.51**		**.62**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	126	.04*	541	.15*
NBT	1	1750	39	.03	40	.03
NBR	0	0	12		16	
SBL	1	1750	15	.01	92	.05
SBT	1	1750	27	.02*	83	.05*
SBR	1	1750	31	.02	317	.18
EBL	1	1750	220	.13*	39	.02
EBT	3	5250	826	.24	1264	.28*
EBR	0	0	504	.29	196	
WBL	1	1750	22	.01	18	.01*
WBT	3	5250	1250	.26*	1305	.25
WBR	0	0	99		24	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.69**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	220	.06	320	.09*
NBT	1	1750	50	.09*	130	.08
NBR	0	0	100		10	
SBL	1	1750	30	.02*	100	.06
SBT	1	1750	70	.04	100	.06*
SBR	1	1750	40	.02	300	.17
EBL	1	1750	230	.13*	60	.03*
EBT	3	5250	960	.27	2080	.44
EBR	0	0	520	.30	210	
WBL	1	1750	20	.01	30	.02
WBT	3	5250	1280	.26*	2380	.46*
WBR	0	0	90		60	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.60**		**.83**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07	320	.09*
NBT	1	1750	50	.10*	130	.08
NBR	0	0	130		10	
SBL	1	1750	30	.02*	100	.06
SBT	1	1750	70	.04	100	.06*
SBR	1	1750	40	.02	310	.18
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2110	.44
EBR	0	0	530	.30	210	
WBL	1	1750	10	.01	20	.01
WBT	3	5250	1450	.29*	2420	.47*
WBR	0	0	90		60	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.65**		**.85**

30. Ave Stanford & Rye Canyon

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07	320	.09*
NBT	1	1750	50	.10*	130	.08
NBR	0	0	130		10	
SBL	1	1750	30	.02*	100	.06
SBT	1	1750	70	.04	100	.06*
SBR	1	1750	40	.02	310	.18
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2110	.44
EBR	0	0	530	.30	210	
WBL	1	1750	10	.01	20	.01
WBT	3	5250	1450	.29*	2420	.47*
WBR	0	0	90		60	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .84

30. Ave Stanford & Rye Canyon

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07	260	.07
NBT	1	1750	50	.10*	140	.09*
NBR	0	0	130		10	
SBL	1	1750	30	.02*	120	.07*
SBT	1	1750	70	.04	120	.07
SBR	1	1750	40	.02	280	.16
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2200	.46
EBR	0	0	530	.30	200	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1420	.29*	2370	.46*
WBR	0	0	90		70	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .79

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	260	.07*	300	.09*
NBT	1	1750	60	.07	140	.09
NBR	0	0	70		10	
SBL	1	1750	30	.02	100	.06
SBT	1	1750	70	.04*	110	.06*
SBR	1	1750	40	.02	300	.17
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2300	.48
EBR	0	0	550	.31	240	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1500	.30*	2440	.48*
WBR	0	0	80		60	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .84

30. Ave Stanford & Rye Canyon

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	250	.07	260	.07
NBT	1	1750	50	.09*	140	.09*
NBR	0	0	100		10	
SBL	1	1750	30	.02*	120	.07*
SBT	1	1750	70	.04	120	.07
SBR	1	1750	40	.02	280	.16
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1040	.30	2200	.46
EBR	0	0	530	.30	210	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1400	.28*	2370	.46*
WBR	0	0	90		70	
Right Turn Adjustment					SBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .63 .79

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	260	.07*	300	.09*
NBT	1	1750	50	.07	140	.09
NBR	0	0	80		10	
SBL	1	1750	30	.02	100	.06
SBT	1	1750	70	.04*	110	.06*
SBR	1	1750	40	.02	300	.17
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1040	.30	2290	.48
EBR	0	0	550	.31	230	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1500	.30*	2440	.48*
WBR	0	0	80		60	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .84

32. Ave Scott & Rye Canyon

Cumulative (2034) wo Project wo Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	10	.00	360	.10*
NBT	1	1750	10	.01	10	.01
NBR	1	1750	60	.03	100	.06
SBL	0	0	0		20	
SBT	1	1750	10	.01*	10	.02*
SBR	0	0	10		10	
EBL	1	1750	10	.01*	10	.01
EBT	3	5250	720	.17	2020	.40*
EBR	0	0	180		90	
WBL	1	1750	170	.10	10	.01*
WBT	3	5250	1560	.30*	1690	.32
WBR	0	0	10		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.42**		**.63**

Cumulative (2034) w Project wo Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	40	.01*	340	.10*
NBT	1	1750	10	.01	10	.01
NBR	1	1750	80	.05	90	.05
SBL	0	0	0		20	
SBT	1	1750	10	.01*	10	.02*
SBR	0	0	10		10	
EBL	1	1750	10	.01*	10	.01
EBT	3	5250	700	.17	2080	.41*
EBR	0	0	190		80	
WBL	1	1750	150	.09	10	.01*
WBT	3	5250	1650	.32*	1720	.33
WBR	0	0	10		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.64**

33. Rye/Copper & Newhall Ranch

Existing Counts (2011/2012)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	51	.01*	169	.05
NBT	3	5250	354	.07	982	.19*
NBR	f		52		268	
SBL	2	3500	149	.04	327	.09*
SBT	3	5250	1396	.27*	539	.10
SBR	f		624		228	
EBL	2	3500	474	.14*	893	.26*
EBT	4	7000	509	.07	1064	.15
EBR	1	1750	90	.05	50	.03
WBL	2	3500	329	.09	219	.06
WBT	4	7000	1024	.15*	682	.10*
WBR	f		205		118	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.67**		**.74**

Existing + Project

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	53	.02*	189	.05
NBT	3	5250	410	.08	1106	.21*
NBR	f		52		268	
SBL	2	3500	149	.04	327	.09*
SBT	3	5250	1477	.28*	612	.12
SBR	f		624		228	
EBL	2	3500	474	.14*	893	.26*
EBT	4	7000	509	.07	1064	.15
EBR	1	1750	99	.06	88	.05
WBL	2	3500	329	.09	268	.08
WBT	4	7000	1024	.15*	682	.10*
WBR	f		205		118	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.76**

Cumulative (2024) without Project

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	70	.02*	370	.11
NBT	3	5250	350	.07	1330	.25*
NBR	f		40		140	
SBL	2	3500	50	.01	60	.02*
SBT	3	5250	1300	.25*	710	.14
SBR	f		940		490	
EBL	2	3500	760	.22*	1000	.29
EBT	4	7000	710	.10	2290	.33*
EBR	1	1750	170	.10	290	.17
WBL	2	3500	500	.14	550	.16*
WBT	4	7000	1120	.16*	940	.13
WBR	f		260		340	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.86**

Cumulative (2024) + Project

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	70	.02*	380	.11
NBT	3	5250	410	.08	1330	.25*
NBR	f		40		140	
SBL	2	3500	50	.01	60	.02*
SBT	3	5250	1380	.26*	740	.14
SBR	f		940		490	
EBL	2	3500	790	.23*	1070	.31
EBT	4	7000	710	.10	2330	.33*
EBR	1	1750	170	.10	330	.19
WBL	2	3500	540	.15	550	.16*
WBT	4	7000	1110	.16*	990	.14
WBR	f		280		340	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.77**		**.86**

33. Rye/Copper & Newhall Ranch

Cumulative (2034) wo Project wo Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	80	.02*	400	.11
NBT	3	5250	410	.08	1420	.27*
NBR	f		50		80	
SBL	2	3500	100	.03	50	.01*
SBT	3	5250	1310	.25*	750	.14
SBR	f		1090		550	
EBL	2	3500	800	.23*	1100	.31
EBT	4	7000	650	.09	2760	.39*
EBR	1	1750	160	.09	340	.19
WBL	2	3500	580	.17	520	.15*
WBT	4	7000	1400	.20*	1000	.14
WBR	f		260		320	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .92

Cumulative (2034) w Project wo Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	70	.02*	430	.12
NBT	3	5250	420	.08	1430	.27*
NBR	f		40		120	
SBL	2	3500	90	.03	30	.01*
SBT	3	5250	1370	.26*	720	.14
SBR	f		1060		540	
EBL	2	3500	810	.23*	1120	.32
EBT	4	7000	680	.10	2590	.37*
EBR	1	1750	180	.10	390	.22
WBL	2	3500	570	.16	510	.15*
WBT	4	7000	1380	.20*	1100	.16
WBR	f		270		260	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .81 .90

Cumulative (2034) wo Project w Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	80	.02*	410	.12
NBT	3	5250	410	.08	1420	.27*
NBR	f		50		80	
SBL	2	3500	100	.03	50	.01*
SBT	3	5250	1310	.25*	750	.14
SBR	f		1090		550	
EBL	2	3500	800	.23*	1100	.31
EBT	4	7000	630	.09	2750	.39*
EBR	1	1750	160	.09	340	.19
WBL	2	3500	560	.16	520	.15*
WBT	4	7000	1400	.20*	1000	.14
WBR	f		270		320	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .92

Cumulative (2034) w Project w Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	3500	70	.02*	430	.12
NBT	3	5250	420	.08	1450	.28*
NBR	f		40		110	
SBL	2	3500	90	.03	30	.01*
SBT	3	5250	1370	.26*	720	.14
SBR	f		1060		540	
EBL	2	3500	810	.23*	1090	.31
EBT	4	7000	660	.09	2630	.38*
EBR	1	1750	180	.10	410	.23
WBL	2	3500	560	.16	520	.15*
WBT	4	7000	1380	.20*	1080	.15
WBR	f		260		270	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .81 .92

35. Copper Hill & Decoro (County Methodology)

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	574	.12	1668	.35*
NBR	1	1600	157	.10	348	.22
SBL	1	1600	310	.19	51	.03*
SBT	3	4800	1604	.33*	672	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	307	.11*	162	.06*
WBT	0	0	0		0	
WBR	1	1600	239	.15	53	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.54**		**.54**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	598	.12	1767	.37*
NBR	1	1600	157	.10	349	.22
SBL	1	1600	310	.19	51	.03*
SBT	3	4800	1671	.35*	723	.15
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	309	.11*	162	.06*
WBT	0	0	0		0	
WBR	1	1600	239	.15	53	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.56**		**.56**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	712	.15	2068	.43*
NBR	1	1600	195	.12	432	.27
SBL	1	1600	384	.24	63	.04*
SBT	3	4800	1989	.41*	833	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	381	.13*	201	.07*
WBT	0	0	0		0	
WBR	1	1600	296	.19	66	.04
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.64**		**.64**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	736	.15	2137	.45*
NBR	1	1600	196	.12	432	.27
SBL	1	1600	384	.24	63	.04*
SBT	3	4800	2050	.43*	871	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	384	.13*	201	.07*
WBT	0	0	0		0	
WBR	1	1600	296	.19	66	.04
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.66**		**.66**

35. Copper Hill & Decoro (County Methodology)

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	890	.19*	2500	.52*
NBR	1	1600	180	.11	70	.04
SBL	1	1600	530	.33*	100	.06*
SBT	3	4800	1710	.36	1150	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	410	.14*	150	.05*
WBT	0	0	0		0	
WBR	1	1600	270	.17	110	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.76**		**.73**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	930	.19*	2530	.53*
NBR	1	1600	190	.12	70	.04
SBL	1	1600	560	.35*	100	.06*
SBT	3	4800	1700	.35	1170	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	420	.15*	150	.05*
WBT	0	0	0		0	
WBR	1	1600	270	.17	120	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.74**

35. Copper Hill & Decoro (City Methodology)

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	574	.11	1668	.32*
NBR	1	1750	157	.09	348	.20
SBL	1	1750	310	.18	51	.03*
SBT	3	5250	1604	.31*	672	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	307	.09*	162	.05*
WBT	0	0	0		0	
WBR	1	1750	239	.14	53	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.50**		**.50**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	598	.11	1767	.34*
NBR	1	1750	157	.09	349	.20
SBL	1	1750	310	.18	51	.03*
SBT	3	5250	1671	.32*	723	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	309	.09*	162	.05*
WBT	0	0	0		0	
WBR	1	1750	239	.14	53	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.51**		**.52**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	890	.17*	2500	.48*
NBR	1	1750	180	.10	70	.04
SBL	1	1750	530	.30*	100	.06*
SBT	3	5250	1710	.33	1150	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	410	.12*	150	.04*
WBT	0	0	0		0	
WBR	1	1750	270	.15	110	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.68**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	930	.18*	2530	.48*
NBR	1	1750	190	.11	70	.04
SBL	1	1750	560	.32*	100	.06*
SBT	3	5250	1700	.32	1170	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	420	.12*	150	.04*
WBT	0	0	0		0	
WBR	1	1750	270	.15	120	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.68**

35. Copper Hill & Decoro (City Methodology)

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	910	.17*	2660	.51*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	170	.10*
SBT	3	5250	1780	.34	1120	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	460	.13*	170	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	160	.09
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .70 .76

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	930	.18*	2680	.51*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	180	.10*
SBT	3	5250	1780	.34	1130	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	480	.14*	180	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	130	.07
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 .76

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	920	.18*	2650	.50*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	170	.10*
SBT	3	5250	1760	.34	1120	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	480	.14*	170	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	170	.10
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 .75

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	920	.18*	2660	.51*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	180	.10*
SBT	3	5250	1800	.34	1130	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	460	.13*	180	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	130	.07
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .76

35. Copper Hill & Decoro (County Methodology)

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	910	.19*	2660	.55*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	170	.11*
SBT	3	4800	1780	.37	1120	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	460	.16*	170	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	160	.10
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 .82

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	930	.19*	2680	.56*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	180	.11*
SBT	3	4800	1780	.37	1130	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	480	.17*	180	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	130	.08
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .83

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	920	.19*	2650	.55*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	170	.11*
SBT	3	4800	1760	.37	1120	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	480	.17*	170	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	170	.11
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .82

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	920	.19*	2660	.55*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	180	.11*
SBT	3	4800	1800	.38	1130	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	460	.16*	180	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	130	.08
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 .82

36. Tourney & Valencia

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	39	.01*	213	.06*
SBT	0	0	0		0	
SBR	1	1750	46	.03	269	.15
EBL	2	3500	303	.09*	110	.03*
EBT	4	7000	1456	.21	1385	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	1346	.23*	1305	.20*
WBR	0	0	238		88	
Right Turn Adjustment					SBR	.07*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .43 .46

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	39	.01*	213	.06*
SBT	0	0	0		0	
SBR	1	1750	46	.03	274	.16
EBL	2	3500	307	.09*	112	.03*
EBT	4	7000	1498	.21	1432	.20
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	1386	.23*	1380	.21*
WBR	0	0	238		88	
Right Turn Adjustment					SBR	.08*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .43 .48

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	30	.01*	160	.05*
SBT	0	0	0		0	
SBR	1	1750	40	.02	340	.19
EBL	2	3500	330	.09*	100	.03*
EBT	4	7000	2430	.35	2300	.33
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2630	.39*	2690	.39*
WBR	0	0	120		50	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .59 .69

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	170	.05*
SBT	0	0	0		0	
SBR	1	1750	40	.02	350	.20
EBL	2	3500	330	.09*	120	.03*
EBT	4	7000	2530	.36	2350	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2750	.41*	2750	.40*
WBR	0	0	130		50	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .61 .71

36. Tourney & Valencia

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	200	.06*
SBT	0	0	0		0	
SBR	1	1750	40	.02	360	.21
EBL	2	3500	340	.10*	120	.03*
EBT	4	7000	2610	.37	2180	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2740	.41*	2940	.43*
WBR	0	0	130		40	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.75**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	180	.05*
SBT	0	0	0		0	
SBR	1	1750	30	.02	360	.21
EBL	2	3500	340	.10*	100	.03*
EBT	4	7000	2600	.37	1960	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2760	.41*	2910	.42*
WBR	0	0	140		50	
Right Turn Adjustment					SBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.74**

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	200	.06*
SBT	0	0	0		0	
SBR	1	1750	40	.02	360	.21
EBL	2	3500	340	.10*	120	.03*
EBT	4	7000	2700	.39	2220	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2720	.41*	2980	.43*
WBR	0	0	130		40	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.75**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	170	.05*
SBT	0	0	0		0	
SBR	1	1750	30	.02	360	.21
EBL	2	3500	340	.10*	100	.03*
EBT	4	7000	2680	.38	2060	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2800	.42*	2980	.43*
WBR	0	0	130		50	
Right Turn Adjustment					SBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.63**		**.75**

37. Tourney & Magic Mountain

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	117	.03*	181	.05*
NBT	0	0	0		0	
NBR	1	1750	69	.04	304	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	672	.13*	1074	.20*
EBR	1	1750	276	.16	370	.21
WBL	1	1750	442	.25*	141	.08*
WBT	3	5250	821	.16	703	.13
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.01*	NBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.52**		**.49**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	124	.04*	214	.06*
NBT	0	0	0		0	
NBR	1	1750	69	.04	304	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	832	.16*	1461	.28*
EBR	1	1750	293	.17	390	.22
WBL	1	1750	442	.25*	141	.08*
WBT	3	5250	1039	.20	906	.17
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.05*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.57**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	110	.03*	210	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2060	.39*	1890	.36*
EBR	1	1750	240	.14	380	.22
WBL	1	1750	390	.22*	120	.07*
WBT	3	5250	1430	.27	1270	.24
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.74**		**.59**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	110	.03*	210	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2080	.40*	1990	.38*
EBR	1	1750	260	.15	380	.22
WBL	1	1750	390	.22*	130	.07*
WBT	3	5250	1480	.28	1430	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.61**

37. Tourney & Magic Mountain

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	120	.03*	220	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	190	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2230	.42*	1780	.34*
EBR	1	1750	240	.14	370	.21
WBL	1	1750	410	.23*	160	.09*
WBT	3	5250	1450	.28	1430	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 .59

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	130	.04*	230	.07*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2300	.44*	2120	.40*
EBR	1	1750	240	.14	410	.23
WBL	1	1750	390	.22*	160	.09*
WBT	3	5250	1560	.30	1570	.30
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .66

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	120	.03*	210	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	190	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2250	.43*	1770	.34*
EBR	1	1750	240	.14	380	.22
WBL	1	1750	400	.23*	160	.09*
WBT	3	5250	1460	.28	1410	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .59

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	130	.04*	220	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2310	.44*	2030	.39*
EBR	1	1750	240	.14	420	.24
WBL	1	1750	390	.22*	170	.10*
WBT	3	5250	1570	.30	1540	.29
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .65

44. McBean & Valencia

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	239	.07*	173	.05
NBT	3	5250	775	.15	1036	.20*
NBR	2	3500	263	.08	551	.16
SBL	2	3500	106	.03	286	.08*
SBT	3	5250	702	.13*	1025	.20
SBR	2	3500	687	.20	661	.19
EBL	2	3500	474	.14*	494	.14
EBT	3	5250	700	.13	1281	.24*
EBR	1	1750	106	.06	208	.12
WBL	2	3500	350	.10	515	.15*
WBT	3	5250	1089	.21*	980	.19
WBR	1	1750	47	.03	209	.12
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .77

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	258	.07*	177	.05
NBT	3	5250	775	.15	1043	.20*
NBR	2	3500	263	.08	551	.16
SBL	2	3500	108	.03	296	.08*
SBT	3	5250	706	.13*	1048	.20
SBR	2	3500	687	.20	661	.19
EBL	2	3500	474	.14*	494	.14
EBT	3	5250	700	.13	1281	.24*
EBR	1	1750	106	.06	208	.12
WBL	2	3500	350	.10	515	.15*
WBT	3	5250	1091	.21*	990	.19
WBR	1	1750	47	.03	209	.12
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .77

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	340	.10*	200	.06
NBT	3	5250	890	.17	1310	.25*
NBR	2	3500	190	.05	410	.12
SBL	2	3500	180	.05	280	.08*
SBT	3	5250	740	.14*	1010	.19
SBR	2	3500	1160	.33	1160	.33
EBL	2	3500	560	.16*	1140	.33*
EBT	3	5250	1080	.21	1350	.26
EBR	1	1750	120	.07	230	.13
WBL	2	3500	220	.06	600	.17
WBT	3	5250	1660	.32*	1330	.25*
WBR	1	1750	70	.04	300	.17
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .85 1.01

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	870	.17	1320	.25*
NBR	2	3500	200	.06	400	.11
SBL	2	3500	170	.05	280	.08*
SBT	3	5250	750	.14*	1010	.19
SBR	2	3500	1160	.33	1390	.40
EBL	2	3500	660	.19*	1160	.33*
EBT	3	5250	1140	.22	1340	.26
EBR	1	1750	110	.06	260	.15
WBL	2	3500	230	.07	590	.17
WBT	3	5250	1700	.32*	1330	.25*
WBR	1	1750	60	.03	290	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .86 1.01

44. McBean & Valencia

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	200	.06
NBT	3	5250	900	.17	1420	.27*
NBR	2	3500	210	.06	400	.11
SBL	2	3500	190	.05	280	.08*
SBT	3	5250	760	.14*	1370	.26
SBR	2	3500	1170	.33	1210	.35
EBL	2	3500	860	.25*	1030	.29*
EBT	3	5250	1080	.21	1500	.29
EBR	1	1750	100	.06	230	.13
WBL	2	3500	240	.07	630	.18
WBT	3	5250	1790	.34*	1540	.29*
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .93 1.03

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	870	.17	1590	.30*
NBR	2	3500	200	.06	380	.11
SBL	2	3500	190	.05	270	.08*
SBT	3	5250	750	.14*	1250	.24
SBR	2	3500	1150	.33	1090	.31
EBL	2	3500	890	.25*	660	.19
EBT	3	5250	1050	.20	1570	.30*
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	690	.20*
WBT	3	5250	1820	.35*	1610	.31
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .95 .98

Cumulative w Project & Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	870	.17	1590	.30*
NBR	2	3500	200	.06	380	.11
SBL	2	3500	190	.05	270	.08*
SBT	3	5250	750	.14*	1250	.24
SBR	2	3500	1150	.33	1090	.31
EBL	2	3500	890	.25*	660	.19
EBT	3	5250	1050	.20	1570	.30*
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	690	.20*
WBT	4	7000	1820	.26*	1610	.23
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .86 .98

44. McBean & Valencia

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	350	.10*	200	.06
NBT	3	5250	910	.17	1400	.27*
NBR	2	3500	210	.06	370	.11
SBL	2	3500	190	.05	270	.08*
SBT	3	5250	770	.15*	1350	.26
SBR	2	3500	1180	.34	1230	.35
EBL	2	3500	840	.24*	1040	.30*
EBT	3	5250	1110	.21	1540	.29
EBR	1	1750	100	.06	230	.13
WBL	2	3500	240	.07	630	.18
WBT	3	5250	1770	.34*	1560	.30*
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .93 1.05

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	890	.17	1640	.31*
NBR	2	3500	200	.06	390	.11
SBL	2	3500	190	.05	280	.08*
SBT	3	5250	750	.14*	1270	.24
SBR	2	3500	1160	.33	1160	.33
EBL	2	3500	870	.25*	810	.23*
EBT	3	5250	1080	.21	1480	.28
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	660	.19
WBT	3	5250	1820	.35*	1580	.30*
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .95 1.02

Cumulative w Project & Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	890	.17	1640	.31*
NBR	2	3500	200	.06	390	.11
SBL	2	3500	190	.05	280	.08*
SBT	3	5250	750	.14*	1270	.24
SBR	2	3500	1160	.33	1160	.33
EBL	2	3500	870	.25*	810	.23
EBT	3	5250	1080	.21	1480	.28*
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	660	.19*
WBT	4	7000	1820	.26*	1580	.23
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .86 .96

45. McBean & Magic Mountain

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	49	.01*	113	.03
NBT	4	7000	1011	.14	1442	.21*
NBR	f		33		115	
SBL	2	3500	174	.05	254	.07*
SBT	4	7000	1403	.20*	1600	.23
SBR	f		580		332	
EBL	2	3500	243	.07*	546	.16*
EBT	2	3500	317	.09	436	.12
EBR	1	1750	18	.01	121	.07
WBL	2	3500	45	.01	173	.05
WBT	3	5250	432	.08*	349	.07*
WBR	1	1750	164	.09	375	.21
Right Turn Adjustment					WBR	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.46**		**.70**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	60	.02*	147	.04
NBT	4	7000	1011	.14	1442	.21*
NBR	f		33		115	
SBL	2	3500	174	.05	254	.07*
SBT	4	7000	1403	.20*	1600	.23
SBR	f		706		348	
EBL	2	3500	293	.08*	680	.19*
EBT	2	3500	390	.11	608	.17
EBR	1	1750	35	.02	163	.09
WBL	2	3500	45	.01	173	.05
WBT	3	5250	494	.09*	476	.09*
WBR	1	1750	164	.09	375	.21
Right Turn Adjustment					WBR	.07*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.49**		**.73**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	200	.06
NBT	4	7000	1230	.18	2750	.39*
NBR	f		10		140	
SBL	2	3500	200	.06	330	.09*
SBT	4	7000	2090	.30*	2010	.29
SBR	f		980		210	
EBL	2	3500	660	.19*	400	.11
EBT	2	3500	940	.27	1300	.37*
EBR	1	1750	30	.02	150	.09
WBL	2	3500	10	.00	160	.05*
WBT	3	5250	690	.13*	970	.18
WBR	1	1750	300	.17	330	.19
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**1.00**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	220	.06
NBT	4	7000	1280	.18	2760	.39*
NBR	f		10		150	
SBL	2	3500	210	.06	330	.09*
SBT	4	7000	2090	.30*	2050	.29
SBR	f		1010		270	
EBL	2	3500	660	.19*	450	.13
EBT	2	3500	970	.28	1330	.38*
EBR	1	1750	40	.02	150	.09
WBL	2	3500	10	.00	150	.04*
WBT	3	5250	710	.14*	1060	.20
WBR	1	1750	340	.19	330	.19
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.74**		**1.00**

45. McBean & Magic Mountain

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	90	.03
NBT	4	7000	1420	.20	2340	.33*
NBR	f		10		130	
SBL	2	3500	230	.07	400	.11*
SBT	4	7000	2100	.30*	1970	.28
SBR	f		920		190	
EBL	2	3500	670	.19*	430	.12*
EBT	2	3500	1070	.31	1120	.32
EBR	1	1750	40	.02	230	.13
WBL	2	3500	10	.00	150	.04
WBT	3	5250	770	.15*	1340	.26*
WBR	1	1750	180	.10	530	.30
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .92

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	180	.05
NBT	4	7000	1410	.20	2460	.35*
NBR	f		10		130	
SBL	2	3500	220	.06	110	.03*
SBT	4	7000	2080	.30*	2240	.32
SBR	f		990		240	
EBL	2	3500	700	.20*	470	.13
EBT	2	3500	1110	.32	1470	.42*
EBR	1	1750	40	.02	120	.07
WBL	2	3500	10	.00	150	.04*
WBT	3	5250	800	.15*	1310	.25
WBR	1	1750	170	.10	450	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .94

Cumulative w Project & Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	180	.05
NBT	4	7000	1410	.20	2460	.35*
NBR	f		10		130	
SBL	2	3500	220	.06	110	.03*
SBT	4	7000	2080	.30*	2240	.32
SBR	f		990		240	
EBL	2	3500	700	.20*	470	.13*
EBT	3	5250	1110	.21	1470	.28
EBR	1	1750	40	.02	120	.07
WBL	2	3500	10	.00	150	.04
WBT	3	5250	800	.15*	1310	.25*
WBR	1	1750	170	.10	450	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .86

45. McBean & Magic Mountain

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	90	.03
NBT	4	7000	1420	.20	2330	.33*
NBR	f		10		120	
SBL	2	3500	230	.07	400	.11*
SBT	4	7000	2120	.30*	1970	.28
SBR	f		920		190	
EBL	2	3500	700	.20*	430	.12*
EBT	2	3500	1060	.30	1110	.32
EBR	1	1750	40	.02	230	.13
WBL	2	3500	10	.00	150	.04
WBT	3	5250	790	.15*	1320	.25*
WBR	1	1750	180	.10	530	.30
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .91

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	190	.05
NBT	4	7000	1410	.20	2590	.37*
NBR	f		10		140	
SBL	2	3500	220	.06	130	.04*
SBT	4	7000	2090	.30*	2230	.32
SBR	f		990		230	
EBL	2	3500	710	.20*	390	.11
EBT	2	3500	1110	.32	1440	.41*
EBR	1	1750	40	.02	140	.08
WBL	2	3500	10	.00	150	.04*
WBT	3	5250	800	.15*	1270	.24
WBR	1	1750	170	.10	420	.24
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .96

Cumulative w Project & Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	190	.05
NBT	4	7000	1410	.20	2590	.37*
NBR	f		10		140	
SBL	2	3500	220	.06	130	.04*
SBT	4	7000	2090	.30*	2230	.32
SBR	f		990		230	
EBL	2	3500	710	.20*	390	.11*
EBT	3	5250	1110	.21	1440	.27
EBR	1	1750	40	.02	140	.08
WBL	2	3500	10	.00	150	.04
WBT	3	5250	800	.15*	1270	.24*
WBR	1	1750	170	.10	420	.24
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .86

48. McBean & Newhall Ranch

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	318	.09*	363	.10
NBT	3	5250	442	.08	1322	.25*
NBR	1	1750	237	.14	507	.29
SBL	2	3500	278	.08	220	.06*
SBT	4	7000	1435	.21*	855	.12
SBR	f		81		55	
EBL	2	3500	111	.03*	195	.06
EBT	4	7000	488	.07	1840	.26*
EBR	1	1750	188	.11	360	.21
WBL	2	3500	699	.20	417	.12*
WBT	3	5250	1661	.32*	781	.15
WBR	1	1750	83	.05	213	.12
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.79**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	318	.09*	363	.10
NBT	3	5250	454	.09	1349	.26*
NBR	1	1750	263	.15	604	.35
SBL	2	3500	278	.08	220	.06*
SBT	4	7000	1487	.21*	888	.13
SBR	f		81		55	
EBL	2	3500	111	.03*	195	.06
EBT	4	7000	488	.07	1840	.26*
EBR	1	1750	188	.11	360	.21
WBL	2	3500	764	.22	417	.12*
WBT	3	5250	1661	.32*	830	.16
WBR	1	1750	83	.05	213	.12
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.80**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	270	.08*	840	.24
NBT	3	5250	630	.12	1840	.35*
NBR	1	1750	270	.15	540	.31
SBL	2	3500	370	.11	190	.05*
SBT	4	7000	2300	.33*	1090	.16
SBR	f		180		80	
EBL	2	3500	120	.03*	450	.13
EBT	4	7000	640	.09	2000	.29*
EBR	1	1750	550	.31	690	.39
WBL	2	3500	580	.17	360	.10*
WBT	3	5250	1590	.30*	1270	.24
WBR	1	1750	80	.05	320	.18
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.93**		**.89**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	840	.24
NBT	3	5250	630	.12	1840	.35*
NBR	1	1750	290	.17	580	.33
SBL	2	3500	380	.11	180	.05*
SBT	4	7000	2300	.33*	1130	.16
SBR	f		180		80	
EBL	2	3500	120	.03*	440	.13
EBT	4	7000	640	.09	2000	.29*
EBR	1	1750	590	.34	700	.40
WBL	2	3500	550	.16	380	.11*
WBT	3	5250	1690	.32*	1270	.24
WBR	1	1750	80	.05	310	.18
Right Turn Adjustment			EBR	.10*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.95**		**.90**

48. McBean & Newhall Ranch

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	840	.24
NBT	3	5250	630	.12	1840	.35*
NBR	1	1750	290	.17	580	.33
SBL	2	3500	380	.11	180	.05*
SBT	4	7000	2300	.33*	1130	.16
SBR	f		180		80	
EBL	2	3500	120	.03*	440	.13
EBT	4	7000	640	.09	2000	.29*
EBR	1	1750	590	.34	700	.40
WBL	2	3500	550	.16	380	.11*
WBT	4	7000	1690	.24*	1270	.18
WBR	1	1750	80	.05	310	.18
Right Turn Adjustment			EBR	.16*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .93 .90

48. McBean & Newhall Ranch

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	550	.16*	600	.17
NBT	3	5250	690	.13	1610	.31*
NBR	1	1750	330	.19	520	.30
SBL	2	3500	410	.12	220	.06*
SBT	4	7000	2300	.33*	1200	.17
SBR	f		180		100	
EBL	2	3500	110	.03*	810	.23
EBT	4	7000	650	.09	2270	.32*
EBR	1	1750	470	.27	790	.45
WBL	2	3500	570	.16	380	.11*
WBT	4	7000	1950	.28*	1200	.17
WBR	1	1750	70	.04	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .90 .90

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	550	.16*	630	.18
NBT	3	5250	690	.13	1620	.31*
NBR	1	1750	340	.19	600	.34
SBL	2	3500	410	.12	290	.08*
SBT	4	7000	2340	.33*	1190	.17
SBR	f		150		90	
EBL	2	3500	120	.03*	550	.16
EBT	4	7000	620	.09	2090	.30*
EBR	1	1750	460	.26	790	.45
WBL	2	3500	620	.18	400	.11*
WBT	4	7000	1930	.28*	1210	.17
WBR	1	1750	70	.04	330	.19
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .90 .90

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	550	.16*	600	.17
NBT	3	5250	680	.13	1600	.30*
NBR	1	1750	350	.20	520	.30
SBL	2	3500	410	.12	210	.06*
SBT	4	7000	2340	.33*	1200	.17
SBR	f		170		100	
EBL	2	3500	100	.03*	810	.23
EBT	4	7000	630	.09	2280	.33*
EBR	1	1750	470	.27	780	.45
WBL	2	3500	570	.16	380	.11*
WBT	4	7000	1940	.28*	1200	.17
WBR	1	1750	70	.04	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .90 .90

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	540	.15*	630	.18
NBT	3	5250	700	.13	1620	.31*
NBR	1	1750	350	.20	610	.35
SBL	2	3500	410	.12	260	.07*
SBT	4	7000	2360	.34*	1210	.17
SBR	f		160		90	
EBL	2	3500	120	.03*	570	.16
EBT	4	7000	600	.09	2100	.30*
EBR	1	1750	450	.26	790	.45
WBL	2	3500	610	.17	390	.11*
WBT	4	7000	1920	.27*	1210	.17
WBR	1	1750	70	.04	330	.19
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .89 .89

49. McBean & Decoro

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	141	.08*	93	.05
NBT	3	5250	382	.07	1055	.20*
NBR	1	1750	118	.07	404	.23
SBL	1	1750	90	.05	88	.05*
SBT	3	5250	945	.18*	529	.10
SBR	1	1750	433	.25	111	.06
EBL	2	3500	168	.05*	287	.08*
EBT	2	3500	204	.06	355	.10
EBR	1	1750	4	.00	7	.00
WBL	2	3500	485	.14	251	.07
WBT	2	3500	702	.22*	266	.10*
WBR	0	0	54		72	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.66**		**.53**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	141	.08*	93	.05
NBT	3	5250	386	.07	1064	.20*
NBR	1	1750	122	.07	407	.23
SBL	1	1750	90	.05	88	.05*
SBT	3	5250	955	.18*	536	.10
SBR	1	1750	433	.25	111	.06
EBL	2	3500	168	.05*	287	.08
EBT	2	3500	204	.06	381	.11*
EBR	1	1750	4	.00	7	.00
WBL	2	3500	508	.15	268	.08*
WBT	2	3500	702	.22*	266	.10
WBR	0	0	54		72	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.66**		**.54**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	140	.08*	60	.03
NBT	3	5250	480	.09	1930	.37*
NBR	1	1750	190	.11	360	.21
SBL	1	1750	90	.05	80	.05*
SBT	3	5250	1920	.37*	780	.15
SBR	1	1750	320	.18	80	.05
EBL	2	3500	150	.04*	110	.03
EBT	2	3500	180	.05	480	.14*
EBR	1	1750	10	.01	10	.01
WBL	2	3500	380	.11	190	.05*
WBT	2	3500	720	.22*	210	.08
WBR	0	0	50		60	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.71**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	140	.08*	60	.03
NBT	3	5250	480	.09	1930	.37*
NBR	1	1750	210	.12	360	.21
SBL	1	1750	100	.06	80	.05*
SBT	3	5250	1920	.37*	780	.15
SBR	1	1750	320	.18	70	.04
EBL	2	3500	150	.04*	100	.03
EBT	2	3500	200	.06	490	.14*
EBR	1	1750	10	.01	10	.01
WBL	2	3500	420	.12	190	.05*
WBT	2	3500	720	.22*	210	.08
WBR	0	0	60		60	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.71**

49. McBean & Decoro

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	140	.08*	60	.03
NBT	3	5250	500	.10	1880	.36*
NBR	1	1750	210	.12	530	.30
SBL	1	1750	100	.06	80	.05*
SBT	3	5250	1960	.37*	920	.18
SBR	1	1750	400	.23	70	.04
EBL	2	3500	130	.04*	200	.06*
EBT	2	3500	180	.05	310	.09
EBR	1	1750	10	.01	10	.01
WBL	2	3500	410	.12	190	.05
WBT	2	3500	780	.24*	230	.09*
WBR	0	0	50		100	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .66

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	140	.08*	60	.03
NBT	3	5250	490	.09	1890	.36*
NBR	1	1750	220	.13	340	.19
SBL	1	1750	80	.05	60	.03*
SBT	3	5250	1950	.37*	930	.18
SBR	1	1750	420	.24	80	.05
EBL	2	3500	140	.04*	200	.06
EBT	2	3500	210	.06	520	.15*
EBR	1	1750	10	.01	10	.01
WBL	2	3500	420	.12	200	.06*
WBT	2	3500	770	.23*	230	.08
WBR	0	0	50		60	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .82 .70

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	140	.08*	60	.03
NBT	3	5250	500	.10	1870	.36*
NBR	1	1750	210	.12	530	.30
SBL	1	1750	100	.06	80	.05*
SBT	3	5250	1980	.38*	900	.17
SBR	1	1750	400	.23	70	.04
EBL	2	3500	130	.04*	200	.06*
EBT	2	3500	180	.05	310	.09
EBR	1	1750	10	.01	10	.01
WBL	2	3500	420	.12	190	.05
WBT	2	3500	780	.24*	230	.09*
WBR	0	0	50		100	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .66

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	140	.08*	60	.03
NBT	3	5250	500	.10	1920	.37*
NBR	1	1750	220	.13	340	.19
SBL	1	1750	80	.05	60	.03*
SBT	3	5250	1980	.38*	920	.18
SBR	1	1750	390	.22	80	.05
EBL	2	3500	140	.04*	160	.05
EBT	2	3500	210	.06	550	.16*
EBR	1	1750	10	.01	10	.01
WBL	2	3500	430	.12	200	.06*
WBT	2	3500	770	.23*	230	.08
WBR	0	0	50		60	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .72

50. McBean Pkwy & Copper Hill

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	239	.07*	233	.07*
NBT	0	0	0		0	
NBR	2	3500	322	.09	696	.20
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	597	.27	1450	.47*
EBR	0	0	363		203	
WBL	2	3500	683	.20	331	.09*
WBT	2	3500	1724	.49*	527	.15
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .66 .77

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	239	.07*	236	.07*
NBT	0	0	0		0	
NBR	2	3500	322	.09	696	.20
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	2		2	
EBL	0	0	2		5	
EBT	2	3500	606	.28	1496	.49*
EBR	0	0	363		203	
WBL	2	3500	685	.20	331	.09*
WBT	2	3500	1754	.50*	546	.16
WBR	0	0	0		0	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .67 .79

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	440	.13*
NBT	1	1750	50	.03	180	.10
NBR	2	3500	350	.10	930	.27
SBL	1	1750	50	.03	60	.03
SBT	2	3500	180	.05*	90	.03*
SBR	1	1750	100	.06	60	.03
EBL	1	1750	50	.03	130	.07
EBT	2	3500	750	.38*	1730	.56*
EBR	0	0	580		230	
WBL	2	3500	1110	.32*	420	.12*
WBT	2	3500	1490	.44	680	.21
WBR	0	0	40		50	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .92 .96

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07*	430	.12*
NBT	1	1750	50	.03	180	.10
NBR	2	3500	370	.11	930	.27
SBL	1	1750	40	.02	60	.03
SBT	2	3500	180	.05*	90	.03*
SBR	1	1750	120	.07	70	.04
EBL	1	1750	40	.02	150	.09
EBT	2	3500	750	.38*	1750	.57*
EBR	0	0	590		230	
WBL	2	3500	1110	.32*	430	.12*
WBT	2	3500	1500	.44	670	.21
WBR	0	0	40		50	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .92 .97

50. McBean & Copper Hill

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07*	430	.12*
NBT	1	1750	50	.03	180	.10
NBR	2	3500	370	.11	930	.27
SBL	1	1750	40	.02	60	.03
SBT	2	3500	180	.05*	90	.03*
SBR	1	1750	120	.07	70	.04
EBL	1	1750	40	.02	150	.09
EBT	3	5250	750	.21*	1750	.38*
EBR	0	0	590	.34	230	
WBL	2	3500	1110	.32*	430	.12*
WBT	2	3500	1500	.44	670	.21
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.08*	NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .83 .78

50. McBean Pkwy & Copper Hill

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	400	.11
NBT	1	1750	60	.03	230	.13*
NBR	2	3500	360	.10	1000	.29
SBL	1	1750	50	.03	60	.03*
SBT	2	3500	210	.06*	120	.03
SBR	1	1750	160	.09	70	.04
EBL	1	1750	50	.03	170	.10
EBT	3	5250	770	.22*	1820	.40*
EBR	0	0	630	.36	290	
WBL	2	3500	1130	.32*	470	.13*
WBT	2	3500	1600	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment			EBR	.09*	NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .86 .82

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	410	.12
NBT	1	1750	70	.04	210	.12*
NBR	2	3500	340	.10	960	.27
SBL	1	1750	60	.03	70	.04*
SBT	2	3500	220	.06*	120	.03
SBR	1	1750	150	.09	80	.05
EBL	1	1750	50	.03	170	.10
EBT	3	5250	770	.22*	1790	.39*
EBR	0	0	620	.35	280	
WBL	2	3500	1150	.33*	460	.13*
WBT	2	3500	1610	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment			EBR	.08*	NBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .86 .80

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	400	.11
NBT	1	1750	60	.03	230	.13*
NBR	2	3500	360	.10	1000	.29
SBL	1	1750	50	.03	60	.03*
SBT	2	3500	210	.06*	120	.03
SBR	1	1750	160	.09	70	.04
EBL	1	1750	50	.03	170	.10
EBT	3	5250	770	.22*	1820	.40*
EBR	0	0	630	.36	280	
WBL	2	3500	1140	.33*	470	.13*
WBT	2	3500	1610	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment			EBR	.09*	NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .87 .82

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	250	.07*	410	.12
NBT	1	1750	70	.04	210	.12*
NBR	2	3500	340	.10	940	.27
SBL	1	1750	60	.03	70	.04*
SBT	2	3500	220	.06*	120	.03
SBR	1	1750	150	.09	80	.05
EBL	1	1750	50	.03	170	.10
EBT	3	5250	770	.22*	1800	.39*
EBR	0	0	620	.35	270	
WBL	2	3500	1150	.33*	470	.13*
WBT	2	3500	1610	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment			EBR	.08*	NBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .86 .80

51. Wiley Canyon & Lyons

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	152	.09
NBT	2	3500	161	.05	334	.10*
NBR	1	1750	117	.07	188	.11
SBL	1	1750	119	.07	156	.09*
SBT	2	3500	300	.09*	263	.08
SBR	1	1750	307	.18	227	.13
EBL	2	3500	91	.03	320	.09
EBT	3	5250	599	.13*	1081	.23*
EBR	0	0	73		109	
WBL	1	1750	159	.09*	115	.07*
WBT	3	5250	702	.16	770	.17
WBR	0	0	115		104	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .54 .59

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	167	.10*	160	.09
NBT	2	3500	161	.05	334	.10*
NBR	1	1750	117	.07	188	.11
SBL	1	1750	119	.07	156	.09*
SBT	2	3500	300	.09*	263	.08
SBR	1	1750	307	.18	227	.13
EBL	2	3500	91	.03	320	.09
EBT	3	5250	619	.13*	1122	.24*
EBR	0	0	76		119	
WBL	1	1750	159	.09*	115	.07*
WBT	3	5250	723	.16	809	.17
WBR	0	0	115		104	
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .55 .60

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	260	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1	1750	130	.07	410	.23*
SBT	2	3500	400	.11*	190	.05
SBR	1	1750	390	.22	250	.14
EBL	2	3500	120	.03	340	.10*
EBT	3	5250	940	.20*	1290	.25
EBR	0	0	90		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	710	.15	1260	.26*
WBR	0	0	100		130	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .84

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	250	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1	1750	130	.07	420	.24*
SBT	2	3500	390	.11*	180	.05
SBR	1	1750	380	.22	260	.15
EBL	2	3500	120	.03	360	.10*
EBT	3	5250	960	.20*	1320	.26
EBR	0	0	80		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	720	.16	1280	.27*
WBR	0	0	110		130	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .86

51. Wiley Cyn & Lyons

Cumulative (2024) + Project + Mitigation

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	250	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1.5		130	.07	420	.12*
SBT	1.5	5250	390	.11*	180	.10
SBR	1	1750	380	.22	260	.15
EBL	2	3500	120	.03	360	.10*
EBT	3	5250	960	.20*	1320	.26
EBR	0	0	80		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	720	.16	1280	.27*
WBR	0	0	110		130	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .63 .74

51. Wiley Canyon & Lyons

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	90	.05
NBT	2	3500	260	.07	560	.16*
NBR	1	1750	180	.10	290	.17
SBL	1.5		130	.07	410	
SBT	1.5	5250	450	.13*	250	.13*
SBR	1	1750	410	.23	260	.15
EBL	2	3500	130	.04	440	.13*
EBT	3	5250	940	.20*	1270	.25
EBR	0	0	90		20	
WBL	1	1750	250	.14*	190	.11
WBT	3	5250	730	.17	1310	.28*
WBR	0	0	150		170	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .66 .80

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	90	.05
NBT	2	3500	270	.08	540	.15*
NBR	1	1750	180	.10	280	.16
SBL	1.5		130	.07	360	
SBT	1.5	5250	450	.13*	280	.12*
SBR	1	1750	400	.23	300	.17
EBL	2	3500	130	.04	420	.12*
EBT	3	5250	960	.20*	1240	.25
EBR	0	0	80		60	
WBL	1	1750	250	.14*	200	.11
WBT	3	5250	710	.16	1320	.28*
WBR	0	0	140		160	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .66 .77

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	170	.10*	80	.05
NBT	2	3500	270	.08	550	.16*
NBR	1	1750	180	.10	290	.17
SBL	1.5		130	.07	410	
SBT	1.5	5250	450	.13*	250	.13*
SBR	1	1750	430	.25	260	.15
EBL	2	3500	130	.04	400	.11*
EBT	3	5250	950	.20*	1280	.25
EBR	0	0	90		20	
WBL	1	1750	240	.14*	190	.11
WBT	3	5250	730	.17	1330	.29*
WBR	0	0	140		170	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .67 .79

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	100	.06
NBT	2	3500	260	.07	540	.15*
NBR	1	1750	180	.10	280	.16
SBL	1.5		130	.07	360	
SBT	1.5	5250	450	.13*	260	.12*
SBR	1	1750	420	.24	290	.17
EBL	2	3500	130	.04	430	.12*
EBT	3	5250	980	.20*	1200	.25
EBR	0	0	80		90	
WBL	1	1750	260	.15*	210	.12
WBT	3	5250	720	.16	1330	.28*
WBR	0	0	130		150	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .67 .77

53. Orchard Village & Lyons

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	65	.04	101	.06
NBT	2	3500	78	.02*	127	.04*
NBR	1	1750	26	.01	90	.05
SBL	2	3500	326	.09*	394	.11*
SBT	1	1750	75	.04	135	.08
SBR	1	1750	219	.13	213	.12
EBL	2	3500	222	.06*	267	.08*
EBT	3	5250	641	.13	975	.21
EBR	0	0	49		129	
WBL	1	1750	105	.06	94	.05
WBT	3	5250	789	.15*	983	.19*
WBR	1	1750	253	.14	337	.19
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.52**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	65	.04	101	.06
NBT	2	3500	78	.02*	127	.04*
NBR	1	1750	26	.01	90	.05
SBL	2	3500	326	.09*	394	.11*
SBT	1	1750	75	.04	135	.08
SBR	1	1750	219	.13	213	.12
EBL	2	3500	222	.06*	267	.08
EBT	3	5250	657	.13	1001	.22*
EBR	0	0	49		129	
WBL	1	1750	105	.06	94	.05*
WBT	3	5250	803	.15*	1010	.19
WBR	1	1750	253	.14	337	.19
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.52**

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	80	.05
SBL	2	3500	490	.14*	440	.13*
SBT	1	1750	90	.05	160	.09
SBR	1	1750	230	.13	220	.13
EBL	2	3500	210	.06	300	.09*
EBT	3	5250	1160	.23*	1160	.24
EBR	0	0	40		100	
WBL	1	1750	100	.06*	120	.07
WBT	3	5250	950	.18	1540	.29*
WBR	1	1750	240	.14	600	.34
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.56**		**.65**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	80	.05
SBL	2	3500	490	.14*	440	.13*
SBT	1	1750	100	.06	170	.10
SBR	1	1750	230	.13	220	.13
EBL	2	3500	230	.07	300	.09*
EBT	3	5250	1170	.23*	1200	.25
EBR	0	0	40		90	
WBL	1	1750	110	.06*	120	.07
WBT	3	5250	970	.18	1550	.30*
WBR	1	1750	240	.14	610	.35
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.56**		**.66**

53. Orchard Village & Lyons

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	160	.05*
NBR	1	1750	50	.03	90	.05
SBL	2	3500	500	.14*	500	.14*
SBT	1	1750	90	.05	180	.10
SBR	1	1750	230	.13	230	.13
EBL	2	3500	220	.06	310	.09*
EBT	3	5250	1160	.23*	1220	.25
EBR	0	0	30		100	
WBL	1	1750	120	.07*	110	.06
WBT	3	5250	1010	.19	1590	.30*
WBR	1	1750	310	.18	590	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .57 .68

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	90	.05
SBL	2	3500	480	.14*	480	.14*
SBT	1	1750	80	.05	170	.10
SBR	1	1750	220	.13	220	.13
EBL	2	3500	230	.07	310	.09*
EBT	3	5250	1170	.23*	1270	.26
EBR	0	0	40		100	
WBL	1	1750	110	.06*	120	.07
WBT	3	5250	1010	.19	1590	.30*
WBR	1	1750	310	.18	600	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .56 .67

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	160	.05*
NBR	1	1750	60	.03	90	.05
SBL	2	3500	510	.15*	500	.14*
SBT	1	1750	90	.05	180	.10
SBR	1	1750	230	.13	230	.13
EBL	2	3500	220	.06	310	.09*
EBT	3	5250	1170	.23*	1230	.25
EBR	0	0	30		100	
WBL	1	1750	120	.07*	120	.07
WBT	3	5250	1020	.19	1610	.31*
WBR	1	1750	300	.17	590	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .58 .69

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	90	.05
SBL	2	3500	480	.14*	470	.13*
SBT	1	1750	80	.05	170	.10
SBR	1	1750	230	.13	220	.13
EBL	2	3500	230	.07	310	.09*
EBT	3	5250	1190	.23*	1280	.26
EBR	0	0	40		100	
WBL	1	1750	110	.06*	120	.07
WBT	3	5250	1010	.19	1610	.31*
WBR	1	1750	310	.18	600	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .56 .67

55. Orchard Village & McBean

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		320		212	
NBT	0.5	3500	46	.10*	27	.07*
NBR	2	3500	552	.16	662	.19
SBL	0.5		27		48	
SBT	1.5	3500	19	.02*	42	.04*
SBR	0		19		55	
EBL	1	1750	40	.02	27	.02
EBT	3	5250	373	.11*	852	.23*
EBR	0	0	214	.12	342	
WBL	2	3500	559	.16*	717	.20*
WBT	3	5250	536	.11	608	.13
WBR	0	0	44		51	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .49 .64

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		344		220	
NBT	0.5	3500	46	.11*	27	.07*
NBR	2	3500	552	.16	662	.19
SBL	0.5		27		48	
SBT	1.5	3500	19	.02*	42	.04*
SBR	0		19		55	
EBL	1	1750	40	.02	27	.02
EBT	3	5250	374	.11*	852	.23*
EBR	0	0	225	.13	359	
WBL	2	3500	559	.16*	717	.20*
WBT	3	5250	536	.11	608	.13
WBR	0	0	44		51	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .50 .64

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		490		580	
NBT	0.5	3500	50	.15*	30	.17*
NBR	2	3500	640	.18	850	.24
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	440	.13*	760	.22*
EBR	0	0	740	.42	680	.39
WBL	2	3500	690	.20*	780	.22*
WBT	3	5250	310	.07	590	.12
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*	EBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .79

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		480		580	
NBT	0.5	3500	50	.15*	30	.17*
NBR	2	3500	630	.18	850	.24
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	440	.13*	760	.22*
EBR	0	0	730	.42	690	.39
WBL	2	3500	690	.20*	770	.22*
WBT	3	5250	300	.06	590	.12
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*	EBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .79

55. Orchard Village & McBean

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510		590	
NBT	0.5	3500	50	.16*	30	.18*
NBR	2	3500	730	.21	880	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	410	.12*	810	.23*
EBR	0	0	740	.42	640	.37
WBL	2	3500	720	.21*	870	.25*
WBT	3	5250	320	.07	880	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*		
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .79 .80

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		520		600	
NBT	0.5	3500	50	.16*	30	.18*
NBR	2	3500	720	.21	870	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	400	.11*	980	.28*
EBR	0	0	770	.44	730	.42
WBL	2	3500	700	.20*	870	.25*
WBT	3	5250	320	.07	870	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.21*		
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .80 .85

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510		580	
NBT	0.5	3500	50	.16*	30	.17*
NBR	2	3500	720	.21	870	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	420	.12*	770	.22*
EBR	0	0	740	.42	670	.38
WBL	2	3500	720	.21*	870	.25*
WBT	3	5250	320	.07	870	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*	EBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .79 .81

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		520		590	
NBT	0.5	3500	50	.16*	30	.18*
NBR	2	3500	720	.21	870	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	420	.12*	1040	.30*
EBR	0	0	740	.42	730	.42
WBL	2	3500	700	.20*	860	.25*
WBT	3	5250	320	.07	880	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*		
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .87

57. Valencia & Magic Mountain

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	23	.01*	106	.06
NBT	3	5250	653	.14	1519	.33*
NBR	0	0	108		193	
SBL	1	1750	15	.01	65	.04*
SBT	3	5250	1500	.29*	1230	.23
SBR	2	3500	466	.13	339	.10
EBL	2	3500	98	.03*	478	.14*
EBT	2	3500	146	.05	350	.11
EBR	0	0	24		45	
WBL	1	1750	167	.10	178	.10
WBT	2	3500	481	.14*	317	.09*
WBR	1	1750	49	.03	43	.02
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .57 .70

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	23	.01*	106	.06
NBT	3	5250	653	.14	1519	.33*
NBR	0	0	108		193	
SBL	1	1750	15	.01	65	.04*
SBT	3	5250	1500	.29*	1230	.23
SBR	2	3500	475	.14	384	.11
EBL	2	3500	131	.04*	535	.15*
EBT	2	3500	162	.05	389	.12
EBR	0	0	29		45	
WBL	1	1750	167	.10	178	.10
WBT	2	3500	527	.15*	351	.10*
WBR	1	1750	49	.03	43	.02
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .59 .72

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	750	.20	1380	.38*
NBR	0	0	320		610	
SBL	1	1750	60	.03	100	.06*
SBT	3	5250	1570	.30*	1530	.29
SBR	2	3500	310	.09	410	.12
EBL	2	3500	270	.08	450	.13
EBT	2	3500	570	.17*	1400	.41*
EBR	0	0	10		50	
WBL	1	1750	690	.39*	480	.27*
WBT	2	3500	1490	.43	1160	.33
WBR	1	1750	180	.10	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .97 1.22

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	800	.22	1380	.38*
NBR	0	0	330		610	
SBL	1	1750	50	.03	90	.05*
SBT	3	5250	1610	.31*	1530	.29
SBR	2	3500	320	.09	450	.13
EBL	2	3500	310	.09	450	.13
EBT	2	3500	590	.17*	1430	.42*
EBR	0	0	10		50	
WBL	1	1750	720	.41*	480	.27*
WBT	2	3500	1540	.44	1210	.35
WBR	1	1750	180	.10	60	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.00 1.22

57. Valencia & Magic Mtn

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	800	.22	1380	.38*
NBR	0	0	330		610	
SBL	1	1750	50	.03	90	.05*
SBT	3	5250	1610	.31*	1530	.29
SBR	2	3500	320	.09	450	.13
EBL	2	3500	310	.09*	450	.13
EBT	2	3500	590	.17	1430	.42*
EBR	0	0	10		50	
WBL	2	3500	720	.21	480	.14*
WBT	2	3500	1540	.44*	1210	.35
WBR	1	1750	180	.10	60	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.95**		**1.09**

57. Valencia & Magic Mountain

Cumulative (2034) wo Project wo Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	860	.22	1580	.44*
NBR	0	0	320		720	
SBL	1	1750	50	.03	110	.06*
SBT	3	5250	1730	.33*	1660	.32
SBR	2	3500	320	.09	510	.15
EBL	2	3500	310	.09*	410	.12
EBT	2	3500	650	.19	1490	.44*
EBR	0	0	10		50	
WBL	2	3500	800	.23	500	.14*
WBT	2	3500	1660	.47*	1280	.37
WBR	1	1750	200	.11	60	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.00 1.18

Cumulative (2034) w Project wo Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	830	.22	1440	.40*
NBR	0	0	330		640	
SBL	1	1750	50	.03	100	.06*
SBT	3	5250	1740	.33*	1620	.31
SBR	2	3500	330	.09	580	.17
EBL	2	3500	310	.09*	570	.16
EBT	2	3500	670	.19	1610	.47*
EBR	0	0	10		50	
WBL	2	3500	790	.23	470	.13*
WBT	2	3500	1670	.48*	1330	.38
WBR	1	1750	190	.11	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.01 1.16

Cumulative w Project & Mit wo Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	830	.22	1440	.40*
NBR	0	0	330		640	
SBL	1	1750	50	.03	100	.06*
SBT	3	5250	1740	.33*	1620	.31
SBR	2	3500	330	.09	580	.17
EBL	2	3500	310	.09*	570	.16
EBT	3	5250	670	.13	1610	.32*
EBR	0	0	10		50	
WBL	2	3500	790	.23	470	.13*
WBT	3	5250	1670	.35*	1330	.27
WBR	0	0	190		70	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .88 1.01

57. Valencia & Magic Mountain

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	860	.22	1590	.44*
NBR	0	0	320		720	
SBL	1	1750	50	.03	110	.06*
SBT	3	5250	1700	.32*	1670	.32
SBR	2	3500	330	.09	520	.15
EBL	2	3500	310	.09*	390	.11
EBT	2	3500	650	.19	1490	.44*
EBR	0	0	10		50	
WBL	2	3500	800	.23	500	.14*
WBT	2	3500	1670	.48*	1280	.37
WBR	1	1750	210	.12	60	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.00 1.18

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	850	.22	1390	.39*
NBR	0	0	330		650	
SBL	1	1750	50	.03	100	.06*
SBT	3	5250	1730	.33*	1610	.31
SBR	2	3500	330	.09	580	.17
EBL	2	3500	310	.09*	630	.18
EBT	2	3500	670	.19	1600	.47*
EBR	0	0	10		50	
WBL	2	3500	800	.23	490	.14*
WBT	2	3500	1680	.48*	1320	.38
WBR	1	1750	190	.11	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.01 1.16

Cumulative w Project & Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	850	.22	1390	.39*
NBR	0	0	330		650	
SBL	1	1750	50	.03	100	.06*
SBT	3	5250	1730	.33*	1610	.31
SBR	2	3500	330	.09	580	.17
EBL	2	3500	310	.09*	630	.18
EBT	3	5250	670	.13	1600	.31*
EBR	0	0	10		50	
WBL	2	3500	800	.23	490	.14*
WBT	3	5250	1680	.36*	1320	.26
WBR	0	0	190		70	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 1.00

57. Valencia & Magic Mtn

Existing Counts (CMP)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	23	.01*	106	.07
NBT	3	4800	653	.16	1519	.36*
NBR	0	0	108		193	
SBL	1	1600	15	.01	65	.04*
SBT	3	4800	1500	.31*	1230	.26
SBR	2	3200	466	.15	339	.11
EBL	2	2880	98	.03*	478	.17*
EBT	2	3200	146	.05	350	.12
EBR	0	0	24		45	
WBL	1	1600	167	.10	178	.11
WBT	2	3200	481	.15*	317	.10*
WBR	1	1600	49	.03	43	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.60**		**.77**

Cumulative (2024) without Project (CMP)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	80	.05
NBT	3	4800	750	.22	1380	.41*
NBR	0	0	320		610	
SBL	1	1600	60	.04	100	.06*
SBT	3	4800	1570	.33*	1530	.32
SBR	2	3200	310	.10	410	.13
EBL	2	2880	270	.09	450	.16
EBT	2	3200	570	.18*	1400	.45*
EBR	0	0	10		50	
WBL	1	1600	690	.43*	480	.30*
WBT	2	3200	1490	.47	1160	.36
WBR	1	1600	180	.11	70	.04
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.05**		**1.32**

Cumulative (2024) + Project (CMP)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	80	.05
NBT	3	4800	800	.24	1380	.41*
NBR	0	0	330		610	
SBL	1	1600	50	.03	90	.06*
SBT	3	4800	1610	.34*	1530	.32
SBR	2	3200	320	.10	450	.14
EBL	2	2880	310	.11	450	.16
EBT	2	3200	590	.19*	1430	.46*
EBR	0	0	10		50	
WBL	1	1600	720	.45*	480	.30*
WBT	2	3200	1540	.48	1210	.38
WBR	1	1600	180	.11	60	.04
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.09**		**1.33**

Cumulative (2024) + Project + Mitigation (CMP)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	80	.05
NBT	3	4800	800	.24	1380	.41*
NBR	0	0	330		610	
SBL	1	1600	50	.03	90	.06*
SBT	3	4800	1610	.34*	1530	.32
SBR	2	3200	320	.10	450	.14
EBL	2	2880	310	.11*	450	.16
EBT	2	3200	590	.19	1430	.46*
EBR	0	0	10		50	
WBL	2	2880	720	.25	480	.17*
WBT	2	3200	1540	.48*	1210	.38
WBR	1	1600	180	.11	60	.04
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.04**		**1.20**

57. Valencia & Magic Mtn

Cumulative (2024) + Project + B&T District Lanes (CMP)

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	10	.01*	80	.05*
NBT	3	4800	800	.17	1380	.29
NBR	1	1600	330	.21	610	.38
SBL	1	1600	50	.03	90	.06
SBT	3	4800	1610	.34*	1530	.32*
SBR	2	3200	320	.10	450	.14
EBL	2	2880	310	.11*	450	.16
EBT	3	4800	590	.13	1430	.31*
EBR	0	0	10		50	
WBL	2	2880	720	.25	480	.17*
WBT	3	4800	1540	.36*	1210	.26
WBR	0	0	180		60	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.92**		**.95**

65. Bouquet Canyon & Soledad Canyon

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	23	.01*	24	.01
NBT	3	5250	497	.09	1166	.22*
NBR	1	1750	249	.14	480	.27
SBL	3	5250	253	.05	374	.07*
SBT	2.5	7000	1273	{.34}*	870	{.17}
SBR	1.5		1154		570	{.15}
EBL	3	5250	319	.06*	1213	.23*
EBT	3	5250	572	.12	1376	.26
EBR	0	0	36		9	
WBL	3	5250	331	.06	365	.07
WBT	3	5250	1097	.21*	835	.16*
WBR	1	1750	137	.08	401	.23
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .72 .78

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	23	.01*	24	.01
NBT	3	5250	497	.09	1166	.22*
NBR	1	1750	249	.14	480	.27
SBL	3	5250	253	.05	374	.07*
SBT	2.5	7000	1273	{.34}*	870	{.17}
SBR	1.5		1154		570	{.15}
EBL	3	5250	319	.06*	1213	.23*
EBT	3	5250	593	.12	1413	.27
EBR	0	0	36		9	
WBL	3	5250	362	.07	365	.07
WBT	3	5250	1100	.21*	861	.16*
WBR	1	1750	137	.08	401	.23
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .72 .78

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	30	.02
NBT	3	5250	570	.11	2140	.41*
NBR	1	1750	230	.13	280	.16
SBL	3	5250	680	.13	530	.10*
SBT	2.5	7000	1800	{.44}*	1570	{.30}
SBR	1.5		1380		570	{.21}
EBL	3	5250	310	.06	820	.16*
EBT	3	5250	850	.17*	1270	.24
EBR	0	0	40		10	
WBL	3	5250	160	.03*	280	.05
WBT	3	5250	760	.14	840	.16*
WBR	1	1750	350	.20	710	.41
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .75 1.08

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	30	.02
NBT	3	5250	560	.11	2160	.41*
NBR	1	1750	220	.13	280	.16
SBL	3	5250	680	.13	540	.10*
SBT	2.5	7000	1830	{.45}*	1590	{.30}
SBR	1.5		1380		570	{.21}
EBL	3	5250	330	.06	820	.16*
EBT	3	5250	900	.18*	1280	.25
EBR	0	0	30		10	
WBL	3	5250	150	.03*	290	.06
WBT	3	5250	760	.14	850	.16*
WBR	1	1750	340	.19	720	.41
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .77 1.08

65. Bouquet Canyon & Soledad Canyon

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	570	.11	2220	.42*
NBR	1	1750	270	.15	330	.19
SBL	3	5250	680	.13	390	.07*
SBT	2.5	7000	1840	{.45}*	1650	{.31}
SBR	1.5		1450		590	{.20}
EBL	3	5250	350	.07	930	.18*
EBT	3	5250	1000	.20*	1370	.28
EBR	0	0	40		90	
WBL	3	5250	200	.04*	350	.07
WBT	3	5250	790	.15	1030	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.00

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	580	.11	2190	.42*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1820	{.45}*	1640	{.31}
SBR	1.5		1440		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1400	.27
EBR	0	0	40		20	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	810	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.01

Cumulative w Project & Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	580	.11	2190	.36*
NBR	0	0	280	.16	320	
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1820	{.45}*	1640	{.31}
SBR	1.5		1440		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1400	.27
EBR	0	0	40		20	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	810	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .95

65. Bouquet Canyon & Soledad Canyon

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	560	.11	2220	.42*
NBR	1	1750	270	.15	330	.19
SBL	3	5250	680	.13	410	.08*
SBT	2.5	7000	1830	{.45}*	1640	{.31}
SBR	1.5		1440		590	{.20}
EBL	3	5250	350	.07	930	.18*
EBT	3	5250	1000	.20*	1350	.27
EBR	0	0	40		90	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	770	.15	1030	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.00

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	590	.11	2220	.42*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1810	{.45}*	1620	.31
SBR	1.5		1430		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1380	.27
EBR	0	0	40		50	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	800	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.01

Cumulative w Project & Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	590	.11	2220	.36*
NBR	0	0	280	.16	320	
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1810	{.45}*	1620	.31
SBR	1.5		1430		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1380	.27
EBR	0	0	40		50	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	800	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .95

66. Bouquet Cyn & Newhall Ranch

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	300	.09*	529	.15
NBT	4	7000	575	.08	1996	.29*
NBR	1	1750	29	.02	125	.07
SBL	2	3500	286	.08	333	.10*
SBT	4	7000	1923	.27*	1266	.18
SBR	1	1750	520	.30	228	.13
EBL	3	5250	141	.03*	952	.18*
EBT	3	5250	550	.10	1162	.22
EBR	2	3500	261	.07	342	.10
WBL	2	3500	192	.05	238	.07
WBT	4	7000	1232	.18*	806	.12*
WBR	1	1750	178	.10	312	.18
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .67 .79

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	300	.09*	531	.15
NBT	4	7000	575	.08	1996	.29*
NBR	1	1750	29	.02	125	.07
SBL	2	3500	286	.08	333	.10*
SBT	4	7000	1923	.27*	1266	.18
SBR	1	1750	546	.31	240	.14
EBL	3	5250	146	.03*	987	.19*
EBT	3	5250	570	.11	1208	.23
EBR	2	3500	261	.07	345	.10
WBL	2	3500	192	.05	238	.07
WBT	4	7000	1266	.18*	838	.12*
WBR	1	1750	178	.10	312	.18
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .68 .80

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	280	.08*	850	.24*
NBT	4	7000	740	.11	2160	.31
NBR	1	1750	120	.07	410	.23
SBL	2	3500	230	.07	240	.07
SBT	4	7000	2550	.36*	1940	.28*
SBR	1	1750	320	.18	190	.11
EBL	3	5250	120	.02	760	.14
EBT	3	5250	800	.15*	1610	.31*
EBR	2	3500	390	.11	370	.11
WBL	2	3500	560	.16*	310	.09*
WBT	4	7000	1450	.21	1100	.16
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .85 1.02

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	300	.09*	860	.25*
NBT	4	7000	730	.10	2160	.31
NBR	1	1750	130	.07	400	.23
SBL	2	3500	230	.07	240	.07
SBT	4	7000	2550	.36*	1940	.28*
SBR	1	1750	350	.20	200	.11
EBL	3	5250	110	.02	760	.14
EBT	3	5250	810	.15*	1610	.31*
EBR	2	3500	390	.11	370	.11
WBL	2	3500	630	.18*	300	.09*
WBT	4	7000	1460	.21	1100	.16
WBR	1	1750	60	.03	320	.18
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .88 1.03

66. Bouquet & Newhall Ranch

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	300	.09*	860	.25*
NBT	4	7000	730	.10	2160	.31
NBR	1	1750	130	.07	400	.23
SBL	2	3500	230	.07	240	.07
SBT	4	7000	2550	.36*	1940	.28*
SBR	1	1750	350	.20	200	.11
EBL	2	3500	110	.03	760	.22*
EBT	4	7000	810	.12*	1610	.23
EBR	2	3500	390	.11	370	.11
WBL	2	3500	630	.18*	300	.09
WBT	4	7000	1460	.21	1100	.16*
WBR	1	1750	60	.03	320	.18
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .85 1.01

66. Bouquet Cyn & Newhall Ranch

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	350	.10*	690	.20
NBT	4	7000	760	.11	2210	.32*
NBR	1	1750	140	.08	480	.27
SBL	2	3500	330	.09	410	.12*
SBT	4	7000	2420	.35*	1500	.21
SBR	1	1750	390	.22	200	.11
EBL	2	3500	130	.04	690	.20*
EBT	4	7000	830	.12*	1730	.25
EBR	2	3500	480	.14	680	.19
WBL	2	3500	710	.20*	340	.10
WBT	4	7000	1670	.24	1260	.18*
WBR	1	1750	70	.04	470	.27
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .87 .92

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	680	.19
NBT	4	7000	780	.11	2150	.31*
NBR	1	1750	130	.07	560	.32
SBL	2	3500	330	.09	400	.11*
SBT	4	7000	2410	.34*	1550	.22
SBR	1	1750	390	.22	210	.12
EBL	2	3500	110	.03	670	.19*
EBT	4	7000	800	.11*	1750	.25
EBR	2	3500	480	.14	580	.17
WBL	2	3500	700	.20*	330	.09
WBT	4	7000	1660	.24	1250	.18*
WBR	1	1750	70	.04	490	.28
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .85 .91

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	350	.10*	690	.20
NBT	4	7000	760	.11	2210	.32*
NBR	1	1750	140	.08	480	.27
SBL	2	3500	330	.09	390	.11*
SBT	4	7000	2420	.35*	1540	.22
SBR	1	1750	390	.22	200	.11
EBL	2	3500	130	.04	680	.19*
EBT	4	7000	830	.12*	1740	.25
EBR	2	3500	480	.14	670	.19
WBL	2	3500	690	.20*	340	.10
WBT	4	7000	1660	.24	1260	.18*
WBR	1	1750	70	.04	470	.27
Right Turn Adjustment					WBR	.01*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .87 .91

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	670	.19
NBT	4	7000	780	.11	2180	.31*
NBR	1	1750	130	.07	570	.33
SBL	2	3500	330	.09	410	.12*
SBT	4	7000	2400	.34*	1520	.22
SBR	1	1750	390	.22	210	.12
EBL	2	3500	110	.03	680	.19*
EBT	4	7000	800	.11*	1750	.25
EBR	2	3500	480	.14	590	.17
WBL	2	3500	700	.20*	330	.09
WBT	4	7000	1640	.23	1250	.18*
WBR	1	1750	70	.04	450	.26
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .85 .90

67. Seco & Bouquet

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	299	.17*	298	.17*
SBT	0	0	0		0	
SBR	2	3500	799	.23	526	.15
EBL	2	3500	290	.08*	511	.15*
EBT	2	3500	607	.17	1553	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2120	.45*	1313	.29*
WBR	0	0	261		205	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .80 .71

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	299	.17*	298	.17*
SBT	0	0	0		0	
SBR	2	3500	799	.23	526	.15
EBL	2	3500	290	.08*	511	.15
EBT	2	3500	611	.17	1581	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2141	.46*	1321	.29
WBR	0	0	261		205	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .81 .72

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	270	.15*	350	.20*
SBT	0	0	0		0	
SBR	2	3500	880	.25	770	.22
EBL	2	3500	350	.10*	400	.11
EBT	2	3500	560	.16	1690	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2290	.49*	1400	.30
WBR	0	0	280		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .84 .78

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	270	.15*	360	.21*
SBT	0	0	0		0	
SBR	2	3500	880	.25	770	.22
EBL	2	3500	360	.10*	400	.11
EBT	2	3500	550	.16	1700	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2370	.50*	1410	.31
WBR	0	0	280		210	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .85 .80

67. Seco & Bouquet

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	530	.30*
SBT	0	0	0		0	
SBR	2	3500	820	.23	630	.18
EBL	2	3500	370	.11*	450	.13
EBT	2	3500	590	.17	1720	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2470	.53*	1390	.30
WBR	0	0	310		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .89

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	490	.28*
SBT	0	0	0		0	
SBR	2	3500	820	.23	650	.19
EBL	2	3500	380	.11*	460	.13
EBT	2	3500	600	.17	1690	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2480	.53*	1390	.30
WBR	0	0	300		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .86

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	530	.30*
SBT	0	0	0		0	
SBR	2	3500	810	.23	640	.18
EBL	2	3500	370	.11*	450	.13
EBT	2	3500	580	.17	1720	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2470	.53*	1390	.30
WBR	0	0	320		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .89

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	490	.28*
SBT	0	0	0		0	
SBR	2	3500	810	.23	660	.19
EBL	2	3500	380	.11*	460	.13
EBT	2	3500	610	.17	1690	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2480	.53*	1390	.30
WBR	0	0	310		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .86

80. Wolcott & SR-126

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	1		2	
NBT	1	1600	0	.00	0	.00
NBR	0	0	1		0	
SBL	1.5		0		3	
SBT	0.5	3200	0	.00*	0	.00*
SBR	1	1600	11	.01	44	.03
EBL	1	1600	20	.01	14	.01*
EBT	2	3200	699	.22*	702	.22
EBR	0	0	4		0	
WBL	1	1600	0	.00	0	.00
WBT	2	3200	675	.21	777	.24*
WBR	1	1600	5	.00	3	.00
Right Turn Adjustment					SBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.32**		**.37**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	1		2	
NBT	1	1600	0	.00	0	.00
NBR	0	0	1		0	
SBL	1.5		0		11	
SBT	0.5	3200	0	.00*	0	.00*
SBR	1	1600	11	.01	44	.03
EBL	1	1600	20	.01	14	.01*
EBT	2	3200	709	.22*	713	.22
EBR	0	0	4		0	
WBL	1	1600	0	.00	0	.00
WBT	2	3200	680	.21	787	.25*
WBR	1	1600	8	.01	5	.00
Right Turn Adjustment					SBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.32**		**.38**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	1		2	
NBT	1	1600	0	.00	0	.00
NBR	0	0	1		0	
SBL	1.5		0		4	
SBT	0.5	3200	0	.00*	0	.00*
SBR	1	1600	14	.01	55	.03
EBL	1	1600	25	.02*	17	.01*
EBT	2	3200	867	.27	870	.27
EBR	0	0	5		0	
WBL	1	1600	0	.00	0	.00
WBT	2	3200	837	.26*	963	.30*
WBR	1	1600	6	.00	4	.00
Right Turn Adjustment					SBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.38**		**.43**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	1		2	
NBT	1	1600	0	.01*	0	.01*
NBR	0	0	12		9	
SBL	1.5		0		10	
SBT	0.5	3200	0	.00	0	.00
SBR	1	1600	14	.01	55	.03
EBL	1	1600	25	.02	17	.01*
EBT	2	3200	887	.28*	884	.28
EBR	0	0	5		0	
WBL	1	1600	6	.00	14	.01
WBT	2	3200	843	.26	982	.31*
WBR	1	1600	8	.01	5	.00
Right Turn Adjustment					SBR	.01*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.39**		**.44**

80. Wolcott & SR-126

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	
NBT	1	1600	130	.43*	60	.33*
NBR	0	0	540		440	
SBL	1.5		70	{.03}*	210	{.11}*
SBT	0.5	3200	20	.03	130	.11
SBR	1	1600	40	.03	520	.33
EBL	1	1600	490	.31	60	.04
EBT	2	3200	1670	.52*	1150	.37*
EBR	0	0	10		20	
WBL	1	1600	310	.19*	590	.37*
WBT	2	3200	840	.26	2040	.64
WBR	1	1600	120	.08	80	.05
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.27 1.28

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	
NBT	1	1600	150	.44*	70	.33*
NBR	0	0	530		440	
SBL	1.5		70	{.03}*	220	{.11}*
SBT	0.5	3200	20	.03	120	.11
SBR	1	1600	40	.03	520	.33
EBL	1	1600	580	.36	50	.03
EBT	2	3200	1670	.52*	1160	.37*
EBR	0	0	10		20	
WBL	1	1600	310	.19*	590	.37*
WBT	2	3200	840	.26	2030	.63
WBR	1	1600	120	.08	90	.06
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.28 1.28

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	150	.09*	70	.04*
NBR	2	3200	530	.17	440	.14
SBL	2	2880	70	.02*	220	.08*
SBT	1	1600	20	.01	120	.08
SBR	1	1600	40	.03	520	.33
EBL	1	1600	580	.36	50	.03*
EBT	2	3200	1670	.52*	1160	.37
EBR	0	0	10		20	
WBL	2	2880	310	.11*	590	.20
WBT	2	3200	840	.26	2030	.63*
WBR	1	1600	120	.08	90	.06
Right Turn Adjustment					SBR	.19*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION .84 1.07

80. Wolcott & SR-126

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	130	.08*	80	.05*
NBR	2	3200	490	.15	670	.21
SBL	2	2880	40	.01*	170	.06*
SBT	1	1600	10	.01	80	.05
SBR	1	1600	50	.03	300	.19
EBL	1	1600	560	.35*	80	.05*
EBT	2	3200	1930	.61	1620	.52
EBR	0	0	10		30	
WBL	2	2880	500	.17	730	.25
WBT	2	3200	1800	.56*	2370	.74*
WBR	1	1600	150	.09	50	.03
Right Turn Adjustment					SBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION 1.10 1.04

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	10	.01
NBT	1	1600	120	.08*	90	.06*
NBR	2	3200	510	.16	660	.21
SBL	2	2880	40	.01*	170	.06*
SBT	1	1600	20	.01	110	.07
SBR	1	1600	40	.03	390	.24
EBL	1	1600	580	.36*	100	.06*
EBT	2	3200	1920	.60	1570	.50
EBR	0	0	10		30	
WBL	2	2880	520	.18	730	.25
WBT	2	3200	1760	.55*	2310	.72*
WBR	1	1600	130	.08	50	.03
Right Turn Adjustment					SBR	.07*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION 1.10 1.07

Cumulative w Project & Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	10	.01
NBT	1	1600	120	.08*	90	.06*
NBR	2	3200	510	.16	660	.21
SBL	2	2880	40	.01*	170	.06*
SBT	1	1600	20	.01	110	.07
SBR	1	1600	40	.03	390	.24
EBL	1	1600	580	.36*	100	.06
EBT	3	4800	1920	.40	1570	.33*
EBR	1	1600	10	.01	30	.02
WBL	2	2880	520	.18	730	.25*
WBT	3	4800	1760	.37*	2310	.48
WBR	1	1600	130	.08	50	.03
Right Turn Adjustment					SBR	.05*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .92 .85

80. Wolcott & SR-126

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	120	.08*	80	.05*
NBR	2	3200	500	.16	660	.21
SBL	2	2880	40	.01*	170	.06*
SBT	1	1600	10	.01	80	.05
SBR	1	1600	50	.03	300	.19
EBL	1	1600	580	.36*	80	.05*
EBT	2	3200	1880	.59	1580	.50
EBR	0	0	10		30	
WBL	2	2880	490	.17	720	.25
WBT	2	3200	1780	.56*	2330	.73*
WBR	1	1600	120	.08	50	.03
Right Turn Adjustment					SBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION 1.11 1.03

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	10	.01
NBT	1	1600	120	.08*	80	.05*
NBR	2	3200	500	.16	650	.20
SBL	2	2880	40	.01*	170	.06*
SBT	1	1600	20	.01	100	.06
SBR	1	1600	40	.03	350	.22
EBL	1	1600	580	.36*	130	.08*
EBT	2	3200	1900	.60	1490	.48
EBR	0	0	10		30	
WBL	2	2880	500	.17	740	.26
WBT	2	3200	1740	.54*	2310	.72*
WBR	1	1600	130	.08	50	.03
Right Turn Adjustment					SBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION 1.09 1.05

Cumulative w Project & Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	10	.01
NBT	1	1600	120	.08*	80	.05*
NBR	2	3200	500	.16	650	.20
SBL	2	2880	40	.01*	170	.06*
SBT	1	1600	20	.01	100	.06
SBR	1	1600	40	.03	350	.22
EBL	1	1600	580	.36*	130	.08
EBT	3	4800	1900	.40	1490	.31*
EBR	1	1600	10	.01	30	.02
WBL	2	2880	500	.17	740	.26*
WBT	3	4800	1740	.36*	2310	.48
WBR	1	1600	130	.08	50	.03
Right Turn Adjustment					SBR	.05*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .91 .83

81. Commerce Ctr & Henry Mayo

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	0	.00
NBT	3	4800	0	.00*	0	.00*
NBR	0	0	0		0	
SBL	2	2880	53	.02*	310	.11*
SBT	2	3200	0	.00	0	.00
SBR	1	1600	0	.00	0	.00
EBL	1	1600	45	.03*	29	.02
EBT	2	3200	38	.01	117	.04*
EBR	1	1600	0	.00	0	.00
WBL	1.5		0		0	
WBT	0.5	3200	0	.00*	3	.00*
WBR	1	1600	224	.14	107	.07
Right Turn Adjustment			WBR	.12*		
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .27 .25

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	0	.00
NBT	3	4800	0	.00*	0	.00*
NBR	0	0	0		0	
SBL	2	2880	35	.01*	253	.09*
SBT	2	3200	0	.00	0	.00
SBR	1	1600	0	.00	0	.00
EBL	1	1600	56	.04*	36	.02
EBT	2	3200	47	.01	115	.04*
EBR	1	1600	0	.00	0	.00
WBL	1.5		0		0	
WBT	0.5	3200	0	.00*	0	.00*
WBR	1	1600	144	.09	133	.08
Right Turn Adjustment			WBR	.08*	WBR	.01*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .23 .24

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.00	2	.00
NBT	3	4800	106	.02*	98	.03*
NBR	0	0	0		27	
SBL	2	2880	35	.01*	253	.09*
SBT	2	3200	23	.01	96	.03
SBR	1	1600	0	.00	0	.00
EBL	1	1600	56	.04*	36	.02
EBT	2	3200	47	.01	115	.04*
EBR	1	1600	31	.02	32	.02
WBL	1.5		0		0	
WBT	0.5	3200	0	.00*	0	.00*
WBR	1	1600	144	.09	133	.08
Right Turn Adjustment			WBR	.08*	WBR	.01*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .25 .27

81. Commerce Ctr & Henry Mayo

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	10	.01
NBT	3	4800	1200	.27*	990	.24*
NBR	0	0	80		160	
SBL	2	2880	30	.01*	120	.04*
SBT	2	3200	540	.17	800	.25
SBR	1	1600	30	.02	50	.03
EBL	1	1600	280	.18*	230	.14*
EBT	2	3200	100	.03	180	.06
EBR	1	1600	200	.13	160	.10
WBL	1.5		40		170	
WBT	0.5	3200	10	.02*	10	.06*
WBR	1	1600	90	.06	290	.18
Right Turn Adjustment			WBR	.03*	WBR	.09*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .61 .67

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	3	4800	1290	.29*	1110	.27*
NBR	0	0	90		170	
SBL	2	2880	20	.01*	120	.04*
SBT	2	3200	550	.17	890	.28
SBR	1	1600	40	.03	40	.03
EBL	1	1600	280	.18*	230	.14*
EBT	2	3200	100	.03	180	.06
EBR	1	1600	230	.14	180	.11
WBL	1.5		40		170	
WBT	0.5	3200	10	.02*	10	.06*
WBR	1	1600	90	.06	280	.18
Right Turn Adjustment			WBR	.03*	WBR	.09*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .63 .70

81. Commerce Ctr & Henry Mayo

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	3	4800	1300	.29*	980	.23*
NBR	0	0	100		140	
SBL	2	2880	40	.01*	120	.04*
SBT	2	3200	560	.18	830	.26
SBR	1	1600	40	.03	50	.03
EBL	1	1600	280	.18*	280	.18*
EBT	2	3200	140	.04	180	.06
EBR	1	1600	220	.14	260	.16
WBL	1.5		40		200	
WBT	0.5	3200	0	.01*	10	.07*
WBR	1	1600	100	.06	290	.18
Right Turn Adjustment			WBR	.04*	WBR	.08*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .63 .70

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01*
NBT	3	4800	1380	.31*	1080	.26
NBR	0	0	100		150	
SBL	2	2880	40	.01*	100	.03
SBT	2	3200	560	.18	960	.30*
SBR	1	1600	30	.02	40	.03
EBL	1	1600	250	.16*	240	.15*
EBT	2	3200	140	.04	170	.05
EBR	1	1600	260	.16	310	.19
WBL	1.5		40		180	
WBT	0.5	3200	0	.01*	10	.06*
WBR	1	1600	100	.06	300	.19
Right Turn Adjustment			WBR	.04*	Multi	.12*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .63 .74

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	3	4800	1290	.29*	980	.23*
NBR	0	0	100		140	
SBL	2	2880	40	.01*	120	.04*
SBT	2	3200	560	.18	830	.26
SBR	1	1600	40	.03	50	.03
EBL	1	1600	270	.17*	280	.18*
EBT	2	3200	140	.04	180	.06
EBR	1	1600	220	.14	260	.16
WBL	1.5		40		200	
WBT	0.5	3200	0	.01*	10	.07*
WBR	1	1600	100	.06	290	.18
Right Turn Adjustment			WBR	.04*	WBR	.08*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .62 .70

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01*
NBT	3	4800	1380	.31*	1080	.26
NBR	0	0	100		150	
SBL	2	2880	40	.01*	100	.03
SBT	2	3200	560	.18	960	.30*
SBR	1	1600	30	.02	40	.03
EBL	1	1600	260	.16*	210	.13*
EBT	2	3200	140	.04	170	.05
EBR	1	1600	260	.16	310	.19
WBL	1.5		40		180	
WBT	0.5	3200	0	.01*	10	.06*
WBR	1	1600	90	.06	290	.18
Right Turn Adjustment			WBR	.04*	Multi	.13*
Clearance Interval				.10*		.10*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .63 .73

82. Commerce Ctr & SR-126 EB

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	264	.06*	119	.02
NBR	f		5		17	
SBL	0	0	0		0	
SBT	2	3200	53	.02	310	.10*
SBR	f		221		1044	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .16 .20

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	193	.04*	148	.03
NBR	f		6		21	
SBL	0	0	0		0	
SBT	2	3200	35	.01	253	.08*
SBR	f		274		1295	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .14 .18

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	299	.06*	246	.05
NBR	f		6		21	
SBL	0	0	0		0	
SBT	2	3200	58	.02	349	.11*
SBR	f		274		1295	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .16 .21

82. Commerce Ctr & SR-126 EB

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1380	.29*	990	.21
NBR	f		280		530	
SBL	0	0	0		0	
SBT	2	3200	600	.19	980	.31*
SBR	f		380		1630	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.39**		**.41**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1380	.29*	1070	.22
NBR	f		270		560	
SBL	0	0	0		0	
SBT	2	3200	610	.19	1060	.33*
SBR	f		370		1640	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.39**		**.43**

82. Commerce Ctr & SR-126 EB

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1420	.30*	1070	.22
NBR	f		260		480	
SBL	0	0	0		0	
SBT	2	3200	640	.20	990	.31*
SBR	f		380		1610	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .40 .41

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1460	.30*	1150	.24
NBR	f		260		460	
SBL	0	0	0		0	
SBT	2	3200	620	.19	1100	.34*
SBR	f		390		1480	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .40 .44

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1400	.29*	1060	.22
NBR	f		260		480	
SBL	0	0	0		0	
SBT	2	3200	640	.20	990	.31*
SBR	f		380		1610	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .39 .41

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1460	.30*	1110	.23
NBR	f		260		470	
SBL	0	0	0		0	
SBT	2	3200	620	.19	1100	.34*
SBR	f		390		1550	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .40 .44

83. Commerce Ctr & SR-126 WB

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	45	.02*	68	.02*
NBT	3	4800	219	.05	51	.01
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	266	.06*	1341	.28*
SBR	1	1600	30	.02	66	.04
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	8	.00	13	.00
WBT	0	0	0		0	
WBR	2	3200	1245	.39	289	.09
Right Turn Adjustment			WBR	.37*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .55 .40

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	46	.02*	84	.03*
NBT	3	4800	148	.03	63	.01
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	299	.06*	1531	.32*
SBR	1	1600	37	.02	82	.05
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	10	.00	16	.01*
WBT	0	0	0		0	
WBR	2	3200	1544	.48	314	.10
Right Turn Adjustment			WBR	.44*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .62 .46

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	60	.02*	118	.04*
NBT	3	4800	240	.05	127	.03
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	322	.07*	1627	.34*
SBR	1	1600	37	.02	82	.05
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	10	.00	16	.01*
WBT	0	0	0		0	
WBR	2	3200	1544	.48	314	.10
Right Turn Adjustment			WBR	.45*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .64 .49

83. Commerce Ctr & SR-126 WB

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	140	.05	440	.15*
NBT	3	4800	1230	.26*	550	.11
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	640	.13	2300	.48*
SBR	1	1600	120	.08	340	.21
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	340	.12*	310	.11*
WBT	0	0	0		0	
WBR	2	3200	1300	.41	590	.18
Right Turn Adjustment			WBR	.29*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .84

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	160	.06	460	.16*
NBT	3	4800	1230	.26*	610	.13
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	640	.13	2390	.50*
SBR	1	1600	110	.07	340	.21
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	340	.12*	320	.11*
WBT	0	0	0		0	
WBR	2	3200	1300	.41	580	.18
Right Turn Adjustment			WBR	.29*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .87

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	160	.06	460	.16*
NBT	3	4800	1230	.26*	610	.13
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	640	.13	2390	.50*
SBR	1	1600	110	.07	340	.21
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		340	.11*	320	.07*
WBT	0	6400	0		0	
WBR	1.5		1300	.41	580	
Right Turn Adjustment			WBR	.30*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .83

83. Commerce Ctr & SR-126 WB

Cumulative (2034) w/out Project w/out Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10*	490	.17*
NBT	3	4800	1140	.24	580	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	660	.14*	2280	.48*
SBR	1	1600	160	.10	600	.38
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		360	.11*	320	.07*
WBT	0	6400	0		0	
WBR	1.5		1250	.39	560	
Right Turn Adjustment			WBR	.28*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**.82**

Cumulative (2034) with Project w/out Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10	550	.19*
NBT	3	4800	1180	.25*	600	.13
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	680	.14	2260	.47*
SBR	1	1600	160	.10	450	.28
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		340	.11*	320	.07*
WBT	0	6400	0		0	
WBR	1.5		1240	.39	540	
Right Turn Adjustment			WBR	.28*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.74**		**.83**

83. Commerce Ctr & SR-126 WB

Cumulative (2034) w/out Project with Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10*	480	.17*
NBT	3	4800	1120	.23	580	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	660	.14*	2290	.48*
SBR	1	1600	160	.10	600	.38
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		360	.11*	320	.07*
WBT	0	6400	0		0	
WBR	1.5		1270	.40	560	
Right Turn Adjustment			WBR	.28*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**.82**

Cumulative (2034) with Project with Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10	540	.19*
NBT	3	4800	1180	.25*	570	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	680	.14	2320	.48*
SBR	1	1600	160	.10	500	.31
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		340	.11*	320	.07*
WBT	0	6400	0		0	
WBR	1.5		1240	.39	540	
Right Turn Adjustment			WBR	.28*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.74**		**.84**

94. Commerce Center & SR-126

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	37	.02	68	.04*
NBT	1	1600	74	.05*	22	.01
NBR	1	1600	5	.00	17	.01
SBL	2	2880	221	.08*	1044	.36*
SBT	1	1600	20	.01	191	.12
SBR	1	1600	30	.02	66	.04
EBL	1	1600	45	.03*	29	.02
EBT	2	3200	613	.19	828	.26*
EBR	d	1600	38	.02	93	.06
WBL	1	1600	8	.01	13	.01*
WBT	2	3200	693	.22*	679	.21
WBR	f		1245		253	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .48 .77

103. Pico Cyn & Valencia

Cumulative (2034) w/out Project with Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	460	.16*	550	.19*
NBT	0	0	0		0	
NBR	1	1600	10	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1160	.42*	760	.42*
EBR	0	0	190		590	
WBL	1	1600	10	.01*	10	.01*
WBT	2	3200	560	.18	1040	.33
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.72**

Cumulative (2034) with Project with Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	520	.18*	540	.19*
NBT	0	0	0		0	
NBR	1	1600	20	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1160	.43*	820	.46*
EBR	0	0	200		640	
WBL	1	1600	10	.01*	10	.01*
WBT	2	3200	540	.17	1020	.32
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.76**

105. Westridge & Valencia

Existing Counts (2011/2012)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	2	.00
NBT	1	1600	8	.01*	1	.00*
NBR	1	1600	43	.03	18	.01
SBL	2	2880	309	.11*	99	.03*
SBT	1	1600	17	.01	1	.00
SBR	1	1600	29	.02	2	.00
EBL	1	1600	9	.01*	4	.00
EBT	3	4800	1215	.26	249	.05*
EBR	0	0	20		7	
WBL	1	1600	20	.01	28	.02*
WBT	3	4800	1503	.31*	227	.05
WBR	1	1600	117	.07	87	.05
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.54**		**.20**

Existing + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	2	.00
NBT	1	1600	8	.01*	1	.00*
NBR	1	1600	43	.03	18	.01
SBL	2	2880	309	.11*	99	.03*
SBT	1	1600	17	.01	1	.00
SBR	1	1600	29	.02	2	.00
EBL	1	1600	24	.02*	11	.01
EBT	3	4800	1215	.26	249	.05*
EBR	0	0	20		7	
WBL	1	1600	20	.01	28	.02*
WBT	3	4800	1524	.32*	233	.05
WBR	1	1600	117	.07	88	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.56**		**.20**

Existing + Ambient (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	37	.02	2	.00
NBT	1	1600	10	.01*	1	.00*
NBR	1	1600	53	.03	22	.01
SBL	2	2880	383	.13*	123	.04*
SBT	1	1600	21	.01	1	.00
SBR	1	1600	36	.02	2	.00
EBL	1	1600	11	.01*	5	.00
EBT	3	4800	1507	.32	309	.07*
EBR	0	0	25		9	
WBL	1	1600	25	.02	35	.02*
WBT	3	4800	1864	.39*	281	.06
WBR	1	1600	145	.09	108	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.64**		**.23**

Existing + Ambient (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	37	.02	2	.00
NBT	1	1600	10	.01*	1	.00*
NBR	1	1600	53	.03	22	.01
SBL	2	2880	383	.13*	123	.04*
SBT	1	1600	21	.01	1	.00
SBR	1	1600	36	.02	33	.02
EBL	1	1600	35	.02*	31	.02
EBT	3	4800	1507	.32	309	.07*
EBR	0	0	25		9	
WBL	1	1600	25	.02	35	.02*
WBT	3	4800	1889	.39*	281	.06
WBR	1	1600	145	.09	108	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.65**		**.23**

105. Westridge & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	470	.16*	490	.17*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	110	.07	80	.05
EBL	1	1600	160	.10	50	.03*
EBT	3	4800	2470	.52*	1790	.38
EBR	0	0	20		10	
WBL	1	1600	20	.01*	30	.02
WBT	3	4800	1980	.41	1950	.41*
WBR	1	1600	610	.38	890	.56
Right Turn Adjustment			NBR	.01*	WBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.74**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	500	.17*	610	.21*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	100	.06	110	.07
EBL	1	1600	190	.12*	60	.04*
EBT	3	4800	2470	.52	1780	.37
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	2030	.42*	1950	.41*
WBR	1	1600	660	.41	880	.55
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.82**		**.77**

105. Westridge & Valencia

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	870	.30*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	110	.07	80	.05
EBL	1	1600	150	.09*	40	.03*
EBT	3	4800	2370	.50	1650	.35
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	2130	.44*	1920	.40*
WBR	1	1600	550	.34	880	.55
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .86 .84

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	940	.33*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	120	.08	100	.06
EBL	1	1600	180	.11*	60	.04*
EBT	3	4800	2350	.49	1610	.34
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	2130	.44*	1960	.41*
WBR	1	1600	710	.44	880	.55
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .88 .89

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	820	.28*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	110	.07	90	.06
EBL	1	1600	150	.09	40	.03*
EBT	3	4800	2360	.50*	1450	.30
EBR	0	0	20		10	
WBL	1	1600	20	.01*	30	.02
WBT	3	4800	1970	.41	1780	.37*
WBR	1	1600	630	.39	780	.49
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 .79

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	870	.30*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	120	.08	100	.06
EBL	1	1600	180	.11*	60	.04*
EBT	3	4800	2330	.49	1470	.31
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	1950	.41*	1740	.36*
WBR	1	1600	620	.39	800	.50
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 .81

106. Commerce Center & Magic Mtn

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	280	.10*	290	.10*
SBT	0	0	0		0	
SBR	2	3200	70	.02	360	.11
EBL	2	2880	560	.19*	170	.06*
EBT	3	4800	1430	.30	1000	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	740	.15*	1080	.23*
WBR	1	1600	510	.32	240	.15
Right Turn Adjustment			WBR	.07*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .61 .49

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	280	.10*	400	.14*
SBT	0	0	0		0	
SBR	2	3200	70	.02	360	.11
EBL	2	2880	560	.19	160	.06*
EBT	3	4800	1700	.35*	1000	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	730	.15	1200	.25*
WBR	1	1600	640	.40	380	.24
Right Turn Adjustment			WBR	.14*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .69 .55

106. Commerce Center & Magic Mtn

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	160	.06*	370	.13*
SBT	0	0	0		0	
SBR	2	3200	80	.03	470	.15
EBL	2	2880	580	.20*	160	.06*
EBT	3	4800	1510	.31	810	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	800	.17*	1040	.22*
WBR	1	1600	570	.36	250	.16
Right Turn Adjustment			WBR	.13*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .66 .51

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	230	.08*	530	.18*
SBT	0	0	0		0	
SBR	2	3200	90	.03	470	.15
EBL	2	2880	550	.19*	170	.06*
EBT	3	4800	1600	.33	890	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	720	.15*	1180	.25*
WBR	1	1600	720	.45	400	.25
Right Turn Adjustment			WBR	.22*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .74 .59

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	160	.06*	380	.13*
SBT	0	0	0		0	
SBR	2	3200	80	.03	470	.15
EBL	2	2880	580	.20*	160	.06*
EBT	3	4800	1490	.31	810	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	660	.14*	1000	.21*
WBR	1	1600	570	.36	250	.16
Right Turn Adjustment			WBR	.16*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .66 .50

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	230	.08*	520	.18*
SBT	0	0	0		0	
SBR	2	3200	90	.03	470	.15
EBL	2	2880	560	.19*	170	.06*
EBT	3	4800	1580	.33	880	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	710	.15*	1160	.24*
WBR	1	1600	710	.44	400	.25
Right Turn Adjustment			WBR	.21*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .73 .58

107. Westridge & Magic Mtn

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	490	.31*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	600	.38	200	.13
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	80	.05
EBT	3	4800	1390	.31*	930	.22*
EBR	0	0	80		140	
WBL	2	2880	110	.04*	490	.17*
WBT	2	3200	670	.21	950	.30
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.17*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .98

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	340	.21*	490	.31*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	620	.39	230	.14
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1640	.36*	930	.25*
EBR	0	0	80		250	
WBL	2	2880	120	.04*	540	.19*
WBT	2	3200	670	.21	1020	.32
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 1.03

Cumulative (2024) + Project + Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		340		490	.15*
NBT	0	4800	140	{.19}*	80	
NBR	1.5		620		230	
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1640	.36*	930	.25*
EBR	0	0	80		250	
WBL	2	2880	120	.04*	540	.19*
WBT	2	3200	670	.21	1020	.32
WBR	1	1600	230	.14	170	.11
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .72 .87

107. Westridge & Magic Mtn

Cumulative (2034) w/out Project w/out Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		220	.14*	520	.16*
NBT	0	4800	140		80	
NBR	1.5		590	.18	210	.13
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1500	.35*	760	.24*
EBR	0	0	180		420	.26
WBL	2	2880	120	.04*	440	.15*
WBT	2	3200	760	.24	1070	.33
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .67 .83

Cumulative (2034) with Project w/out Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		390		530	.17*
NBT	0	4800	140	{.19}*	80	
NBR	1.5		600		240	.15
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1550	.36*	820	.26*
EBR	0	0	180		420	.26
WBL	2	2880	140	.05*	510	.18*
WBT	2	3200	680	.21	1140	.36
WBR	1	1600	230	.14	170	.11
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .73 .89

Cumulative (2034) w/out Project with Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300		520	.16*
NBT	0	4800	140	{.18}*	80	
NBR	1.5		590		210	.13
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1470	.34*	760	.24*
EBR	0	0	170		370	
WBL	2	2880	120	.04*	440	.15*
WBT	2	3200	620	.19	1040	.33
WBR	1	1600	230	.14	170	.11
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .69 .83

Cumulative (2034) with Project with Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300		510	.16*
NBT	0	4800	140	{.18}*	80	
NBR	1.5		610		240	.15
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1520	.35*	810	.25*
EBR	0	0	170		380	
WBL	2	2880	130	.05*	500	.17*
WBT	2	3200	670	.21	1140	.36
WBR	1	1600	230	.14	170	.11
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .71 .86

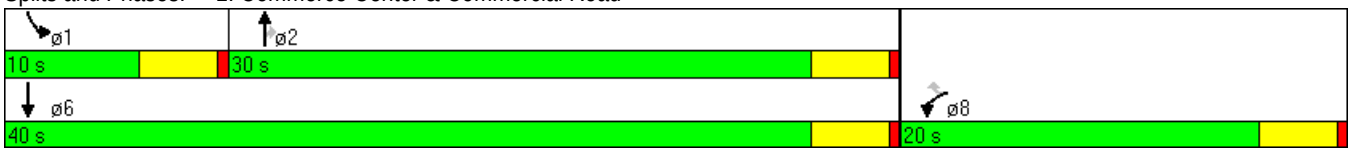
Appendix B **LOS Operational Worksheets**

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	10	19	1208	22	46	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		300	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	5085	1583	1770	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	5085	1583	1770	5085
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		91		91		
Link Speed (mph)	30		30			30
Link Distance (ft)	684		1289			1255
Travel Time (s)	15.5		29.3			28.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	20	1272	23	48	316
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	20	1272	23	48	316
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0
Total Split (s)	20.0	20.0	30.0	30.0	10.0	40.0
Total Split (%)	33.3%	33.3%	50.0%	50.0%	16.7%	66.7%
Maximum Green (s)	16.0	16.0	26.0	26.0	6.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	None	Min
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	6.2	6.2	33.7	33.7	6.2	36.8
Actuated g/C Ratio	0.15	0.15	0.82	0.82	0.15	0.89
v/c Ratio	0.04	0.06	0.31	0.02	0.18	0.07
Control Delay	19.9	0.4	4.2	0.0	21.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	0.4	4.2	0.0	21.3	1.3
LOS	B	A	A	A	C	A
Approach Delay	7.3		4.1			3.9
Approach LOS	A		A			A

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 41.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 4.1	Intersection LOS: A
Intersection Capacity Utilization 40.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Commerce Center & Commercial Road

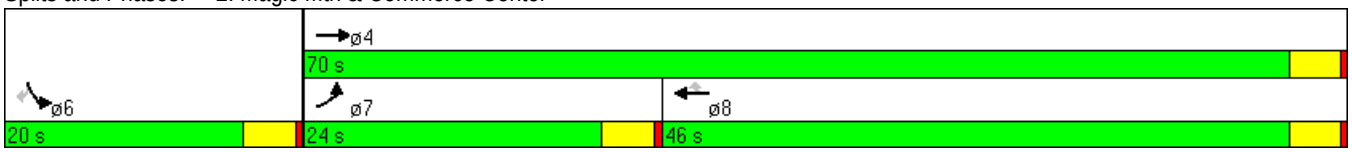


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	520	1580	720	710	230	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			300	300	300
Storage Lanes	2			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	5085	5085	1583	3433	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	5085	5085	1583	3433	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				507		84
Link Speed (mph)		40	30		30	
Link Distance (ft)		566	1200		1289	
Travel Time (s)		9.6	27.3		29.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	547	1663	758	747	242	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	547	1663	758	747	242	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	24.0	70.0	46.0	46.0	20.0	20.0
Total Split (%)	26.7%	77.8%	51.1%	51.1%	22.2%	22.2%
Maximum Green (s)	20.0	66.0	42.0	42.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	15.9	49.2	29.1	29.1	10.7	10.7
Actuated g/C Ratio	0.23	0.72	0.42	0.42	0.16	0.16
v/c Ratio	0.69	0.46	0.35	0.78	0.45	0.17
Control Delay	31.3	4.3	13.6	11.7	32.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	4.3	13.6	11.7	32.5	9.1
LOS	C	A	B	B	C	A
Approach Delay		11.0	12.7		26.5	
Approach LOS		B	B		C	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 68.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Magic Mtn & Commerce Center



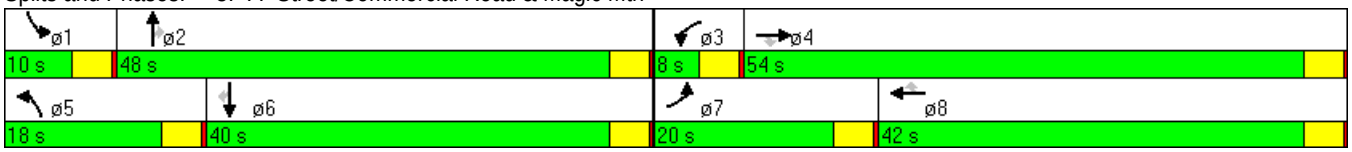
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	139	1649	22	10	1289	221	121	45	150	82	58	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		280	310		0	160		160	355		145
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			226			118			155
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		1200			604			509			665	
Travel Time (s)		20.5			10.3			11.6			18.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	146	1736	23	11	1357	233	127	47	158	86	61	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	1736	23	11	1357	233	127	47	158	86	61	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	27.0	27.0	8.0	29.0	29.0	8.0	12.0	12.0	8.0	38.0	38.0
Total Split (s)	20.0	54.0	54.0	8.0	42.0	42.0	18.0	48.0	48.0	10.0	40.0	40.0
Total Split (%)	16.7%	45.0%	45.0%	6.7%	35.0%	35.0%	15.0%	40.0%	40.0%	8.3%	33.3%	33.3%
Maximum Green (s)	16.0	50.0	50.0	4.0	38.0	38.0	14.0	44.0	44.0	6.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0					5.0	5.0
Flash Dont Walk (s)		18.0	18.0		20.0	20.0					29.0	29.0
Pedestrian Calls (#/hr)		18	18		18	18					18	18
Act Effct Green (s)	13.6	52.5	52.5	4.0	36.4	36.4	12.2	45.2	45.2	6.0	36.7	36.7
Actuated g/C Ratio	0.12	0.46	0.46	0.03	0.32	0.32	0.11	0.39	0.39	0.05	0.32	0.32
v/c Ratio	0.70	0.75	0.03	0.18	0.84	0.36	0.68	0.06	0.23	0.48	0.10	0.03
Control Delay	67.6	28.7	0.1	63.0	42.7	6.0	68.9	24.9	8.9	64.1	30.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	28.7	0.1	63.0	42.7	6.0	68.9	24.9	8.9	64.1	30.6	0.1
LOS	E	C	A	E	D	A	E	C	A	E	C	A
Approach Delay		31.3			37.5			34.1			43.9	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 115
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 34.5 Intersection LOS: C
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: "A" Street/Commercial Road & Magic Mtn

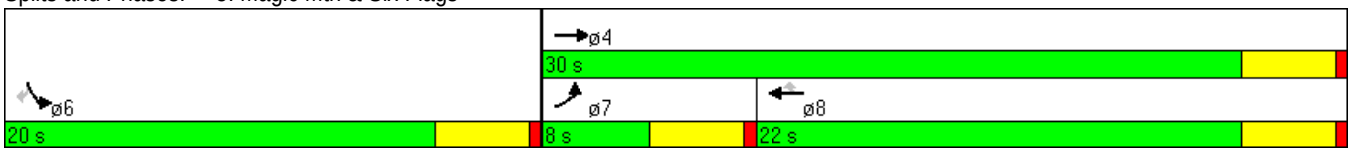


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	50	1830	1751	388	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	2			2	3	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.86	0.86	0.88	0.94	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	6408	6408	2787	4990	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	6408	6408	2787	4990	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				408		109
Link Speed (mph)		30	40		30	
Link Distance (ft)		1051	958		538	
Travel Time (s)		23.9	16.3		12.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	1926	1843	408	63	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	1926	1843	408	63	63
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	30.0	22.0	22.0	20.0	20.0
Total Split (%)	16.0%	60.0%	44.0%	44.0%	40.0%	40.0%
Maximum Green (s)	4.0	26.0	18.0	18.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	4.0	25.0	21.9	21.9	6.0	6.0
Actuated g/C Ratio	0.10	0.64	0.56	0.56	0.15	0.15
v/c Ratio	0.15	0.47	0.51	0.23	0.08	0.19
Control Delay	17.7	4.1	6.8	1.5	14.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	4.1	6.8	1.5	14.9	3.4
LOS	B	A	A	A	B	A
Approach Delay		4.4	5.8		9.1	
Approach LOS		A	A		A	

Intersection Summary	
Area Type: Other	
Cycle Length: 50	
Actuated Cycle Length: 39	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 5.3	Intersection LOS: A
Intersection Capacity Utilization 36.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Magic Mtn & Six Flags



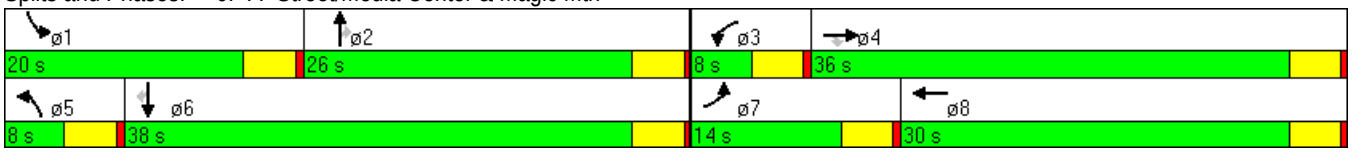
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	281	1604	5	25	1875	350	4	23	318	478	10	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		0	255		200	300		0
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.86	1.00	0.97	0.81	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	7544	1583	1770	3539	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	6408	1583	3433	7544	1583	1770	3539	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			332			206			274
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		958			1374			511			532	
Travel Time (s)		21.8			23.4			11.6			12.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	296	1688	5	26	1974	368	4	24	335	503	11	274
Shared Lane Traffic (%)												
Lane Group Flow (vph)	296	1688	5	26	1974	368	4	24	335	503	11	274
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	14.0	36.0	36.0	8.0	30.0		8.0	26.0	26.0	20.0	38.0	38.0
Total Split (%)	15.6%	40.0%	40.0%	8.9%	33.3%		8.9%	28.9%	28.9%	22.2%	42.2%	42.2%
Maximum Green (s)	10.0	32.0	32.0	4.0	26.0		4.0	22.0	22.0	16.0	34.0	34.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	9.8	37.1	37.1	4.0	26.2	80.0	4.0	12.8	12.8	15.1	30.4	30.4
Actuated g/C Ratio	0.12	0.46	0.46	0.05	0.33	1.00	0.05	0.16	0.16	0.19	0.38	0.38
v/c Ratio	0.70	0.57	0.01	0.15	0.80	0.23	0.04	0.04	0.79	0.78	0.02	0.35
Control Delay	45.4	18.5	0.0	41.5	28.7	0.3	41.0	27.3	26.5	41.6	16.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	18.5	0.0	41.5	28.7	0.3	41.0	27.3	26.5	41.6	16.0	3.8
LOS	D	B	A	D	C	A	D	C	C	D	B	A
Approach Delay		22.5			24.4			26.7			28.1	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 80
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 66.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 6: "A" Street/Media Center & Magic Mtn



Intersection	
Intersection Delay (sec/veh):	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	18	62	916	25	31	255
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100	0		0	150	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	19	65	964	26	33	268
Number of Lanes	1	1	2	0	1	2

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	1177	495	0	0	990	0
Stage 1	977	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	184	520	-	-	694	-
Stage 1	325	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	175	520	-	-	694	-
Mov Capacity-2 Maneuver	175	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	16.3	0	1.1
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			175	520		
HCM Control Delay (s)	-	-	28.1	12.9	10.443	-
HCM Lane VC Ratio	-	-	0.108	0.126	0.047	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th Percentile Queue (veh)	-	-	0.358	0.427	0.148	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	2	3	50	8	157	28	853	55	259	178	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		300	300		300
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.966			0.958		0.950			0.950		
Satd. Flow (prot)	0	1799	1583	0	1785	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.793			0.749		0.950			0.950		
Satd. Flow (perm)	0	1477	1583	0	1395	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			165			164			91
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		787			890			573			1005	
Travel Time (s)		17.9			20.2			13.0			22.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	2	3	53	8	165	29	898	58	273	187	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	3	0	61	165	29	898	58	273	187	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	20.0	20.0	32.0	32.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	13.3%	33.3%	33.3%	33.3%	53.3%	53.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	4.0	16.0	16.0	16.0	28.0	28.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)		7.6	7.6		7.6	7.6	4.2	16.2	16.2	12.0	30.7	30.7
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.09	0.36	0.36	0.26	0.68	0.68
v/c Ratio		0.03	0.01		0.26	0.41	0.18	0.50	0.09	0.58	0.05	0.00
Control Delay		18.3	0.0		21.7	7.7	25.4	14.3	0.3	21.2	5.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		18.3	0.0		21.7	7.7	25.4	14.3	0.3	21.2	5.0	0.0
LOS		B	A		C	A	C	B	A	C	A	A
Approach Delay		12.8			11.5			13.8			14.5	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 45.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 50.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: PA14S & The Old Road

Intersection	
Intersection Delay (sec/veh):	1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Volume (vph)	5	85	286	2	5	30
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	5	89	301	2	5	32
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	303	0	0	0	401	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	99	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1258	-	-	-	605	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	925	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1258	-	-	-	603	738
Mov Capacity-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	921	-

Approach	SE	NW	SW
HCM Control Delay (s)	0.4	0	10.3
HCM LOS	A	A	B

Lane	NWT	NWR	SEL	SET	SWLn1
Capacity (vph)					715
HCM Control Delay (s)	-	-	7.874	-	10.3
HCM Lane VC Ratio	-	-	0.004	-	0.052
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.013	-	0.163

Intersection	
Intersection Delay (sec/veh):	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	9	6	554	2	8	35
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	9	6	583	2	8	37
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	585	0	0	0	608	584
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	24	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	990	-	-	-	459	512
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	999	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	990	-	-	-	455	512
Mov Capacity-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	SB
HCM Control Delay (s)	5.2	0	12.9
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					500
HCM Control Delay (s)	8.671	-	-	-	12.9
HCM Lane VC Ratio	0.01	-	-	-	0.091
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.029	-	-	-	0.297

Intersection	
Intersection Delay (sec/veh):	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	14	0	0	352	204	108
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	15	0	0	371	215	114
Number of Lanes	1	0	0	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	386	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	371	-
Follow-up Headway	-	0	0	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	0	-	617	1065
Stage 1	-	0	0	-	1008	-
Stage 2	-	0	0	-	698	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	617	1065
Mov Capacity-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.1
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	617	1065		
HCM Control Delay (s)	13.9	8.8	-	-
HCM Lane VC Ratio	0.348	0.107	-	-
HCM Lane LOS	B	A	-	-
HCM 95th Percentile Queue (veh)	1.553	0.357	-	-

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	116	312	2	4	40
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	6	122	328	2	4	42
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	330	0	0	0	463	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	134	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1229	-	-	-	557	712
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	892	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1229	-	-	-	554	712
Mov Capacity-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	10.6
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					694
HCM Control Delay (s)	7.944	-	-	-	10.6
HCM Lane VC Ratio	0.005	-	-	-	0.067
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.015	-	-	-	0.214

Intersection	
Intersection Delay (sec/veh):	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	22	98	205	2	6	109
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	23	103	216	2	6	115
Number of Lanes	1	1	1	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	218	0	0	0	366	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	149	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1352	-	-	-	634	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	879	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1352	-	-	-	623	823
Mov Capacity-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	864	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.4	0	10.2
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					809
HCM Control Delay (s)	7.709	-	-	-	10.2
HCM Lane VC Ratio	0.017	-	-	-	0.15
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.052	-	-	-	0.525

Intersection	
Intersection Delay (sec/veh):	5.9

Movement	SET	SER	NWL	NWT	NEL	NER
Volume (vph)	83	21	20	68	139	100
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	185		150	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	87	22	21	72	146	105
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	109	0	212	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	114	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1481	-	776	958
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	911	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1481	-	765	958
Mov Capacity-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	898	-

Approach	SE	NW	NE
HCM Control Delay (s)	0	1.7	10.1
HCM LOS	A	A	B

Lane	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (vph)	765	958				
HCM Control Delay (s)	10.8	9.2	7.466	-	-	-
HCM Lane VC Ratio	0.191	0.11	0.014	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th Percentile Queue (veh)	0.703	0.369	0.043	-	-	-

Intersection	
Intersection Delay (sec/veh):	3.2

Movement	SBL	SBR	SEL	SET	NWT	NWR
Volume (vph)	80	10	20	163	78	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	90			0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	84	11	21	172	82	1
Number of Lanes	1	0	1	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	297	83	83	0	0	0
Stage 1	83	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	694	976	1514	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	684	976	1514	-	-	-
Mov Capacity-2 Maneuver	684	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay (s)	10.9	0.8	0
HCM LOS	B	A	A

Lane	NWT	NWR	SEL	SET	SBLn1
Capacity (vph)					708
HCM Control Delay (s)	-	-	7.411	-	10.9
HCM Lane VC Ratio	-	-	0.014	-	0.134
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.042	-	0.461

Intersection	
Intersection Delay (sec/veh):	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	227	16	2	62	17	69
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	90		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	239	17	2	65	18	73
Number of Lanes	1	0	1	1	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	256	0	317	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	69	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1309	-	676	791
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	954	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1309	-	675	791
Mov Capacity-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.2	10.3
HCM LOS	A	A	B

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	765				
HCM Control Delay (s)	10.3	-	-	7.755	-
HCM Lane VC Ratio	0.118	-	-	0.002	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.401	-	-	0.005	-

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	22	15	9	287	49	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	90			0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	23	16	9	302	52	1
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	373	27	53	0	0	0
Stage 1	53	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	628	1048	1553	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	624	1048	1553	-	-	-
Mov Capacity-2 Maneuver	624	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.1	0.2	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			746		
HCM Control Delay (s)	7.332	-	10.1	-	-
HCM Lane VC Ratio	0.006	-	0.052	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.018	-	0.165	-	-

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	12	46	299	10	2	38
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	90	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	48	315	11	2	40
Number of Lanes	1	0	1	0	1	2

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	345	321	0	0	326	0
Stage 1	321	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	626	675	-	-	1230	-
Stage 1	708	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	625	675	-	-	1230	-
Mov Capacity-2 Maneuver	625	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	11	0	0.4
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			664		
HCM Control Delay (s)	-	-	11	7.932	-
HCM Lane VC Ratio	-	-	0.092	0.002	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.303	0.005	-

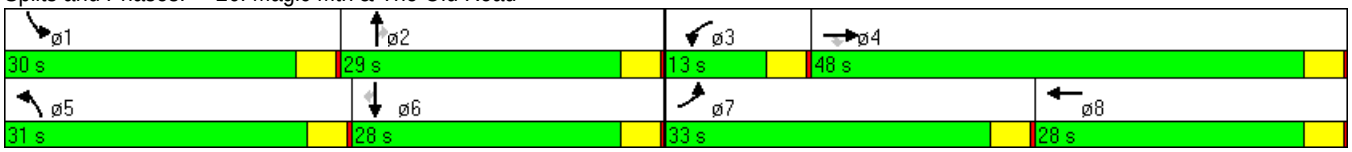
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	630	1600	170	130	1030	1550	590	340	140	510	160	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		300	300		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.81	1.00	0.97	0.86	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.900	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	7544	1583	3433	6408	1583	3433	5085	1583	3433	4325	1362
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	7544	1583	3433	6408	1583	3433	5085	1583	3433	4325	1362
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			585			145		332	331
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1374			1124			1166			1619	
Travel Time (s)		31.2			19.2			26.5			36.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	663	1684	179	137	1084	1632	621	358	147	537	168	663
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	663	1684	179	137	1084	1632	621	358	147	537	500	331
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	33.0	48.0	48.0	13.0	28.0		31.0	29.0	29.0	30.0	28.0	28.0
Total Split (%)	27.5%	40.0%	40.0%	10.8%	23.3%		25.8%	24.2%	24.2%	25.0%	23.3%	23.3%
Maximum Green (s)	29.0	44.0	44.0	9.0	24.0		27.0	25.0	25.0	26.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	24.3	40.1	40.1	8.5	24.3	101.5	23.0	15.6	15.6	20.8	13.4	13.4
Actuated g/C Ratio	0.24	0.40	0.40	0.08	0.24	1.00	0.23	0.15	0.15	0.20	0.13	0.13
v/c Ratio	0.81	0.56	0.24	0.48	0.71	1.03	0.80	0.46	0.40	0.76	0.58	0.71
Control Delay	46.0	25.6	4.5	53.8	40.0	34.9	47.0	41.8	10.4	47.1	17.0	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	25.6	4.5	53.8	40.0	34.9	47.0	41.8	10.4	47.1	17.0	13.7
LOS	D	C	A	D	D	C	D	D	B	D	B	B
Approach Delay		29.4			37.8			40.6			28.0	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 101.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 26: Magic Mtn & The Old Road

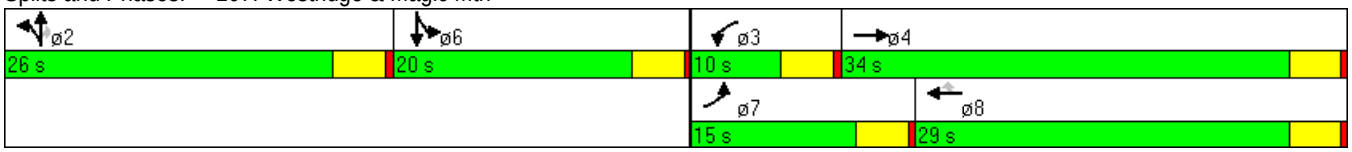


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	1310	150	140	470	190	300	50	590	200	50	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		0	300		0	300		0
Storage Lanes	1		0	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Frt		0.985				0.850		0.886	0.850		0.944	
Flt Protected	0.950			0.950			0.950	0.996		0.950		
Satd. Flow (prot)	1770	5009	0	3433	3539	1583	1681	1496	1504	1770	1758	0
Flt Permitted	0.950			0.950			0.950	0.996		0.950		
Satd. Flow (perm)	1770	5009	0	3433	3539	1583	1681	1496	1504	1770	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				200		170	215		29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		842			610			633			452	
Travel Time (s)		19.1			13.9			14.4			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	1379	158	147	495	200	316	53	621	211	53	32
Shared Lane Traffic (%)							10%		44%			
Lane Group Flow (vph)	105	1537	0	147	495	200	284	358	348	211	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	15.0	34.0		10.0	29.0	29.0	26.0	26.0	26.0	20.0	20.0	
Total Split (%)	16.7%	37.8%		11.1%	32.2%	32.2%	28.9%	28.9%	28.9%	22.2%	22.2%	
Maximum Green (s)	11.0	30.0		6.0	25.0	25.0	22.0	22.0	22.0	16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	
Act Effct Green (s)	9.4	29.9		6.0	28.9	28.9	19.4	19.4	19.4	14.0	14.0	
Actuated g/C Ratio	0.11	0.35		0.07	0.34	0.34	0.23	0.23	0.23	0.16	0.16	
v/c Ratio	0.54	0.87		0.61	0.41	0.30	0.74	0.76	0.69	0.73	0.27	
Control Delay	47.8	33.2		51.7	25.8	5.3	44.1	27.6	19.5	50.2	25.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.8	33.2		51.7	25.8	5.3	44.1	27.6	19.5	50.2	25.2	
LOS	D	C		D	C	A	D	C	B	D	C	
Approach Delay		34.1			25.4			29.5			43.0	
Approach LOS		C			C			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 85.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 31.6	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: Westridge & Magic Mtn

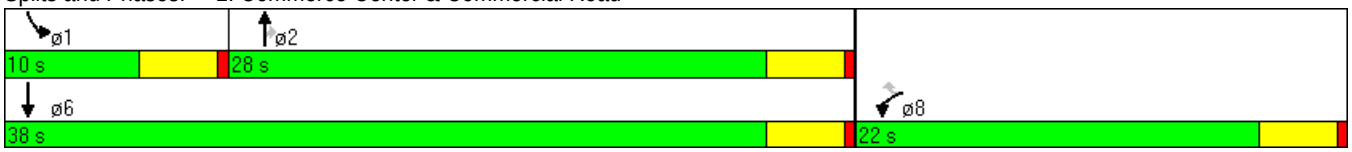


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	37	43	550	10	23	903
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		300	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	5085	1583	1770	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	5085	1583	1770	5085
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		91		91		
Link Speed (mph)	30		30			30
Link Distance (ft)	684		1289			1255
Travel Time (s)	15.5		29.3			28.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	39	45	579	11	24	951
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	45	579	11	24	951
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0
Total Split (s)	22.0	22.0	28.0	28.0	10.0	38.0
Total Split (%)	36.7%	36.7%	46.7%	46.7%	16.7%	63.3%
Maximum Green (s)	18.0	18.0	24.0	24.0	6.0	34.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	Min	None	Min
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	6.5	6.5	25.2	25.2	5.9	27.0
Actuated g/C Ratio	0.19	0.19	0.72	0.72	0.17	0.77
v/c Ratio	0.12	0.12	0.16	0.01	0.08	0.24
Control Delay	14.3	2.5	4.5	0.0	15.0	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	2.5	4.5	0.0	15.0	2.8
LOS	B	A	A	A	B	A
Approach Delay	8.0		4.4			3.1
Approach LOS	A		A			A

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 35	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.24	
Intersection Signal Delay: 3.8	Intersection LOS: A
Intersection Capacity Utilization 27.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Commerce Center & Commercial Road

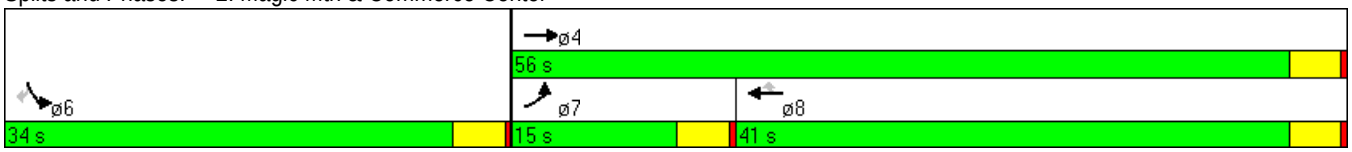


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	170	890	1160	390	510	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			300	300	300
Storage Lanes	2			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	5085	5085	1583	3433	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	5085	5085	1583	3433	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				411		453
Link Speed (mph)		40	30		30	
Link Distance (ft)		566	1200		1289	
Travel Time (s)		9.6	27.3		29.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	937	1221	411	537	453
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	937	1221	411	537	453
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	15.0	56.0	41.0	41.0	34.0	34.0
Total Split (%)	16.7%	62.2%	45.6%	45.6%	37.8%	37.8%
Maximum Green (s)	11.0	52.0	37.0	37.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.1	44.2	31.0	31.0	17.8	17.8
Actuated g/C Ratio	0.13	0.63	0.44	0.44	0.25	0.25
v/c Ratio	0.40	0.29	0.55	0.44	0.62	0.43
Control Delay	34.0	6.6	16.0	3.3	27.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	6.6	16.0	3.3	27.4	3.9
LOS	C	A	B	A	C	A
Approach Delay		11.0	12.8		16.7	
Approach LOS		B	B		B	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 70.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Magic Mtn & Commerce Center



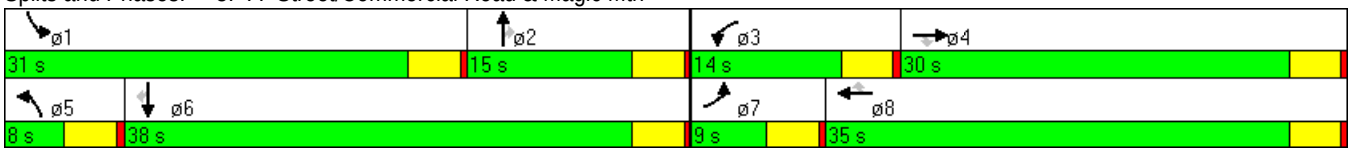
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	1260	72	151	1423	137	56	94	38	835	101	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		280	310		0	160		160	355		145
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			158			206			158
Link Speed (mph)		40			40			30			25	
Link Distance (ft)		1200			604			509			665	
Travel Time (s)		20.5			10.3			11.6			18.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	72	1326	76	159	1498	144	59	99	40	879	106	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1326	76	159	1498	144	59	99	40	879	106	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	27.0	27.0	8.0	29.0	29.0	8.0	12.0	12.0	8.0	38.0	38.0
Total Split (s)	9.0	30.0	30.0	14.0	35.0	35.0	8.0	15.0	15.0	31.0	38.0	38.0
Total Split (%)	10.0%	33.3%	33.3%	15.6%	38.9%	38.9%	8.9%	16.7%	16.7%	34.4%	42.2%	42.2%
Maximum Green (s)	5.0	26.0	26.0	10.0	31.0	31.0	4.0	11.0	11.0	27.0	34.0	34.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0					5.0	5.0
Flash Dont Walk (s)		18.0	18.0		20.0	20.0					29.0	29.0
Pedestrian Calls (#/hr)		18	18		18	18					18	18
Act Effct Green (s)	5.0	26.0	26.0	9.8	32.7	32.7	4.0	11.1	11.1	25.7	34.5	34.5
Actuated g/C Ratio	0.06	0.29	0.29	0.11	0.37	0.37	0.05	0.13	0.13	0.29	0.39	0.39
v/c Ratio	0.72	0.89	0.12	0.81	0.80	0.21	0.75	0.43	0.11	0.88	0.15	0.11
Control Delay	80.9	39.2	0.4	70.2	29.9	3.8	92.3	42.8	0.6	41.9	19.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	39.2	0.4	70.2	29.9	3.8	92.3	42.8	0.6	41.9	19.1	0.3
LOS	F	D	A	E	C	A	F	D	A	D	B	A
Approach Delay		39.2			31.4			49.0			36.7	
Approach LOS		D			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 88.6
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 73.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: "A" Street/Commercial Road & Magic Mtn

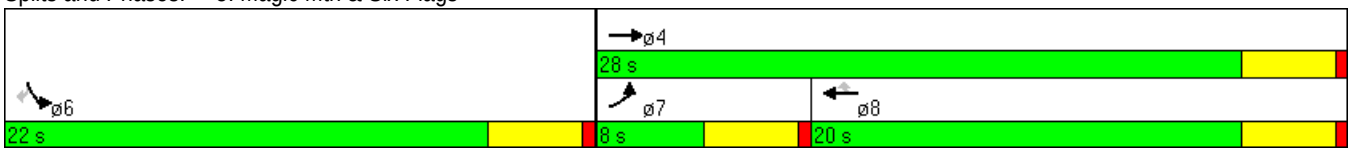


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	170	1963	1471	248	669	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	2			2	3	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.86	0.86	0.88	0.94	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	6408	6408	2787	4990	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	6408	6408	2787	4990	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				261		219
Link Speed (mph)		30	40		30	
Link Distance (ft)		1051	958		538	
Travel Time (s)		23.9	16.3		12.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	2066	1548	261	704	516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	2066	1548	261	704	516
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	8.0	28.0	20.0	20.0	22.0	22.0
Total Split (%)	16.0%	56.0%	40.0%	40.0%	44.0%	44.0%
Maximum Green (s)	4.0	24.0	16.0	16.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	4.0	24.2	18.0	18.0	15.1	15.1
Actuated g/C Ratio	0.08	0.51	0.38	0.38	0.32	0.32
v/c Ratio	0.61	0.63	0.64	0.21	0.44	0.79
Control Delay	33.6	10.0	14.9	2.8	13.4	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	10.0	14.9	2.8	13.4	18.6
LOS	C	B	B	A	B	B
Approach Delay		11.9	13.2		15.6	
Approach LOS		B	B		B	

Intersection Summary	
Area Type: Other	
Cycle Length: 50	
Actuated Cycle Length: 47.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Magic Mtn & Six Flags



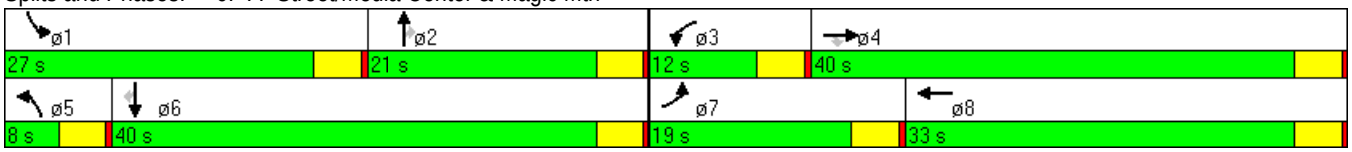
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	2324	8	261	1359	270	10	38	106	810	31	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		0	255		200	300		0
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.86	1.00	0.97	0.81	1.00	1.00	0.95	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	7544	1583	1770	3539	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	6408	1583	3433	7544	1583	1770	3539	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			284			185			343
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		958			1374			511			532	
Travel Time (s)		21.8			23.4			11.6			12.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	316	2446	8	275	1431	284	11	40	112	853	33	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	2446	8	275	1431	284	11	40	112	853	33	368
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	19.0	40.0	40.0	12.0	33.0		8.0	21.0	21.0	27.0	40.0	40.0
Total Split (%)	19.0%	40.0%	40.0%	12.0%	33.0%		8.0%	21.0%	21.0%	27.0%	40.0%	40.0%
Maximum Green (s)	15.0	36.0	36.0	8.0	29.0		4.0	17.0	17.0	23.0	36.0	36.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	13.0	36.0	36.0	8.0	31.0	89.5	4.0	6.5	6.5	23.0	31.9	31.9
Actuated g/C Ratio	0.15	0.40	0.40	0.09	0.35	1.00	0.04	0.07	0.07	0.26	0.36	0.36
v/c Ratio	0.63	0.95	0.01	0.90	0.55	0.18	0.14	0.16	0.39	0.97	0.05	0.47
Control Delay	42.0	35.8	0.0	73.0	24.9	0.2	45.5	40.3	4.8	57.5	20.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	35.8	0.0	73.0	24.9	0.2	45.5	40.3	4.8	57.5	20.5	5.7
LOS	D	D	A	E	C	A	D	D	A	E	C	A
Approach Delay		36.4			28.0			16.3			41.3	
Approach LOS		D			C			B			D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.5
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 34.2 Intersection LOS: C
Intersection Capacity Utilization 80.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: "A" Street/Media Center & Magic Mtn



Intersection	
Intersection Delay (sec/veh):	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	27	94	588	20	170	1038
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100	0		0	150	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	28	99	619	21	179	1093
Number of Lanes	1	1	2	0	1	2

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	1535	321	0	0	640	0
Stage 1	630	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	107	675	-	-	940	-
Stage 1	493	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	87	675	-	-	940	-
Mov Capacity-2 Maneuver	87	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	287	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	23.3	0	1.4
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			87	675		
HCM Control Delay (s)	-	-	65.3	11.2	9.728	-
HCM Lane VC Ratio	-	-	0.327	0.147	0.19	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th Percentile Queue (veh)	-	-	1.244	0.512	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	3	24	50	9	63	20	890	100	190	1143	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		300	300		300
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.956			0.959		0.950			0.950		
Satd. Flow (prot)	0	1781	1583	0	1786	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.696			0.727		0.950			0.950		
Satd. Flow (perm)	0	1296	1583	0	1354	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			164			164			91
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		787			890			573			1005	
Travel Time (s)		17.9			20.2			13.0			22.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	39	3	25	53	9	66	21	937	105	200	1203	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	25	0	62	66	21	937	105	200	1203	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	8.0	23.0	23.0	17.0	32.0	32.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	13.3%	38.3%	38.3%	28.3%	53.3%	53.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	4.0	19.0	19.0	13.0	28.0	28.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)		7.7	7.7		7.7	7.7	4.2	21.9	21.9	10.4	31.8	31.8
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.09	0.49	0.49	0.23	0.71	0.71
v/c Ratio		0.19	0.06		0.27	0.16	0.13	0.38	0.12	0.49	0.34	0.01
Control Delay		20.8	0.3		21.9	0.9	24.8	11.9	1.4	21.5	4.7	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		20.8	0.3		21.9	0.9	24.8	11.9	1.4	21.5	4.7	0.0
LOS		C	A		C	A	C	B	A	C	A	A
Approach Delay		13.1			11.1			11.1			7.1	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 45.1
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 47.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: PA14S & The Old Road

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Volume (vph)	27	297	176	11	10	12
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	120			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	28	313	185	12	11	13
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	197	0	0	0	560	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	369	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1376	-	-	-	489	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	699	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1376	-	-	-	479	851
Mov Capacity-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	685	-

Approach	SE	NW	SW
HCM Control Delay (s)	0.6	0	10.9
HCM LOS	A	A	B

Lane	NWT	NWR	SEL	SET	SWLn1
Capacity (vph)					629
HCM Control Delay (s)	-	-	7.671	-	10.9
HCM Lane VC Ratio	-	-	0.021	-	0.037
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.063	-	0.114

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	27	252	201	14	11	11
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	28	265	212	15	12	12
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	227	0	0	0	541	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	321	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1341	-	-	-	502	820
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	735	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1341	-	-	-	492	820
Mov Capacity-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.7	0	11.1
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					615
HCM Control Delay (s)	7.743	-	-	-	11.1
HCM Lane VC Ratio	0.021	-	-	-	0.038
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.065	-	-	-	0.117

Intersection	
Intersection Delay (sec/veh):	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	263	0	0	197	18	54
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	277	0	0	207	19	57
Number of Lanes	1	0	0	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	484	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	207	-
Follow-up Headway	-	0	0	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	0	-	542	762
Stage 1	-	0	0	-	770	-
Stage 2	-	0	0	-	828	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	542	762
Mov Capacity-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	10.6
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	542	762		
HCM Control Delay (s)	11.9	10.1	-	-
HCM Lane VC Ratio	0.035	0.075	-	-
HCM Lane LOS	B	B	-	-
HCM 95th Percentile Queue (veh)	0.108	0.241	-	-

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	30	287	187	11	12	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	32	302	197	12	13	11
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	209	0	0	0	569	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	366	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1362	-	-	-	484	838
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	702	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1362	-	-	-	473	838
Mov Capacity-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.7	0	11.4
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					590
HCM Control Delay (s)	7.706	-	-	-	11.4
HCM Lane VC Ratio	0.023	-	-	-	0.039
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.071	-	-	-	0.122

Intersection	
Intersection Delay (sec/veh):	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	57	242	167	56	31	31
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	60	255	176	59	33	33
Number of Lanes	1	1	1	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	235	0	0	0	581	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	375	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1332	-	-	-	476	835
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	695	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1332	-	-	-	455	835
Mov Capacity-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.5	0	11.9
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					589
HCM Control Delay (s)	7.83	-	-	-	11.9
HCM Lane VC Ratio	0.045	-	-	-	0.111
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.141	-	-	-	0.372

Intersection	
Intersection Delay (sec/veh):	2.5

Movement	SET	SER	NWL	NWT	NEL	NER
Volume (vph)	170	103	60	178	45	40
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	185		150	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	179	108	63	187	47	42
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	287	0	546	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	313	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1275	-	499	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	741	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1275	-	474	806
Mov Capacity-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	704	-

Approach	SE	NW	NE
HCM Control Delay (s)	0	2	11.7
HCM LOS	A	A	B

Lane	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (vph)	474	806				
HCM Control Delay (s)	13.4	9.7	7.971	-	-	-
HCM Lane VC Ratio	0.1	0.052	0.05	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th Percentile Queue (veh)	0.331	0.165	0.156	-	-	-

Intersection	
Intersection Delay (sec/veh):	1.4

Movement	SBL	SBR	SEL	SET	NWT	NWR
Volume (vph)	18	15	40	170	223	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	90			0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	19	16	42	179	235	25
Number of Lanes	1	0	1	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	511	248	260	0	0	0
Stage 1	248	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	523	791	1304	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	506	791	1304	-	-	-
Mov Capacity-2 Maneuver	506	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay (s)	11.3	1.5	0
HCM LOS	B	A	A

Lane	NWT	NWR	SEL	SET	SBLn1
Capacity (vph)					605
HCM Control Delay (s)	-	-	7.853	-	11.3
HCM Lane VC Ratio	-	-	0.032	-	0.057
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.1	-	0.182

Intersection	
Intersection Delay (sec/veh):	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	144	44	41	223	24	23
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	90		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	152	46	43	235	25	24
Number of Lanes	1	0	1	1	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	198	0	496	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	321	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1375	-	533	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	735	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1375	-	516	868
Mov Capacity-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.2	11.1
HCM LOS	A	A	B

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	644				
HCM Control Delay (s)	11.1	-	-	7.703	-
HCM Lane VC Ratio	0.077	-	-	0.031	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.249	-	-	0.097	-

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	11	25	20	147	239	40
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	90			0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	12	26	21	155	252	42
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	470	147	294	0	0	0
Stage 1	273	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	552	900	1268	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	543	900	1268	-	-	-
Mov Capacity-2 Maneuver	543	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.1	0.9	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			749		
HCM Control Delay (s)	7.887	-	10.1	-	-
HCM Lane VC Ratio	0.017	-	0.051	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.051	-	0.16	-	-

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	14	17	137	21	35	265
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	90	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	15	18	144	22	37	279
Number of Lanes	1	0	1	0	1	2

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	369	155	0	0	166	0
Stage 1	155	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	604	863	-	-	1410	-
Stage 1	857	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	588	863	-	-	1410	-
Mov Capacity-2 Maneuver	588	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	10.3	0	0.9
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			713		
HCM Control Delay (s)	-	-	10.3	7.622	-
HCM Lane VC Ratio	-	-	0.046	0.026	-
HCM Lane LOS	-	-	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.144	0.08	-

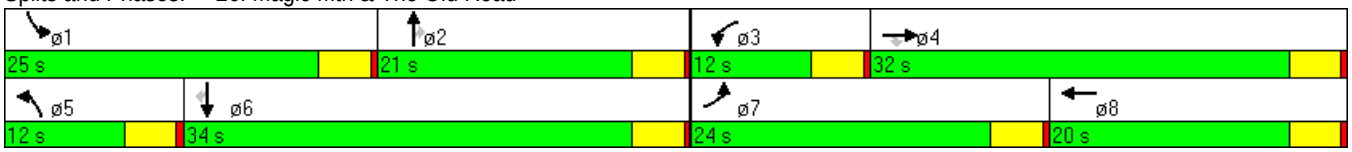
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	670	2060	510	260	760	1360	210	750	130	710	560	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		300	300		300
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.81	1.00	0.97	0.86	1.00	0.97	0.91	1.00	0.97	0.86	0.86
Frt			0.850			0.850			0.850		0.932	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	7544	1583	3433	6408	1583	3433	5085	1583	3433	4479	1362
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	7544	1583	3433	6408	1583	3433	5085	1583	3433	4479	1362
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			276			550			206		248	445
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		1374			1124			1166			1619	
Travel Time (s)		31.2			19.2			26.5			36.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	705	2168	537	274	800	1432	221	789	137	747	589	968
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	705	2168	537	274	800	1432	221	789	137	747	1073	484
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	24.0	32.0	32.0	12.0	20.0		12.0	21.0	21.0	25.0	34.0	34.0
Total Split (%)	26.7%	35.6%	35.6%	13.3%	22.2%		13.3%	23.3%	23.3%	27.8%	37.8%	37.8%
Maximum Green (s)	20.0	28.0	28.0	8.0	16.0		8.0	17.0	17.0	21.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	19.9	28.0	28.0	8.0	16.1	89.7	8.0	16.8	16.8	20.9	29.7	29.7
Actuated g/C Ratio	0.22	0.31	0.31	0.09	0.18	1.00	0.09	0.19	0.19	0.23	0.33	0.33
v/c Ratio	0.93	0.92	0.79	0.90	0.70	0.90	0.72	0.83	0.30	0.93	0.65	0.65
Control Delay	54.5	37.7	23.0	72.8	38.2	10.2	54.5	43.8	2.8	54.2	21.4	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	37.7	23.0	72.8	38.2	10.2	54.5	43.8	2.8	54.2	21.4	8.0
LOS	D	D	C	E	D	B	D	D	A	D	C	A
Approach Delay		38.8			26.0			40.9			29.2	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 33.3 Intersection LOS: C
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 26: Magic Mtn & The Old Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	320	10	580	460	610	0	0	2390	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	750		750	200		0	0		300
Storage Lanes	0		0	1		1	2		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Frt					0.870	0.850						0.850
Flt Protected				0.950	0.995		0.950					
Satd. Flow (prot)	0	0	0	3221	1387	1504	3433	5085	0	0	5085	1583
Flt Permitted				0.950	0.995		0.950					
Satd. Flow (perm)	0	0	0	3221	1387	1504	3433	5085	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					252	334						370
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		724			1240			469			1527	
Travel Time (s)		16.5			28.2			7.1			23.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	348	11	630	500	663	0	0	2598	370
Shared Lane Traffic (%)				10%		47%						
Lane Group Flow (vph)	0	0	0	313	342	334	500	663	0	0	2598	370
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8						6
Detector Phase				8	8	8	5	2			6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Minimum Split (s)				20.0	20.0	20.0	8.0	20.0			20.0	20.0
Total Split (s)				22.0	22.0	22.0	23.0	88.0			65.0	65.0
Total Split (%)				20.0%	20.0%	20.0%	20.9%	80.0%			59.1%	59.1%
Maximum Green (s)				18.0	18.0	18.0	19.0	84.0			61.0	61.0
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				0.5	0.5	0.5	0.5	0.5			0.5	0.5
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				16.7	16.7	16.7	18.6	85.3			62.7	62.7
Actuated g/C Ratio				0.15	0.15	0.15	0.17	0.78			0.57	0.57
v/c Ratio				0.64	0.81	0.65	0.86	0.17			0.90	0.35
Control Delay				50.1	28.4	11.2	59.1	2.5			26.6	2.2
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				50.1	28.4	11.2	59.1	2.5			26.6	2.2
LOS				D	C	B	E	A			C	A
Approach Delay					29.5			26.8			23.5	
Approach LOS					C			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 83: Commerce Center & SR-126 WB

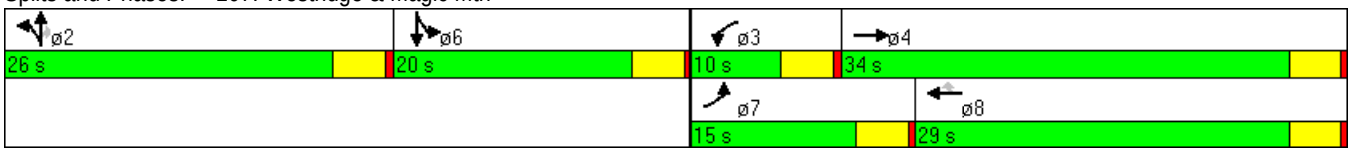
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	1310	150	140	470	190	300	50	590	200	50	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		0	300		0	300		0
Storage Lanes	1		0	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	0.95	0.91	0.95	1.00	1.00	1.00
Frt		0.985				0.850		0.886	0.850		0.944	
Flt Protected	0.950			0.950			0.950	0.996		0.950		
Satd. Flow (prot)	1770	5009	0	3433	3539	1583	1681	1496	1504	1770	1758	0
Flt Permitted	0.950			0.950			0.950	0.996		0.950		
Satd. Flow (perm)	1770	5009	0	3433	3539	1583	1681	1496	1504	1770	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				200		170	215		29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		842			610			633			452	
Travel Time (s)		19.1			13.9			14.4			10.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	1379	158	147	495	200	316	53	621	211	53	32
Shared Lane Traffic (%)							10%		44%			
Lane Group Flow (vph)	105	1537	0	147	495	200	284	358	348	211	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	15.0	34.0		10.0	29.0	29.0	26.0	26.0	26.0	20.0	20.0	
Total Split (%)	16.7%	37.8%		11.1%	32.2%	32.2%	28.9%	28.9%	28.9%	22.2%	22.2%	
Maximum Green (s)	11.0	30.0		6.0	25.0	25.0	22.0	22.0	22.0	16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	
Act Effct Green (s)	9.4	29.9		6.0	28.9	28.9	19.4	19.4	19.4	14.0	14.0	
Actuated g/C Ratio	0.11	0.35		0.07	0.34	0.34	0.23	0.23	0.23	0.16	0.16	
v/c Ratio	0.54	0.87		0.61	0.41	0.30	0.74	0.76	0.69	0.73	0.27	
Control Delay	47.8	33.2		51.7	25.8	5.3	44.1	27.6	19.5	50.2	25.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.8	33.2		51.7	25.8	5.3	44.1	27.6	19.5	50.2	25.2	
LOS	D	C		D	C	A	D	C	B	D	C	
Approach Delay		34.1			25.4			29.5			43.0	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 107: Westridge & Magic Mtn



Appendix C Traffic Count Worksheets

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: I-5 SB ON/OFF RAMPS
CITY: SANTA CLARITA

FILENAME: 04110512
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	1	1	2	X	X	X	X	1.5	X	0.5	
7:00 AM	7	56	203	8	32					21		2	329
15 AM	6	86	251	5	36					35		0	419
30 AM	7	88	266	6	39					37		1	444
45 AM	3	72	271	5	33					31		0	415
8:00 AM	17	139	216	9	78					43		1	503
15 AM	14	112	229	4	61					30		1	451
30 AM	5	82	204	7	41					34		0	373
45 AM	14	69	166	5	40					29		1	324
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.9
VOLUMES =	41	411	982	24	211	0	0	0	0	141	0	3	1813

FILENAME: 04110512P
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	5	63	244	28	89					26		1	456
15 PM	7	68	251	21	83					32		0	462
30 PM	3	65	259	23	81					30		0	461
45 PM	7	70	340	15	129					25		1	587
5:00 PM	2	63	315	11	92					21		1	505
15 PM	8	80	311	19	105					25		1	549
30 PM	4	83	318	14	102					22		0	543
45 PM	9	60	263	23	101					22		1	479
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.93
VOLUMES =	21	296	1284	59	428	0	0	0	0	93	0	3	2184

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 04110515
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	X	1.5	0.5	2	X	3	2	2	4	X	
7:00 AM				40	0	4		20	11	69	205		349
15 AM				36	1	1		19	3	96	304		460
30 AM				49	0	9		24	5	98	303		488
45 AM				86	0	12		45	13	118	330		604
8:00 AM				80	0	7		51	9	141	299		587
15 AM				63	0	10		57	15	131	351		627
30 AM				61	1	3		47	20	118	242		492
45 AM				56	2	4		50	19	116	269		516
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.92
VOLUMES =	0	0	0	290	1	32	0	200	57	508	1222	0	2310

FILENAME: 04110515P
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				57	0	12		106	69	99	198		541
15 PM				44	2	5		86	56	54	203		450
30 PM				78	1	4		80	52	76	209		500
45 PM				46	2	3		99	68	74	230		522
5:00 PM				60	0	1		98	81	88	208		536
15 PM				70	0	27		79	79	83	240		578
30 PM				68	0	20		84	72	90	212		546
45 PM				72	0	29		71	84	100	201		557
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	0	0	0	270	0	77	0	332	316	361	861	0	2217

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 04110516
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	0.5	1.5	X	X	X	2	3	X	X	3.5	1.5	
7:00 AM	234	0	49				14	44			160	38	539
15 AM	236	0	77				9	49			158	31	560
30 AM	240	0	76				6	71			171	55	619
45 AM	255	0	133				5	130			207	37	767
8:00 AM	225	0	100				5	130			200	29	689
15 AM	201	0	116				6	116			178	31	648
30 AM	180	0	88				5	108			180	43	604
45 AM	220	0	114				10	107			168	41	660

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.89

VOLUMES =	921	0	425	0	0	0	22	447	0	0	756	152	2723

FILENAME: 04110516P
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	133	0	135				18	149			165	50	650
15 PM	151	1	139				7	123			110	53	584
30 PM	153	0	106				20	138			134	41	592
45 PM	161	0	160				34	107			152	63	677
5:00 PM	147	0	153				17	148			150	58	673
15 PM	168	0	132				7	148			149	42	646
30 PM	159	0	124				8	139			146	30	606
45 PM	153	0	121				4	136			144	33	591

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.96

VOLUMES =	635	0	569	0	0	0	66	542	0	0	597	193	2602

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207001
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	X	2	X	1	X	3	1	X	2	2	
7:00 AM				55		28		56	54		140	222	555
15 AM				57		47		53	64		130	235	586
30 AM				110		65		55	56		133	265	684
45 AM				118		50		66	56		160	272	722
8:00 AM				120		95		70	76		165	277	803
15 AM				119		84		71	67		180	265	786
30 AM				111		22		57	72		115	200	577
45 AM				129		11		49	58		82	185	514

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.93

VOLUMES =	0	0	0	467	0	294	0	262	255	0	638	1079	2995

FILENAME: 011207001P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				43		22		104	49		170	197	585
15 PM				40		20		127	57		195	200	639
30 PM				47		19		103	46		190	220	625
45 PM				74		31		119	46		200	225	695
5:00 PM				50		15		106	30		208	235	644
15 PM				61		14		140	51		200	255	721
30 PM				48		18		129	39		192	200	626
45 PM				44		33		105	41		197	202	622

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.93

VOLUMES =	0	0	0	233	0	78	0	494	166	0	800	915	2686

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207002
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	X	2	X	X	X	X	3	0	2	4	X	
7:00 AM	41		97					73	39	10	294		554
15 AM	34		157					68	27	10	294		590
30 AM	62		206					153	17	24	335		797
45 AM	56		191					137	14	20	307		725
8:00 AM	108		200					175	41	26	304		854
15 AM	102		203					169	38	24	311		847
30 AM	40		192					176	29	22	264		723
45 AM	42		188					171	32	19	268		720
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.94
VOLUMES =	328	0	800	0	0	0	0	634	110	94	1257	0	3223

FILENAME: 011207002P
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	80		164					186	87	31	289		837
15 PM	74		169					179	84	28	306		840
30 PM	34		200					176	16	36	297		759
45 PM	41		193					178	32	24	310		778
5:00 PM	61		215					151	25	28	314		794
15 PM	56		203					167	28	30	319		803
30 PM	34		206					182	16	24	297		759
45 PM	69		213					184	10	30	323		829
PEAK HOUR BEGINS AT: 1600 PM													PHF: 0.96
VOLUMES =	229	0	726	0	0	0	0	719	219	119	1202	0	3214

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: MCBEAN PKWY
CITY: SANTA CLARITA

FILENAME: 011207003
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:				1	X	1	X	2	1	X	2	1	
7:00 AM				29		81		73	78		103	102	466
15 AM				18		71		92	62		96	81	420
30 AM				30		73		144	61		122	84	514
45 AM				57		121		220	71		154	77	700
8:00 AM				49		140		175	71		137	87	659
15 AM				37		108		161	55		118	62	541
30 AM				51		108		125	44		119	73	520
45 AM				63		142		166	49		131	68	619
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.86
VOLUMES =	0	0	0	194	0	477	0	681	241	0	528	299	2420

FILENAME: 011207003P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				30		27		221	39		213	90	620
15 PM				30		53		183	25		185	77	553
30 PM				40		66		173	19		200	98	596
45 PM				85		110		244	43		225	111	818
5:00 PM				47		68		243	38		228	140	764
15 PM				56		58		261	45		210	120	750
30 PM				36		50		222	40		200	99	647
45 PM				26		52		200	29		202	68	577
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.91
VOLUMES =	0	0	0	224	0	286	0	970	166	0	863	470	2979

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: MCBEAN PKWY
CITY: SANTA CLARITA

FILENAME: 011207004
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	X	2	X	X	X	X	2	1	X	3	X	
7:00 AM	8		46					19	68		199		340
15 AM	12		55					36	88		214		405
30 AM	8		74					44	122		223		471
45 AM	16		122					79	212		251		680
8:00 AM	20		126					68	172		254		640
15 AM	18		115					48	156		225		562
30 AM	32		95					38	151		177		493
45 AM	23		134					53	167		185		562
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.87
VOLUMES =	86	0	458	0	0	0	0	233	691	0	907	0	2375

FILENAME: 011207004P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	40		148					157	30		199		574
15 PM	46		152					160	36		207		601
30 PM	52		160					185	50		270		717
45 PM	55		166					189	48		277		735
5:00 PM	59		148					189	53		366		815
15 PM	59		140					203	45		270		717
30 PM	57		142					198	42		265		704
45 PM	65		154					187	62		260		728
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.92
VOLUMES =	225	0	614	0	0	0	0	766	196	0	1183	0	2984

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: PICO CANYON RD/LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207005
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	1	0.5	1.5	1	X	3	0	1	2	1	
7:00 AM			7	53	21	4		126	7	5	82	78	383
15 AM			11	61	26	10		147	10	6	72	100	443
30 AM			8	44	24	7		154	8	8	71	71	395
45 AM			10	71	11	15		219	5	11	111	112	565
8:00 AM			12	73	11	15		242	11	9	124	89	586
15 AM			5	86	22	11		202	13	11	133	125	608
30 AM			9	85	17	13		154	4	14	105	91	492
45 AM			6	87	15	11		158	8	12	116	99	512
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.93
VOLUMES =	0	0	36	315	61	54	0	817	33	45	473	417	2251

FILENAME: 011207005P
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM			5	101	18	23		203	5	13	256	49	673
15 PM			8	98	16	29		227	6	24	251	56	715
30 PM			7	100	16	23		219	6	17	254	70	712
45 PM			2	109	13	37		210	4	23	250	69	717
5:00 PM			2	106	19	27		205	4	20	259	61	703
15 PM			8	117	21	32		217	15	13	286	57	766
30 PM			6	105	22	28		219	12	16	277	61	746
45 PM			7	111	20	31		216	16	11	260	52	724
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	0	0	23	439	82	118	0	857	47	60	1082	231	2939

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207006
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1.5	0.5	1	X	X	X	1	3	X	X	3	0	
7:00 AM	25	0	34				32	101			134	61	387
15 AM	39	0	26				33	109			154	67	428
30 AM	37	0	31				29	112			160	64	433
45 AM	33	0	33				71	224			223	134	718
8:00 AM	32	0	29				75	216			212	124	688
15 AM	31	0	50				62	195			203	111	652
30 AM	35	1	42				58	191			197	106	630
45 AM	61	0	46				64	154			157	97	579
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.94
VOLUMES =	131	1	154	0	0	0	266	826	0	0	835	475	2688

FILENAME: 011207006P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	27	0	18				57	226			210	58	596
15 PM	112	1	91				39	256			150	62	711
30 PM	106	0	97				49	241			186	71	750
45 PM	104	0	88				57	221			183	66	719
5:00 PM	107	0	117				63	216			217	96	816
15 PM	101	0	114				58	238			204	87	802
30 PM	121	0	108				68	212			143	75	727
45 PM	130	0	111				61	215			168	52	737
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.95
VOLUMES =	418	0	416	0	0	0	227	916	0	0	790	320	3087

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: RYE CANYON RD
CITY: SANTA CLARITA

FILENAME: 04110513
DATE: 4/26/2011
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:	X	1	2 (f)	1	2	X	X	X	X	1	X	2 (f)	
7:00 AM		58	268	28	14					19		286	673
15 AM		61	290	51	10					38		264	714
30 AM		52	285	52	35					37		216	677
45 AM		72	336	65	38					61		266	838
8:00 AM		75	297	53	47					60		309	841
15 AM		56	251	45	39					64		278	733
30 AM		65	216	51	27					49		211	619
45 AM		47	182	52	41					44		203	569
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.92
VOLUMES =	0	255	1169	215	159	0	0	0	0	222	0	1069	3089

FILENAME: 04110513P
DATE: 4/26/2011
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM		64	215	56	57					67		184	643
15 PM		44	214	50	55					95		268	726
30 PM		53	194	68	54					57		232	658
45 PM		43	212	56	55					148		401	915
5:00 PM		60	220	65	61					99		274	779
15 PM		53	256	59	42					134		345	889
30 PM		20	244	36	34					99		360	793
45 PM		54	251	32	30					103		266	736
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.92
VOLUMES =	0	176	932	216	192	0	0	0	0	480	0	1380	3376

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 04110514
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	3	1	2	4	1	2	4	1 (f)	
7:00 AM	6	48	7	14	35	1	11	9	0	11	4	218	364
15 AM	5	71	7	12	34	0	9	7	0	24	12	296	477
30 AM	8	78	24	24	46	0	2	1	0	28	4	288	503
45 AM	9	129	17	41	70	2	10	4	3	35	7	300	627
8:00 AM	6	80	25	25	68	0	6	16	2	36	4	270	538
15 AM	5	108	28	44	60	0	9	13	1	47	4	313	632
30 AM	9	98	19	28	47	3	2	12	2	30	18	204	472
45 AM	8	94	33	27	34	2	2	10	1	20	17	241	489
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.91
VOLUMES =	28	395	94	134	244	2	27	34	6	146	19	1171	2300

FILENAME: 04110514P
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	8	81	45	101	115	4	4	29	7	35	3	160	592
15 PM	9	101	39	78	88	3	10	32	5	35	10	158	568
30 PM	11	81	50	73	67	2	5	43	7	44	12	154	549
45 PM	10	108	48	54	105	4	4	36	8	49	22	159	607
5:00 PM	10	81	35	84	101	5	3	51	4	48	11	148	581
15 PM	9	113	32	82	117	8	7	32	12	46	9	186	653
30 PM	8	116	34	80	119	7	6	41	8	30	7	179	635
45 PM	10	121	37	83	117	8	4	40	6	44	7	152	629
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	37	431	138	329	454	28	20	164	30	168	34	665	2498

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207009
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	3	1	2	4	1	2	3	1	
7:00 AM	54	58	20	21	34	27	53	179	90	20	119	21	696
15 AM	59	62	27	23	44	23	61	186	94	19	130	24	752
30 AM	77	70	18	39	39	49	41	120	33	23	146	21	676
45 AM	73	71	16	34	42	36	68	132	30	25	150	21	698
8:00 AM	223	78	23	39	46	31	82	194	116	9	273	9	1123
15 AM	206	84	21	36	44	30	90	176	101	14	266	12	1080
30 AM	87	48	20	32	49	21	66	229	151	27	68	10	808
45 AM	16	42	18	39	30	12	38	90	145	21	28	8	487
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.83
VOLUMES =	589	281	80	141	181	118	306	731	398	75	757	52	3709

FILENAME: 011207009P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	35	101	56	62	90	19	28	115	40	54	86	60	746
15 PM	30	107	58	42	71	23	43	69	42	84	60	75	704
30 PM	37	112	64	42	73	35	29	63	39	73	65	64	696
45 PM	40	116	58	40	76	28	21	72	29	89	101	86	756
5:00 PM	72	109	51	36	84	19	18	69	31	101	90	79	759
15 PM	26	92	53	43	91	23	15	73	18	121	90	72	717
30 PM	30	101	44	29	77	16	26	99	17	112	84	52	687
45 PM	48	112	43	20	75	12	19	58	14	81	114	71	667
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.96
VOLUMES =	175	429	226	161	324	105	83	277	117	384	346	301	2928

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: STEVENSON RANCH PKWY
CITY: SANTA CLARITA

FILENAME: 011207010
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	1	1	2	1	2	3	1	2	2	0	
7:00 AM	6	33	18	5	57	87	63	104	20	29	50	13	485
15 AM	7	35	18	10	32	32	55	118	25	28	30	10	400
30 AM	20	62	17	11	35	28	118	180	32	48	53	9	613
45 AM	12	85	36	14	71	63	219	225	49	88	72	23	957
8:00 AM	15	70	60	15	74	106	231	199	38	85	56	13	962
15 AM	18	77	30	10	72	107	109	136	22	48	39	15	683
30 AM	11	41	30	10	59	83	74	142	15	56	42	11	574
45 AM	14	26	37	9	64	41	50	130	24	70	50	11	526

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.84

VOLUMES =	65	294	143	50	252	304	677	740	141	269	220	60	3215

FILENAME: 011207010P
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	54	110	107	15	82	70	59	106	21	136	88	6	854
15 PM	35	109	112	20	116	61	58	92	23	134	95	15	870
30 PM	41	92	116	16	100	76	60	87	28	107	111	27	861
45 PM	51	95	118	25	157	96	65	88	37	144	119	15	1010
5:00 PM	35	74	112	18	115	104	52	112	30	159	150	10	971
15 PM	65	87	116	18	168	114	61	91	26	164	133	9	1052
30 PM	62	82	107	14	130	78	48	117	30	142	129	10	949
45 PM	51	88	117	13	99	97	67	113	26	125	131	9	936

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.95

VOLUMES =	213	338	453	75	570	392	226	408	123	609	531	44	3982

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: PICO CANYON RD
CITY: SANTA CLARITA

FILENAME: 011207011
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	0	2	2	0	1	2	1	1	2	1	
7:00 AM	4	39	16	29	31	3	3	96	11	5	36	55	328
15 AM	7	28	15	37	31	1	6	111	27	1	47	33	344
30 AM	8	31	8	30	33	8	6	140	15	3	43	37	362
45 AM	5	49	16	40	32	4	8	171	24	2	81	51	483
8:00 AM	13	40	5	61	31	3	11	228	16	0	88	58	554
15 AM	6	42	17	64	37	7	10	152	25	5	74	66	505
30 AM	8	38	8	54	38	4	8	119	13	4	71	53	418
45 AM	6	41	9	58	41	3	6	144	18	4	85	44	459
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.88
VOLUMES =	32	169	46	219	138	18	37	670	78	11	314	228	1960

FILENAME: 011207011P
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	30	56	11	147	62	4	5	56	15	3	176	95	660
15 PM	29	46	13	128	60	3	6	99	18	4	183	94	683
30 PM	24	60	18	138	72	5	10	75	26	8	155	119	710
45 PM	28	53	15	135	55	6	8	74	16	9	168	113	680
5:00 PM	33	50	14	139	73	6	13	59	18	12	170	122	709
15 PM	38	55	12	148	77	4	11	54	24	11	154	135	723
30 PM	32	49	18	137	76	8	12	69	30	11	159	137	738
45 PM	30	46	18	122	65	2	8	99	22	14	152	136	714
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.98
VOLUMES =	133	200	62	546	291	20	44	281	94	48	635	530	2884

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : AVENUE STANFORD
E/W ST: RYE CANYON RD
CITY: SANTA CLARITA

FILENAME: 04100201
DATE: 4/29/10
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	1	0	1	1	1	1	3	0	1	3	0	
7:00 AM	16	7	1	6	6	5	66	123	114	6	274	19	643
15 AM	19	2	3	3	6	8	62	143	116	4	291	19	676
30 AM	27	13	3	2	6	7	42	128	111	7	267	20	633
45 AM	25	13	5	4	8	7	54	192	138	7	319	32	804
8:00 AM	18	11	1	6	7	9	56	162	88	4	274	28	664
15 AM	16	3	1	7	5	11	34	139	91	4	241	24	576
30 AM	27	9	5	4	6	10	39	134	64	5	217	29	549
45 AM	18	4	7	6	10	20	42	126	60	4	206	21	524

PEAK HOUR BEGINS AT: 715 AM — PHF: 0.86

VOLUMES =	89	39	12	15	27	31	214	625	453	22	1151	99	2777

FILENAME: 04100201P
DATE: 4/29/10
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	59	12	2	7	13	16	17	171	37	6	148	4	492
15 PM	113	16	11	17	21	68	19	176	32	2	228	9	712
30 PM	64	6	2	13	14	35	11	188	37	2	169	8	549
45 PM	145	12	6	32	36	92	20	168	23	8	276	10	828
5:00 PM	47	6	3	15	8	48	8	187	39	1	204	5	571
15 PM	108	13	3	24	22	58	7	302	38	4	232	5	816
30 PM	83	9	4	21	17	64	4	268	29	5	176	4	684
45 PM	61	7	3	23	14	46	4	251	27	3	166	4	609

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.88

VOLUMES =	383	40	16	92	83	262	39	925	129	18	888	24	2899

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : COPPER HILL DR
E/W ST: NEWHALL RANCH RD
CITY: SANTA CLARITA

FILENAME: 04110510
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1 (f)	2	3	1 (f)	2	4	1	2	4	1 (f)	
7:00 AM	9	51	8	26	308	160	65	87	15	55	167	16	967
15 AM	7	58	11	27	286	163	82	98	23	62	226	32	1075
30 AM	12	84	5	39	315	176	108	131	24	58	227	42	1221
45 AM	18	83	15	41	351	165	161	148	22	104	306	66	1480
8:00 AM	6	92	14	30	348	142	123	118	25	67	251	45	1261
15 AM	15	95	18	39	382	141	82	112	19	100	240	52	1295
30 AM	11	75	11	37	212	87	62	96	11	52	178	28	860
45 AM	16	90	14	67	234	101	74	126	12	79	179	33	1025
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.89
VOLUMES =	51	354	52	149	1396	624	474	509	90	329	1024	205	5257

FILENAME: 04110510P
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	39	184	47	75	138	76	177	216	13	68	161	27	1221
15 PM	28	193	38	65	137	46	151	160	6	40	138	30	1032
30 PM	60	252	101	90	150	52	236	260	16	51	163	22	1453
45 PM	33	235	57	65	130	60	242	289	18	65	180	28	1402
5:00 PM	43	261	62	90	143	71	214	291	9	61	192	36	1473
15 PM	33	234	48	82	116	45	201	224	7	42	147	32	1211
30 PM	32	255	56	59	149	47	232	276	17	37	168	38	1366
45 PM	33	247	54	62	136	39	241	268	15	41	152	37	1325
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.94
VOLUMES =	169	982	268	327	539	228	893	1064	50	219	682	118	5539

COMMENTS:

35

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : COPPER HILL DR
E/W ST: DECORO DR
CITY: SANTA CLARITA

FILENAME: 04110506
DATE: 4/20/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:		3	1	1	3					2		1	
7:00 AM		81	18	20	368					63		11	561
15 AM		112	38	50	352					54		77	683
30 AM		185	53	133	449					74		126	1020
45 AM		153	37	109	469					106		19	893
8:00 AM		124	29	18	334					73		17	595
15 AM		108	24	13	405					88		11	649
30 AM		79	25	13	287					75		3	482
45 AM		75	24	14	287					61		6	467
PEAK HOUR BEGINS AT: 715 AM													PHF: 0.78
VOLUMES =	0	574	157	310	1604	0	0	0	0	307	0	239	3191

FILENAME: 04110506P
DATE: 4/20/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM		351	72	13	199					51		7	693
15 PM		292	75	19	174					29		3	592
30 PM		396	69	10	158					32		9	674
45 PM		374	73	10	156					45		10	668
5:00 PM		391	91	12	153					47		13	707
15 PM		435	91	11	160					43		19	759
30 PM		423	84	16	183					34		11	751
45 PM		419	82	12	176					38		10	737
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.97
VOLUMES =	0	1668	348	51	672	0	0	0	0	162	0	53	2954

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : TOURNEY RD
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207013
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	X	2	X	1	2	4	X	X	4	0	
7:00 AM				3		4	25	143			351	21	547
15 AM				11		5	21	202			378	28	645
30 AM				9		8	25	300			336	33	711
45 AM				13		10	65	451			325	53	917
8:00 AM				10		11	85	356			426	45	933
15 AM				5		8	70	276			340	63	762
30 AM				11		17	83	373			255	77	816
45 AM				8		12	72	334			236	62	724
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.92
VOLUMES =	0	0	0	39	0	46	303	1456	0	0	1346	238	3428

FILENAME: 011207013P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				45		50	22	292			286	22	717
15 PM				47		37	36	295			266	26	707
30 PM				38		61	38	360			324	28	849
45 PM				42		64	27	383			312	15	843
5:00 PM				77		85	33	346			392	20	953
15 PM				56		59	12	296			277	25	725
30 PM				55		58	9	370			306	19	817
45 PM				37		47	17	370			284	16	771
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.88
VOLUMES =	0	0	0	213	0	269	110	1385	0	0	1305	88	3370

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : TOURNEY RD
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 011207014
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	X	1	X	X	X	X	3	1	1	3	X	
7:00 AM	24		6					99	22	41	163		355
15 AM	20		3					120	25	64	233		465
30 AM	32		8					149	29	67	199		484
45 AM	33		11					188	98	95	238		663
8:00 AM	26		20					168	48	131	214		607
15 AM	31		18					153	76	126	199		603
30 AM	27		20					163	54	90	170		524
45 AM	34		21					151	53	72	165		496

PEAK HOUR BEGINS AT: 745 AM — PHF: 0.9

VOLUMES =	117	0	69	0	0	0	0	672	276	442	821	0	2397

FILENAME: 011207014P
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	37		88					245	302	42	148		862
15 PM	33		64					254	27	36	172		586
30 PM	55		79					309	16	29	172		660
45 PM	56		73					266	25	34	211		665
5:00 PM	84		95					269	38	39	224		749
15 PM	57		63					307	31	30	199		687
30 PM	45		55					276	22	18	195		611
45 PM	46		58					339	17	28	168		656

PEAK HOUR BEGINS AT: 1600 PM — PHF: 0.8

VOLUMES =	181	0	304	0	0	0	0	1074	370	141	703	0	2773

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : MCBEAN PKWY
E/W ST: VALENCIA PKWY
CITY: SANTA CLARITA

FILENAME: 011207015
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	2	2	3	2	2	3	1	2	3	1	
7:00 AM	41	123	43	63	100	134	64	87	15	53	190	6	919
15 AM	44	128	56	23	87	158	94	100	12	69	257	8	1036
30 AM	65	178	60	17	148	183	110	152	19	73	316	10	1331
45 AM	60	214	82	30	173	214	134	189	42	103	307	9	1557
8:00 AM	63	209	76	27	187	164	120	186	26	67	222	10	1357
15 AM	51	174	45	32	194	126	110	173	19	107	244	18	1293
30 AM	58	141	71	26	155	128	120	171	31	78	189	11	1179
45 AM	43	157	84	30	168	172	107	176	44	76	261	19	1337

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.89

VOLUMES =	239	775	263	106	702	687	474	700	106	350	1089	47	5538

FILENAME: 011207015P
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	34	223	145	61	244	119	172	293	50	123	194	47	1705
15 PM	54	248	147	54	259	113	130	275	39	108	189	32	1648
30 PM	33	209	137	47	252	166	129	335	45	163	229	41	1786
45 PM	51	285	143	106	227	169	123	340	46	121	214	60	1885
5:00 PM	32	226	134	70	275	173	124	336	52	134	232	53	1841
15 PM	64	277	118	77	276	178	126	328	61	116	222	41	1884
30 PM	26	248	156	33	247	141	121	277	49	144	312	55	1809
45 PM	28	287	112	80	253	138	128	278	50	142	234	51	1781

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.98

VOLUMES =	173	1036	551	286	1025	661	494	1281	208	515	980	209	7419

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : MCBEAN PKWY
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 011207016
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	4	1	2	2	1	2	3	1	
7:00 AM	9	153	8	23	232	105	56	51	6	7	86	40	776
15 AM	2	164	7	14	190	97	39	38	6	7	64	24	652
30 AM	14	173	5	19	204	93	42	37	5	10	80	22	704
45 AM	9	214	7	31	360	141	50	70	6	6	89	33	1016
8:00 AM	17	304	3	33	352	144	51	67	3	6	126	44	1150
15 AM	10	254	10	57	355	154	79	96	6	14	96	43	1174
30 AM	13	239	13	53	336	141	63	84	3	19	121	44	1129
45 AM	16	197	14	35	282	123	57	81	12	18	94	36	965

PEAK HOUR BEGINS AT: PHF: 0.95
745 AM

VOLUMES =	49	1011	33	174	1403	580	243	317	18	45	432	164	4469

FILENAME: 011207016P
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	48	402	35	39	232	44	77	59	11	45	88	85	1165
15 PM	50	388	37	44	240	40	73	62	9	36	75	80	1134
30 PM	42	303	40	60	313	66	128	129	21	48	105	77	1332
45 PM	38	335	21	35	309	70	118	105	23	48	112	91	1305
5:00 PM	21	348	25	41	397	68	120	112	24	37	95	84	1372
15 PM	35	376	33	71	404	93	150	108	35	49	117	118	1589
30 PM	26	392	36	69	389	87	141	114	33	51	85	121	1544
45 PM	31	326	21	73	410	84	135	102	29	36	52	52	1351

PEAK HOUR BEGINS AT: PHF: 0.92
1700 PM

VOLUMES =	113	1442	115	254	1600	332	546	436	121	173	349	375	5856

COMMENTS:

48

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : MC BEAN PKWY
E/W ST: NEWHALL RANCH RD
CITY: SANTA CLARITA

FILENAME: 04110511
DATE: 4/21/2011
DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:	2	3	1	2	4	1 (f)	2	4	1	2	3	1	
7:00 AM	86	65	25	38	256	18	12	78	22	90	251	13	954
15 AM	70	84	41	30	305	21	11	104	20	118	281	14	1099
30 AM	67	118	45	71	308	16	29	92	29	143	427	11	1356
45 AM	75	99	62	72	404	28	46	164	47	162	426	15	1600
8:00 AM	104	111	81	91	412	19	23	117	57	237	485	39	1776
15 AM	72	114	49	44	311	18	13	115	55	157	323	18	1289
30 AM	60	117	43	57	277	20	17	103	50	109	255	5	1113
45 AM	70	121	60	54	278	17	14	98	51	127	296	10	1196
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.85
VOLUMES =	318	442	237	278	1435	81	111	488	188	699	1661	83	6021

FILENAME: 04110511P
DATE: 4/21/2011
DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM	64	252	160	56	206	16	23	342	61	97	223	53	1553
15 PM	122	276	150	58	204	19	34	345	79	106	206	51	1650
30 PM	85	338	162	49	176	13	30	292	68	111	230	35	1589
45 PM	102	274	157	47	163	11	48	412	89	110	205	65	1683
5:00 PM	91	310	108	61	208	8	42	438	83	108	196	40	1693
15 PM	98	334	148	57	211	14	47	456	88	100	177	74	1804
30 PM	89	328	125	52	215	17	52	470	93	95	206	48	1790
45 PM	85	350	126	50	221	16	54	476	96	114	202	51	1841
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.97
VOLUMES =	363	1322	507	220	855	55	195	1840	360	417	781	213	7128

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : WILEY CANYON RD
E/W ST: LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207018
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	1	1	2	1	2	3	0	1	3	0	
7:00 AM	11	26	12	10	79	65	17	98	14	26	111	9	478
15 AM	15	41	23	28	91	70	28	119	10	19	131	10	585
30 AM	27	32	35	13	87	78	29	127	17	43	154	16	658
45 AM	29	30	37	16	94	69	31	132	15	38	165	12	668
8:00 AM	58	64	32	23	87	70	26	125	26	68	238	44	861
15 AM	41	35	32	39	86	85	19	155	13	29	159	22	715
30 AM	35	31	29	26	74	71	21	149	11	27	162	23	659
45 AM	26	31	24	31	53	81	25	170	23	35	143	26	668
PEAK HOUR BEGINS AT: 800 AM													PHF: 0.84
VOLUMES =	160	161	117	119	300	307	91	599	73	159	702	115	2903

FILENAME: 011207018P
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	50	64	46	37	45	53	76	254	17	32	175	19	868
15 PM	34	64	52	37	54	57	62	215	24	24	171	25	819
30 PM	36	68	49	35	58	52	66	221	23	27	178	23	836
45 PM	33	73	43	47	60	48	65	237	21	29	163	22	841
5:00 PM	34	67	45	42	62	45	70	233	19	25	166	26	834
15 PM	40	95	45	40	63	61	78	275	40	29	197	25	988
30 PM	42	88	42	37	59	59	77	270	33	26	184	28	945
45 PM	36	84	56	37	79	62	95	303	17	35	223	25	1052
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.91
VOLUMES =	152	334	188	156	263	227	320	1081	109	115	770	104	3819

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

#53

N/S ST : ORCHARD VILLAGE RD/VALLEY ST
E/W ST: LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207019
DATE: 3/22/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	1	2	1	1	2	3	1	1	3	1	
7:00 AM	12	13	5	60	4	18	21	124	5	7	137	52	458
15 AM	11	19	7	62	12	24	14	111	9	3	143	45	460
30 AM	11	18	5	84	13	44	50	159	10	38	173	63	668
45 AM	14	20	4	90	15	38	53	146	6	34	169	58	647
8:00 AM	16	23	6	90	27	90	79	191	22	20	252	91	907
15 AM	24	17	11	62	20	47	40	145	11	13	195	41	626
30 AM	21	15	6	61	23	38	36	149	12	9	188	36	594
45 AM	26	28	5	83	30	30	42	117	18	18	147	48	592

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.79

VOLUMES =	65	78	26	326	75	219	222	641	49	105	789	253	2848

FILENAME: 011207019P
DATE: 3/22/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	39	25	21	93	33	38	55	164	24	30	220	58	800
15 PM	36	29	25	81	35	49	72	217	34	26	210	53	867
30 PM	27	42	27	76	31	44	66	197	27	19	187	68	811
45 PM	34	34	23	110	41	65	66	276	32	20	303	103	1107
5:00 PM	22	30	16	84	25	38	48	222	23	20	185	60	773
15 PM	19	31	23	91	29	51	67	254	37	29	260	101	992
30 PM	26	32	28	109	40	59	86	223	37	25	235	73	973
45 PM	34	38	17	90	28	43	50	214	31	28	248	76	897

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.87

VOLUMES =	101	127	90	394	135	213	267	975	129	94	983	337	3845

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : ORCHARD VILLAGE RD
E/W ST: MCBEAN PKWY
CITY: SANTA CLARITA

FILENAME: 011207021
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1.5	0.5	2	0.5	1	0.5	1	3	0	2	3	0	
7:00 AM	46	3	77	2	5	0	13	69	28	71	87	12	413
15 AM	45	10	98	0	4	9	8	75	38	98	106	5	496
30 AM	89	7	124	16	9	12	7	73	73	158	114	3	685
45 AM	76	11	147	3	5	0	16	93	53	185	154	23	766
8:00 AM	82	12	175	3	2	3	10	124	57	102	134	9	713
15 AM	73	16	106	5	3	4	7	83	31	114	134	9	585
30 AM	52	9	104	7	8	6	4	76	40	74	102	9	491
45 AM	59	13	105	3	7	2	13	94	62	100	127	14	599

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.9

VOLUMES =	320	46	552	27	19	19	40	373	214	559	536	44	2749

FILENAME: 011207021P
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	52	7	175	11	18	15	11	173	68	190	129	6	855
15 PM	38	6	139	17	5	9	5	209	70	165	152	5	820
30 PM	58	4	152	9	13	10	7	198	61	199	135	20	866
45 PM	64	8	176	6	11	19	8	219	112	183	165	20	991
5:00 PM	52	9	195	16	13	17	7	226	99	170	156	6	966
15 PM	44	3	124	5	10	6	6	167	49	175	149	11	749
30 PM	48	4	154	23	15	8	5	206	74	164	131	8	840
45 PM	61	5	178	5	12	12	3	216	100	184	144	2	922

PEAK HOUR BEGINS AT: 1615 PM — PHF: 0.92

VOLUMES =	212	27	662	48	42	55	27	852	342	717	608	51	3643

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : VALENCIA BLVD
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 011207022
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	0	1	3	2	2	2	0	1	2	1	
7:00 AM	5	109	17	5	248	83	15	31	3	21	48	8	593
15 AM	1	96	10	5	300	92	27	26	2	29	69	3	660
30 AM	1	185	30	3	401	120	22	26	7	26	96	11	928
45 AM	6	149	21	1	408	128	25	39	2	52	149	11	991
8:00 AM	8	186	27	7	385	121	23	43	10	49	123	14	996
15 AM	8	133	30	4	306	97	28	38	5	40	113	13	815
30 AM	14	170	29	5	283	87	32	28	7	46	124	8	833
45 AM	15	152	24	11	358	119	49	40	12	48	111	15	954

PEAK HOUR BEGINS AT: PHF: 0.94
730 AM

VOLUMES =	23	653	108	15	1500	466	98	146	24	167	481	49	3730

FILENAME: 011207022P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	37	297	40	23	241	75	108	83	12	47	77	16	1056
15 PM	35	339	43	12	236	79	109	71	15	55	75	13	1082
30 PM	20	307	60	11	282	81	122	88	11	44	86	13	1125
45 PM	25	378	50	16	339	85	118	87	13	40	76	12	1239
5:00 PM	36	441	40	19	277	79	121	86	12	47	68	6	1232
15 PM	25	393	43	19	332	94	117	89	9	47	87	12	1267
30 PM	32	370	48	8	254	81	100	81	8	40	77	13	1112
45 PM	23	373	39	11	288	80	120	98	6	38	64	8	1148

PEAK HOUR BEGINS AT: PHF: 0.96
1630 PM

VOLUMES =	106	1519	193	65	1230	339	478	350	45	178	317	43	4863

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : BOUQUET CANYON RD
E/W ST: SOLEDAD CANYON RD
CITY: SANTA CLARITA

FILENAME: 011207023
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	1	3	2.5	1.5	3	3	0	3	2.5	1.5	
7:00 AM	3	68	26	72	265	190	49	104	5	81	166	35	1064
15 AM	2	114	36	35	286	253	68	73	7	56	196	36	1162
30 AM	3	131	57	83	306	286	61	103	5	75	275	36	1421
45 AM	4	126	84	76	375	324	92	147	7	106	370	43	1754
8:00 AM	6	130	50	46	345	310	80	176	15	68	195	28	1449
15 AM	10	110	58	48	247	234	86	146	9	82	257	30	1317
30 AM	4	92	43	46	261	205	68	116	10	48	170	38	1101
45 AM	7	109	49	89	259	229	89	152	8	93	200	20	1304

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.85

VOLUMES =	23	497	249	253	1273	1154	319	572	36	331	1097	137	5941

FILENAME: 011207023P
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	10	230	95	63	174	159	207	295	1	124	201	56	1615
15 PM	5	254	96	67	216	150	216	268	4	113	185	56	1630
30 PM	6	266	98	93	213	173	207	280	7	100	179	79	1701
45 PM	2	292	128	93	248	211	268	380	3	71	185	110	1991
5:00 PM	5	235	111	77	168	135	295	351	3	104	254	108	1846
15 PM	5	312	134	118	228	103	274	366	0	88	227	82	1937
30 PM	6	321	129	85	241	128	326	321	3	65	139	84	1848
45 PM	8	298	106	94	233	204	318	338	3	108	215	127	2052

PEAK HOUR BEGINS AT: 1700 PM — PHF: 0.94

VOLUMES =	24	1166	480	374	870	570	1213	1376	9	365	835	401	7683

COMMENTS:

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : BOUQUET CANYON RD
E/W ST: NEWHALL RANCH RD
CITY: SANTA CLARITA

FILENAME: 011207024P
DATE: 4/16/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	4	1	1	4	1	3	3	2	2	4	1	
4:00 PM	127	402	21	129	375	71	195	206	106	85	205	64	1986
15 PM	131	382	20	91	304	77	257	339	89	65	149	73	1977
30 PM	120	373	11	78	248	48	180	254	86	82	170	75	1725
45 PM	88	362	13	69	314	65	256	363	109	69	172	68	1948
5:00 PM	126	449	22	82	332	62	233	272	76	76	179	73	1982
15 PM	144	501	31	70	343	59	258	346	89	64	212	82	2199
30 PM	126	520	39	92	291	44	244	263	88	52	240	85	2084
45 PM	133	526	33	89	300	63	217	281	71	46	175	72	2006

PEAK HOUR BEGINS AT: PHF: 0.94
1700 PM

VOLUMES =	529	1996	125	333	1266	228	952	1162	324	238	806	312	8271

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : WOLCOTT WY
E/W ST: SR-126
CITY: SANTA CLARITA

FILENAME: 011207025
DATE: 3/27/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	0	1	0	1.5	0.5	1	1	2	0	1	2	1	
7:00 AM	0	0	0	0	0	8	5	131	0	0	167	0	311
15 AM	0	0	0	0	0	1	0	142	1	0	159	0	303
30 AM	0	0	0	0	0	1	5	171	0	0	156	1	334
45 AM	0	0	0	0	0	1	7	213	0	0	187	3	411
8:00 AM	0	0	1	0	0	6	6	165	1	0	173	1	353
15 AM	1	0	0	0	0	3	2	150	3	0	159	0	318
30 AM	0	0	0	0	0	2	3	169	0	0	149	0	323
45 AM	0	0	0	0	0	4	7	166	0	0	128	2	307

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.86

VOLUMES =	1	0	1	0	0	11	20	699	4	0	675	5	1416

FILENAME: 011207025P
DATE: 3/26/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	1	0	0	0	0	5	4	135	0	0	159	0	304
15 PM	0	0	0	1	0	11	4	161	0	0	222	1	400
30 PM	0	0	0	0	0	12	4	171	0	0	192	1	380
45 PM	2	0	0	2	0	11	2	191	0	0	166	1	375
5:00 PM	0	0	0	0	0	10	4	179	0	0	197	0	390
15 PM	0	0	0	2	0	21	7	189	0	1	166	0	386
30 PM	0	0	0	0	0	16	5	175	0	0	160	0	356
45 PM	0	0	0	1	0	7	4	187	0	1	171	1	372

PEAK HOUR BEGINS AT: 1615 PM — PHF: 0.97

VOLUMES =	2	0	0	3	0	44	14	702	0	0	777	3	1545

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : COMMERCE CENTER DR
E/W ST: SR-126
CITY: SANTA CLARITA

FILENAME: 011207026
DATE: 3/28/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	1	1	2	1	1	1	2	0	1	2	2	
7:00 AM	9	11	1	79	10	12	4	122	10	0	191	225	674
15 AM	11	15	2	44	5	9	6	130	8	1	177	231	639
30 AM	13	17	1	50	8	10	3	135	7	0	181	227	652
45 AM	6	23	2	68	4	4	21	169	14	5	164	401	881
8:00 AM	7	19	0	59	3	7	15	179	9	2	171	386	857
15 AM	4	16	4	49	3	9	11	136	6	10	159	201	608
30 AM	5	12	2	37	5	7	10	139	5	4	162	217	605
45 AM	9	13	2	57	6	14	9	148	6	5	139	181	589

PEAK HOUR BEGINS AT: 715 AM — PHF: 0.86

VOLUMES =	37	74	5	221	20	30	45	613	38	8	693	1245	3029

FILENAME: 011207026P
DATE: 3/28/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	13	9	3	262	45	17	5	199	5	1	128	61	748
15 PM	13	7	1	187	18	5	14	241	4	7	168	67	732
30 PM	20	9	9	294	66	14	9	204	7	5	165	79	881
45 PM	18	6	2	199	25	14	6	190	4	2	170	73	709
5:00 PM	13	1	2	305	76	23	8	240	17	3	182	63	933
15 PM	17	6	4	246	24	15	6	194	65	3	162	38	780
30 PM	23	5	1	202	20	13	9	240	1	1	165	42	722
45 PM	8	7	2	154	10	9	14	184	7	3	141	29	568

PEAK HOUR BEGINS AT: 1630 PM — PHF: 0.89

VOLUMES =	68	22	17	1044	191	66	29	828	93	13	679	253	3303

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : WESTRIDGE PKWY
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207028
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	1	1	2	1	1	1	3	0	1	3	1	
7:00 AM	7	0	4	11	0	0	2	254	5	2	251	14	550
15 AM	3	1	6	19	1	2	0	34	0	0	110	13	189
30 AM	10	4	4	101	3	15	0	43	0	1	263	53	497
45 AM	11	5	13	166	10	18	0	166	5	5	327	47	773
8:00 AM	8	2	13	77	3	5	2	304	2	2	453	31	902
15 AM	6	1	10	31	4	6	6	336	5	9	508	27	949
30 AM	5	0	7	35	0	0	1	409	8	4	215	12	696
45 AM	6	1	10	67	0	0	0	44	0	1	24	11	164

PEAK HOUR BEGINS AT: 745 AM — PHF: 0.87

VOLUMES =	30	8	43	309	17	29	9	1215	20	20	1503	117	3320

FILENAME: 011207028P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	2	1	4	31	4	0	1	40	0	2	37	16	138
15 PM	0	0	4	20	0	1	0	83	0	5	50	24	187
30 PM	1	0	4	24	0	0	0	51	0	1	39	24	144
45 PM	0	0	3	23	1	0	3	46	1	4	39	18	138
5:00 PM	1	0	5	26	0	1	0	43	0	9	68	24	177
15 PM	1	1	3	22	0	1	0	61	2	4	77	22	194
30 PM	0	0	7	28	0	0	1	99	4	11	43	23	216
45 PM	0	0	10	13	0	0	0	32	0	13	34	25	127

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.84

VOLUMES =	2	1	18	99	1	2	4	249	7	28	227	87	725

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: I-5 SB ON/OFF RAMPS
CITY: SANTA CLARITA

FILENAME: 04110512
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	1	1	2	X	X	X	X	1.5	X	0.5	
7:00 AM	7	56	203	8	32					21		2	329
15 AM	6	86	251	5	36					35		0	419
30 AM	7	88	266	6	39					37		1	444
45 AM	3	72	271	5	33					31		0	415
8:00 AM	17	139	216	9	78					43		1	503
15 AM	14	112	229	4	61					30		1	451
30 AM	5	82	204	7	41					34		0	373
45 AM	14	69	166	5	40					29		1	324
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.9
VOLUMES =	41	411	982	24	211	0	0	0	0	141	0	3	1813

FILENAME: 04110512P
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	5	63	244	28	89					26		1	456
15 PM	7	68	251	21	83					32		0	462
30 PM	3	65	259	23	81					30		0	461
45 PM	7	70	340	15	129					25		1	587
5:00 PM	2	63	315	11	92					21		1	505
15 PM	8	80	311	19	105					25		1	549
30 PM	4	83	318	14	102					22		0	543
45 PM	9	60	263	23	101					22		1	479
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.93
VOLUMES =	21	296	1284	59	428	0	0	0	0	93	0	3	2184

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 04110515
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	X	1.5	0.5	2	X	3	2	2	4	X	
7:00 AM				40	0	4		20	11	69	205		349
15 AM				36	1	1		19	3	96	304		460
30 AM				49	0	9		24	5	98	303		488
45 AM				86	0	12		45	13	118	330		604
8:00 AM				80	0	7		51	9	141	299		587
15 AM				63	0	10		57	15	131	351		627
30 AM				61	1	3		47	20	118	242		492
45 AM				56	2	4		50	19	116	269		516
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.92
VOLUMES =	0	0	0	290	1	32	0	200	57	508	1222	0	2310

FILENAME: 04110515P
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				57	0	12		106	69	99	198		541
15 PM				44	2	5		86	56	54	203		450
30 PM				78	1	4		80	52	76	209		500
45 PM				46	2	3		99	68	74	230		522
5:00 PM				60	0	1		98	81	88	208		536
15 PM				70	0	27		79	79	83	240		578
30 PM				68	0	20		84	72	90	212		546
45 PM				72	0	29		71	84	100	201		557
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	0	0	0	270	0	77	0	332	316	361	861	0	2217

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 04110516
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	0.5	1.5	X	X	X	2	3	X	X	3.5	1.5	
7:00 AM	234	0	49				14	44			160	38	539
15 AM	236	0	77				9	49			158	31	560
30 AM	240	0	76				6	71			171	55	619
45 AM	255	0	133				5	130			207	37	767
8:00 AM	225	0	100				5	130			200	29	689
15 AM	201	0	116				6	116			178	31	648
30 AM	180	0	88				5	108			180	43	604
45 AM	220	0	114				10	107			168	41	660
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.89
VOLUMES =	921	0	425	0	0	0	22	447	0	0	756	152	2723

FILENAME: 04110516P
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	133	0	135				18	149			165	50	650
15 PM	151	1	139				7	123			110	53	584
30 PM	153	0	106				20	138			134	41	592
45 PM	161	0	160				34	107			152	63	677
5:00 PM	147	0	153				17	148			150	58	673
15 PM	168	0	132				7	148			149	42	646
30 PM	159	0	124				8	139			146	30	606
45 PM	153	0	121				4	136			144	33	591
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.96
VOLUMES =	635	0	569	0	0	0	66	542	0	0	597	193	2602

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207001
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	X	2	X	1	X	3	1	X	2	2	
7:00 AM				55		28		56	54		140	222	555
15 AM				57		47		53	64		130	235	586
30 AM				110		65		55	56		133	265	684
45 AM				118		50		66	56		160	272	722
8:00 AM				120		95		70	76		165	277	803
15 AM				119		84		71	67		180	265	786
30 AM				111		22		57	72		115	200	577
45 AM				129		11		49	58		82	185	514

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.93

VOLUMES =	0	0	0	467	0	294	0	262	255	0	638	1079	2995

FILENAME: 011207001P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				43		22		104	49		170	197	585
15 PM				40		20		127	57		195	200	639
30 PM				47		19		103	46		190	220	625
45 PM				74		31		119	46		200	225	695
5:00 PM				50		15		106	30		208	235	644
15 PM				61		14		140	51		200	255	721
30 PM				48		18		129	39		192	200	626
45 PM				44		33		105	41		197	202	622

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.93

VOLUMES =	0	0	0	233	0	78	0	494	166	0	800	915	2686

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207002
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	X	2	X	X	X	X	3	0	2	4	X	
7:00 AM	41		97					73	39	10	294		554
15 AM	34		157					68	27	10	294		590
30 AM	62		206					153	17	24	335		797
45 AM	56		191					137	14	20	307		725
8:00 AM	108		200					175	41	26	304		854
15 AM	102		203					169	38	24	311		847
30 AM	40		192					176	29	22	264		723
45 AM	42		188					171	32	19	268		720
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.94
VOLUMES =	328	0	800	0	0	0	0	634	110	94	1257	0	3223

FILENAME: 011207002P
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	80		164					186	87	31	289		837
15 PM	74		169					179	84	28	306		840
30 PM	34		200					176	16	36	297		759
45 PM	41		193					178	32	24	310		778
5:00 PM	61		215					151	25	28	314		794
15 PM	56		203					167	28	30	319		803
30 PM	34		206					182	16	24	297		759
45 PM	69		213					184	10	30	323		829
PEAK HOUR BEGINS AT: 1600 PM													PHF: 0.96
VOLUMES =	229	0	726	0	0	0	0	719	219	119	1202	0	3214

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: MCBEAN PKWY
CITY: SANTA CLARITA

FILENAME: 011207003
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:				1	X	1	X	2	1	X	2	1	
7:00 AM				29		81		73	78		103	102	466
15 AM				18		71		92	62		96	81	420
30 AM				30		73		144	61		122	84	514
45 AM				57		121		220	71		154	77	700
8:00 AM				49		140		175	71		137	87	659
15 AM				37		108		161	55		118	62	541
30 AM				51		108		125	44		119	73	520
45 AM				63		142		166	49		131	68	619
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.86
VOLUMES =	0	0	0	194	0	477	0	681	241	0	528	299	2420

FILENAME: 011207003P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				30		27		221	39		213	90	620
15 PM				30		53		183	25		185	77	553
30 PM				40		66		173	19		200	98	596
45 PM				85		110		244	43		225	111	818
5:00 PM				47		68		243	38		228	140	764
15 PM				56		58		261	45		210	120	750
30 PM				36		50		222	40		200	99	647
45 PM				26		52		200	29		202	68	577
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.91
VOLUMES =	0	0	0	224	0	286	0	970	166	0	863	470	2979

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: MCBEAN PKWY
CITY: SANTA CLARITA

FILENAME: 011207004
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	X	2	X	X	X	X	2	1	X	3	X	
7:00 AM	8		46					19	68		199		340
15 AM	12		55					36	88		214		405
30 AM	8		74					44	122		223		471
45 AM	16		122					79	212		251		680
8:00 AM	20		126					68	172		254		640
15 AM	18		115					48	156		225		562
30 AM	32		95					38	151		177		493
45 AM	23		134					53	167		185		562
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.87
VOLUMES =	86	0	458	0	0	0	0	233	691	0	907	0	2375

FILENAME: 011207004P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	40		148					157	30		199		574
15 PM	46		152					160	36		207		601
30 PM	52		160					185	50		270		717
45 PM	55		166					189	48		277		735
5:00 PM	59		148					189	53		366		815
15 PM	59		140					203	45		270		717
30 PM	57		142					198	42		265		704
45 PM	65		154					187	62		260		728
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.92
VOLUMES =	225	0	614	0	0	0	0	766	196	0	1183	0	2984

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 SB ON/OFF RAMPS
E/W ST: PICO CANYON RD/LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207005
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	1	0.5	1.5	1	X	3	0	1	2	1	
7:00 AM			7	53	21	4		126	7	5	82	78	383
15 AM			11	61	26	10		147	10	6	72	100	443
30 AM			8	44	24	7		154	8	8	71	71	395
45 AM			10	71	11	15		219	5	11	111	112	565
8:00 AM			12	73	11	15		242	11	9	124	89	586
15 AM			5	86	22	11		202	13	11	133	125	608
30 AM			9	85	17	13		154	4	14	105	91	492
45 AM			6	87	15	11		158	8	12	116	99	512
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.93
VOLUMES =	0	0	36	315	61	54	0	817	33	45	473	417	2251

FILENAME: 011207005P
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM			5	101	18	23		203	5	13	256	49	673
15 PM			8	98	16	29		227	6	24	251	56	715
30 PM			7	100	16	23		219	6	17	254	70	712
45 PM			2	109	13	37		210	4	23	250	69	717
5:00 PM			2	106	19	27		205	4	20	259	61	703
15 PM			8	117	21	32		217	15	13	286	57	766
30 PM			6	105	22	28		219	12	16	277	61	746
45 PM			7	111	20	31		216	16	11	260	52	724
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	0	0	23	439	82	118	0	857	47	60	1082	231	2939

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : I-5 NB ON/OFF RAMPS
E/W ST: LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207006
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1.5	0.5	1	X	X	X	1	3	X	X	3	0	
7:00 AM	25	0	34				32	101			134	61	387
15 AM	39	0	26				33	109			154	67	428
30 AM	37	0	31				29	112			160	64	433
45 AM	33	0	33				71	224			223	134	718
8:00 AM	32	0	29				75	216			212	124	688
15 AM	31	0	50				62	195			203	111	652
30 AM	35	1	42				58	191			197	106	630
45 AM	61	0	46				64	154			157	97	579
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.94
VOLUMES =	131	1	154	0	0	0	266	826	0	0	835	475	2688

FILENAME: 011207006P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	27	0	18				57	226			210	58	596
15 PM	112	1	91				39	256			150	62	711
30 PM	106	0	97				49	241			186	71	750
45 PM	104	0	88				57	221			183	66	719
5:00 PM	107	0	117				63	216			217	96	816
15 PM	101	0	114				58	238			204	87	802
30 PM	121	0	108				68	212			143	75	727
45 PM	130	0	111				61	215			168	52	737
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.95
VOLUMES =	418	0	416	0	0	0	227	916	0	0	790	320	3087

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: RYE CANYON RD
CITY: SANTA CLARITA

FILENAME: 04110513
DATE: 4/26/2011
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:	X	1	2 (f)	1	2	X	X	X	X	1	X	2 (f)	
7:00 AM		58	268	28	14					19		286	673
15 AM		61	290	51	10					38		264	714
30 AM		52	285	52	35					37		216	677
45 AM		72	336	65	38					61		266	838
8:00 AM		75	297	53	47					60		309	841
15 AM		56	251	45	39					64		278	733
30 AM		65	216	51	27					49		211	619
45 AM		47	182	52	41					44		203	569
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.92
VOLUMES =	0	255	1169	215	159	0	0	0	0	222	0	1069	3089

FILENAME: 04110513P
DATE: 4/26/2011
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM		64	215	56	57					67		184	643
15 PM		44	214	50	55					95		268	726
30 PM		53	194	68	54					57		232	658
45 PM		43	212	56	55					148		401	915
5:00 PM		60	220	65	61					99		274	779
15 PM		53	256	59	42					134		345	889
30 PM		20	244	36	34					99		360	793
45 PM		54	251	32	30					103		266	736
PEAK HOUR BEGINS AT: 1645 PM													PHF: 0.92
VOLUMES =	0	176	932	216	192	0	0	0	0	480	0	1380	3376

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 04110514
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:	2	3	1	2	3	1	2	4	1	2	4	1 (f)	
7:00 AM	6	48	7	14	35	1	11	9	0	11	4	218	364
15 AM	5	71	7	12	34	0	9	7	0	24	12	296	477
30 AM	8	78	24	24	46	0	2	1	0	28	4	288	503
45 AM	9	129	17	41	70	2	10	4	3	35	7	300	627
8:00 AM	6	80	25	25	68	0	6	16	2	36	4	270	538
15 AM	5	108	28	44	60	0	9	13	1	47	4	313	632
30 AM	9	98	19	28	47	3	2	12	2	30	18	204	472
45 AM	8	94	33	27	34	2	2	10	1	20	17	241	489
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.91
VOLUMES =	28	395	94	134	244	2	27	34	6	146	19	1171	2300

FILENAME: 04110514P
DATE: 4/27/2011
DAY: WEDNESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM	8	81	45	101	115	4	4	29	7	35	3	160	592
15 PM	9	101	39	78	88	3	10	32	5	35	10	158	568
30 PM	11	81	50	73	67	2	5	43	7	44	12	154	549
45 PM	10	108	48	54	105	4	4	36	8	49	22	159	607
5:00 PM	10	81	35	84	101	5	3	51	4	48	11	148	581
15 PM	9	113	32	82	117	8	7	32	12	46	9	186	653
30 PM	8	116	34	80	119	7	6	41	8	30	7	179	635
45 PM	10	121	37	83	117	8	4	40	6	44	7	152	629
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.96
VOLUMES =	37	431	138	329	454	28	20	164	30	168	34	665	2498

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207009
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	3	1	2	4	1	2	3	1	
7:00 AM	54	58	20	21	34	27	53	179	90	20	119	21	696
15 AM	59	62	27	23	44	23	61	186	94	19	130	24	752
30 AM	77	70	18	39	39	49	41	120	33	23	146	21	676
45 AM	73	71	16	34	42	36	68	132	30	25	150	21	698
8:00 AM	223	78	23	39	46	31	82	194	116	9	273	9	1123
15 AM	206	84	21	36	44	30	90	176	101	14	266	12	1080
30 AM	87	48	20	32	49	21	66	229	151	27	68	10	808
45 AM	16	42	18	39	30	12	38	90	145	21	28	8	487
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.83
VOLUMES =	589	281	80	141	181	118	306	731	398	75	757	52	3709

FILENAME: 011207009P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	35	101	56	62	90	19	28	115	40	54	86	60	746
15 PM	30	107	58	42	71	23	43	69	42	84	60	75	704
30 PM	37	112	64	42	73	35	29	63	39	73	65	64	696
45 PM	40	116	58	40	76	28	21	72	29	89	101	86	756
5:00 PM	72	109	51	36	84	19	18	69	31	101	90	79	759
15 PM	26	92	53	43	91	23	15	73	18	121	90	72	717
30 PM	30	101	44	29	77	16	26	99	17	112	84	52	687
45 PM	48	112	43	20	75	12	19	58	14	81	114	71	667
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.96
VOLUMES =	175	429	226	161	324	105	83	277	117	384	346	301	2928

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: STEVENSON RANCH PKWY
CITY: SANTA CLARITA

FILENAME: 011207010
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	1	1	2	1	2	3	1	2	2	0	
7:00 AM	6	33	18	5	57	87	63	104	20	29	50	13	485
15 AM	7	35	18	10	32	32	55	118	25	28	30	10	400
30 AM	20	62	17	11	35	28	118	180	32	48	53	9	613
45 AM	12	85	36	14	71	63	219	225	49	88	72	23	957
8:00 AM	15	70	60	15	74	106	231	199	38	85	56	13	962
15 AM	18	77	30	10	72	107	109	136	22	48	39	15	683
30 AM	11	41	30	10	59	83	74	142	15	56	42	11	574
45 AM	14	26	37	9	64	41	50	130	24	70	50	11	526

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.84

VOLUMES =	65	294	143	50	252	304	677	740	141	269	220	60	3215

FILENAME: 011207010P
DATE: 4/9/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	54	110	107	15	82	70	59	106	21	136	88	6	854
15 PM	35	109	112	20	116	61	58	92	23	134	95	15	870
30 PM	41	92	116	16	100	76	60	87	28	107	111	27	861
45 PM	51	95	118	25	157	96	65	88	37	144	119	15	1010
5:00 PM	35	74	112	18	115	104	52	112	30	159	150	10	971
15 PM	65	87	116	18	168	114	61	91	26	164	133	9	1052
30 PM	62	82	107	14	130	78	48	117	30	142	129	10	949
45 PM	51	88	117	13	99	97	67	113	26	125	131	9	936

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.95

VOLUMES =	213	338	453	75	570	392	226	408	123	609	531	44	3982

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : THE OLD RD
E/W ST: PICO CANYON RD
CITY: SANTA CLARITA

FILENAME: 011207011
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	0	2	2	0	1	2	1	1	2	1	
7:00 AM	4	39	16	29	31	3	3	96	11	5	36	55	328
15 AM	7	28	15	37	31	1	6	111	27	1	47	33	344
30 AM	8	31	8	30	33	8	6	140	15	3	43	37	362
45 AM	5	49	16	40	32	4	8	171	24	2	81	51	483
8:00 AM	13	40	5	61	31	3	11	228	16	0	88	58	554
15 AM	6	42	17	64	37	7	10	152	25	5	74	66	505
30 AM	8	38	8	54	38	4	8	119	13	4	71	53	418
45 AM	6	41	9	58	41	3	6	144	18	4	85	44	459
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.88
VOLUMES =	32	169	46	219	138	18	37	670	78	11	314	228	1960

FILENAME: 011207011P
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	30	56	11	147	62	4	5	56	15	3	176	95	660
15 PM	29	46	13	128	60	3	6	99	18	4	183	94	683
30 PM	24	60	18	138	72	5	10	75	26	8	155	119	710
45 PM	28	53	15	135	55	6	8	74	16	9	168	113	680
5:00 PM	33	50	14	139	73	6	13	59	18	12	170	122	709
15 PM	38	55	12	148	77	4	11	54	24	11	154	135	723
30 PM	32	49	18	137	76	8	12	69	30	11	159	137	738
45 PM	30	46	18	122	65	2	8	99	22	14	152	136	714
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.98
VOLUMES =	133	200	62	546	291	20	44	281	94	48	635	530	2884

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : AVENUE STANFORD
E/W ST: RYE CANYON RD
CITY: SANTA CLARITA

FILENAME: 04100201
DATE: 4/29/10
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	1	0	1	1	1	1	3	0	1	3	0	
7:00 AM	16	7	1	6	6	5	66	123	114	6	274	19	643
15 AM	19	2	3	3	6	8	62	143	116	4	291	19	676
30 AM	27	13	3	2	6	7	42	128	111	7	267	20	633
45 AM	25	13	5	4	8	7	54	192	138	7	319	32	804
8:00 AM	18	11	1	6	7	9	56	162	88	4	274	28	664
15 AM	16	3	1	7	5	11	34	139	91	4	241	24	576
30 AM	27	9	5	4	6	10	39	134	64	5	217	29	549
45 AM	18	4	7	6	10	20	42	126	60	4	206	21	524

PEAK HOUR BEGINS AT: 715 AM — PHF: 0.86

VOLUMES =	89	39	12	15	27	31	214	625	453	22	1151	99	2777

FILENAME: 04100201P
DATE: 4/29/10
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	59	12	2	7	13	16	17	171	37	6	148	4	492
15 PM	113	16	11	17	21	68	19	176	32	2	228	9	712
30 PM	64	6	2	13	14	35	11	188	37	2	169	8	549
45 PM	145	12	6	32	36	92	20	168	23	8	276	10	828
5:00 PM	47	6	3	15	8	48	8	187	39	1	204	5	571
15 PM	108	13	3	24	22	58	7	302	38	4	232	5	816
30 PM	83	9	4	21	17	64	4	268	29	5	176	4	684
45 PM	61	7	3	23	14	46	4	251	27	3	166	4	609

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.88

VOLUMES =	383	40	16	92	83	262	39	925	129	18	888	24	2899

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : COPPER HILL DR
E/W ST: NEWHALL RANCH RD
CITY: SANTA CLARITA

FILENAME: 04110510
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1 (f)	2	3	1 (f)	2	4	1	2	4	1 (f)	
7:00 AM	9	51	8	26	308	160	65	87	15	55	167	16	967
15 AM	7	58	11	27	286	163	82	98	23	62	226	32	1075
30 AM	12	84	5	39	315	176	108	131	24	58	227	42	1221
45 AM	18	83	15	41	351	165	161	148	22	104	306	66	1480
8:00 AM	6	92	14	30	348	142	123	118	25	67	251	45	1261
15 AM	15	95	18	39	382	141	82	112	19	100	240	52	1295
30 AM	11	75	11	37	212	87	62	96	11	52	178	28	860
45 AM	16	90	14	67	234	101	74	126	12	79	179	33	1025
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.89
VOLUMES =	51	354	52	149	1396	624	474	509	90	329	1024	205	5257

FILENAME: 04110510P
DATE: 4/21/2011
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	39	184	47	75	138	76	177	216	13	68	161	27	1221
15 PM	28	193	38	65	137	46	151	160	6	40	138	30	1032
30 PM	60	252	101	90	150	52	236	260	16	51	163	22	1453
45 PM	33	235	57	65	130	60	242	289	18	65	180	28	1402
5:00 PM	43	261	62	90	143	71	214	291	9	61	192	36	1473
15 PM	33	234	48	82	116	45	201	224	7	42	147	32	1211
30 PM	32	255	56	59	149	47	232	276	17	37	168	38	1366
45 PM	33	247	54	62	136	39	241	268	15	41	152	37	1325
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.94
VOLUMES =	169	982	268	327	539	228	893	1064	50	219	682	118	5539

COMMENTS:

35

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : COPPER HILL DR
E/W ST: DECORO DR
CITY: SANTA CLARITA

FILENAME: 04110506
DATE: 4/20/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:		3	1	1	3					2		1	
7:00 AM		81	18	20	368					63		11	561
15 AM		112	38	50	352					54		77	683
30 AM		185	53	133	449					74		126	1020
45 AM		153	37	109	469					106		19	893
8:00 AM		124	29	18	334					73		17	595
15 AM		108	24	13	405					88		11	649
30 AM		79	25	13	287					75		3	482
45 AM		75	24	14	287					61		6	467
PEAK HOUR BEGINS AT: 715 AM													PHF: 0.78
VOLUMES =	0	574	157	310	1604	0	0	0	0	307	0	239	3191

FILENAME: 04110506P
DATE: 4/20/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM		351	72	13	199					51		7	693
15 PM		292	75	19	174					29		3	592
30 PM		396	69	10	158					32		9	674
45 PM		374	73	10	156					45		10	668
5:00 PM		391	91	12	153					47		13	707
15 PM		435	91	11	160					43		19	759
30 PM		423	84	16	183					34		11	751
45 PM		419	82	12	176					38		10	737
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.97
VOLUMES =	0	1668	348	51	672	0	0	0	0	162	0	53	2954

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : TOURNEY RD
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207013
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	X	X	X	2	X	1	2	4	X	X	4	0	
7:00 AM				3		4	25	143			351	21	547
15 AM				11		5	21	202			378	28	645
30 AM				9		8	25	300			336	33	711
45 AM				13		10	65	451			325	53	917
8:00 AM				10		11	85	356			426	45	933
15 AM				5		8	70	276			340	63	762
30 AM				11		17	83	373			255	77	816
45 AM				8		12	72	334			236	62	724
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.92
VOLUMES =	0	0	0	39	0	46	303	1456	0	0	1346	238	3428

FILENAME: 011207013P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				45		50	22	292			286	22	717
15 PM				47		37	36	295			266	26	707
30 PM				38		61	38	360			324	28	849
45 PM				42		64	27	383			312	15	843
5:00 PM				77		85	33	346			392	20	953
15 PM				56		59	12	296			277	25	725
30 PM				55		58	9	370			306	19	817
45 PM				37		47	17	370			284	16	771
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.88
VOLUMES =	0	0	0	213	0	269	110	1385	0	0	1305	88	3370

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : TOURNEY RD
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 011207014
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	X	1	X	X	X	X	3	1	1	3	X	
7:00 AM	24		6					99	22	41	163		355
15 AM	20		3					120	25	64	233		465
30 AM	32		8					149	29	67	199		484
45 AM	33		11					188	98	95	238		663
8:00 AM	26		20					168	48	131	214		607
15 AM	31		18					153	76	126	199		603
30 AM	27		20					163	54	90	170		524
45 AM	34		21					151	53	72	165		496

PEAK HOUR BEGINS AT: PHF: 0.9
745 AM

VOLUMES =	117	0	69	0	0	0	0	672	276	442	821	0	2397

FILENAME: 011207014P
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	37		88					245	302	42	148		862
15 PM	33		64					254	27	36	172		586
30 PM	55		79					309	16	29	172		660
45 PM	56		73					266	25	34	211		665
5:00 PM	84		95					269	38	39	224		749
15 PM	57		63					307	31	30	199		687
30 PM	45		55					276	22	18	195		611
45 PM	46		58					339	17	28	168		656

PEAK HOUR BEGINS AT: PHF: 0.8
1600 PM

VOLUMES =	181	0	304	0	0	0	0	1074	370	141	703	0	2773

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : MCBEAN PKWY
E/W ST: VALENCIA PKWY
CITY: SANTA CLARITA

FILENAME: 011207015
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	2	2	3	2	2	3	1	2	3	1	
7:00 AM	41	123	43	63	100	134	64	87	15	53	190	6	919
15 AM	44	128	56	23	87	158	94	100	12	69	257	8	1036
30 AM	65	178	60	17	148	183	110	152	19	73	316	10	1331
45 AM	60	214	82	30	173	214	134	189	42	103	307	9	1557
8:00 AM	63	209	76	27	187	164	120	186	26	67	222	10	1357
15 AM	51	174	45	32	194	126	110	173	19	107	244	18	1293
30 AM	58	141	71	26	155	128	120	171	31	78	189	11	1179
45 AM	43	157	84	30	168	172	107	176	44	76	261	19	1337

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.89

VOLUMES =	239	775	263	106	702	687	474	700	106	350	1089	47	5538

FILENAME: 011207015P
DATE: 4/10/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	34	223	145	61	244	119	172	293	50	123	194	47	1705
15 PM	54	248	147	54	259	113	130	275	39	108	189	32	1648
30 PM	33	209	137	47	252	166	129	335	45	163	229	41	1786
45 PM	51	285	143	106	227	169	123	340	46	121	214	60	1885
5:00 PM	32	226	134	70	275	173	124	336	52	134	232	53	1841
15 PM	64	277	118	77	276	178	126	328	61	116	222	41	1884
30 PM	26	248	156	33	247	141	121	277	49	144	312	55	1809
45 PM	28	287	112	80	253	138	128	278	50	142	234	51	1781

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.98

VOLUMES =	173	1036	551	286	1025	661	494	1281	208	515	980	209	7419

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : MCBEAN PKWY
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 011207016
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	3	1	2	4	1	2	2	1	2	3	1	
7:00 AM	9	153	8	23	232	105	56	51	6	7	86	40	776
15 AM	2	164	7	14	190	97	39	38	6	7	64	24	652
30 AM	14	173	5	19	204	93	42	37	5	10	80	22	704
45 AM	9	214	7	31	360	141	50	70	6	6	89	33	1016
8:00 AM	17	304	3	33	352	144	51	67	3	6	126	44	1150
15 AM	10	254	10	57	355	154	79	96	6	14	96	43	1174
30 AM	13	239	13	53	336	141	63	84	3	19	121	44	1129
45 AM	16	197	14	35	282	123	57	81	12	18	94	36	965

PEAK HOUR BEGINS AT: PHF: 0.95
745 AM

VOLUMES =	49	1011	33	174	1403	580	243	317	18	45	432	164	4469

FILENAME: 011207016P
DATE: 4/17/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	48	402	35	39	232	44	77	59	11	45	88	85	1165
15 PM	50	388	37	44	240	40	73	62	9	36	75	80	1134
30 PM	42	303	40	60	313	66	128	129	21	48	105	77	1332
45 PM	38	335	21	35	309	70	118	105	23	48	112	91	1305
5:00 PM	21	348	25	41	397	68	120	112	24	37	95	84	1372
15 PM	35	376	33	71	404	93	150	108	35	49	117	118	1589
30 PM	26	392	36	69	389	87	141	114	33	51	85	121	1544
45 PM	31	326	21	73	410	84	135	102	29	36	52	52	1351

PEAK HOUR BEGINS AT: PHF: 0.92
1700 PM

VOLUMES =	113	1442	115	254	1600	332	546	436	121	173	349	375	5856

COMMENTS:

48

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : MC BEAN PKWY
E/W ST: NEWHALL RANCH RD
CITY: SANTA CLARITA

FILENAME: 04110511
DATE: 4/21/2011
DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:	2	3	1	2	4	1 (f)	2	4	1	2	3	1	
7:00 AM	86	65	25	38	256	18	12	78	22	90	251	13	954
15 AM	70	84	41	30	305	21	11	104	20	118	281	14	1099
30 AM	67	118	45	71	308	16	29	92	29	143	427	11	1356
45 AM	75	99	62	72	404	28	46	164	47	162	426	15	1600
8:00 AM	104	111	81	91	412	19	23	117	57	237	485	39	1776
15 AM	72	114	49	44	311	18	13	115	55	157	323	18	1289
30 AM	60	117	43	57	277	20	17	103	50	109	255	5	1113
45 AM	70	121	60	54	278	17	14	98	51	127	296	10	1196
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.85
VOLUMES =	318	442	237	278	1435	81	111	488	188	699	1661	83	6021

FILENAME: 04110511P
DATE: 4/21/2011
DAY: THURSDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM	64	252	160	56	206	16	23	342	61	97	223	53	1553
15 PM	122	276	150	58	204	19	34	345	79	106	206	51	1650
30 PM	85	338	162	49	176	13	30	292	68	111	230	35	1589
45 PM	102	274	157	47	163	11	48	412	89	110	205	65	1683
5:00 PM	91	310	108	61	208	8	42	438	83	108	196	40	1693
15 PM	98	334	148	57	211	14	47	456	88	100	177	74	1804
30 PM	89	328	125	52	215	17	52	470	93	95	206	48	1790
45 PM	85	350	126	50	221	16	54	476	96	114	202	51	1841
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.97
VOLUMES =	363	1322	507	220	855	55	195	1840	360	417	781	213	7128

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : MCBEAN PKWY
E/W ST: DECORO DR
CITY: SANTA CLARITA

FILENAME: 04110507
DATE: 4/20/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	1	1	3	1	2	2	1	2	2	0	
7:00 AM	11	42	15	6	111	31	17	17	5	74	76	7	412
15 AM	24	60	22	9	115	30	12	21	1	130	185	14	623
30 AM	36	71	20	27	289	157	35	56	0	100	234	16	1041
45 AM	35	109	34	31	293	164	33	60	1	114	201	12	1087
8:00 AM	41	87	28	19	172	73	64	62	2	172	148	18	886
15 AM	29	115	36	13	191	39	36	26	1	99	119	8	712
30 AM	16	62	47	16	184	41	31	29	0	102	89	7	624
45 AM	17	66	38	11	169	34	18	24	4	103	102	5	591
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.86
VOLUMES =	141	382	118	90	945	433	168	204	4	485	702	54	3726

FILENAME: 04110507P
DATE: 4/20/2011
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	35	230	64	15	126	28	57	77	0	42	78	10	762
15 PM	29	238	87	15	135	32	61	68	1	69	65	11	811
30 PM	17	289	105	19	138	31	58	66	1	71	77	16	888
45 PM	31	248	104	15	153	26	81	99	2	57	69	16	901
5:00 PM	22	249	94	26	117	25	79	97	3	56	58	21	847
15 PM	23	269	101	28	121	29	69	93	1	67	62	19	882
30 PM	20	272	98	15	139	33	72	94	0	51	59	22	875
45 PM	16	248	102	18	143	30	68	87	0	52	63	16	843
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.98
VOLUMES =	93	1055	404	88	529	111	287	355	7	251	266	72	3518

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(714) 541-2228
Summary of Vehicular Turning Movements

N/S ST : MCBEAN PKWY
E/W ST: COPPER HILL DR
CITY: SANTA CLARITA

FILENAME: 04110503
DATE: 4/19/2011
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
LANES:	2		2 (o/L)					2	0	2	2		
7:00 AM	43		17					45	38	118	309		570
15 AM	62		27					101	71	142	448		851
30 AM	63		69					165	138	212	447		1094
45 AM	66		115					164	82	208	486		1121
8:00 AM	48		111					167	72	121	343		862
15 AM	35		55					105	50	108	262		615
30 AM	34		45					66	40	96	250		531
45 AM	29		45					65	48	113	198		498
PEAK HOUR BEGINS AT: 715 AM													PHF: 0.88
VOLUMES =	239	0	322	0	0	0	0	597	363	683	1724	0	3928

FILENAME: 04110503P
DATE: 4/19/2011
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND NL	NT	NR	SOUTHBOUND SL	ST	SR	EASTBOUND EL	ET	ER	WESTBOUND WL	WT	WR	Total
4:00 PM	53		142					265	56	76	125		717
15 PM	53		104					274	63	60	118		672
30 PM	63		193					332	51	89	160		888
45 PM	37		161					364	52	84	105		803
5:00 PM	64		145					317	49	78	123		776
15 PM	69		197					437	51	80	139		973
30 PM	58		153					355	55	87	123		831
45 PM	54		161					348	57	84	121		825
PEAK HOUR BEGINS AT: 1630 PM													PHF: 0.88
VOLUMES =	233	0	696	0	0	0	0	1450	203	331	527	0	3440

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : WILEY CANYON RD
E/W ST: LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207018
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	1	1	2	1	2	3	0	1	3	0	
7:00 AM	11	26	12	10	79	65	17	98	14	26	111	9	478
15 AM	15	41	23	28	91	70	28	119	10	19	131	10	585
30 AM	27	32	35	13	87	78	29	127	17	43	154	16	658
45 AM	29	30	37	16	94	69	31	132	15	38	165	12	668
8:00 AM	58	64	32	23	87	70	26	125	26	68	238	44	861
15 AM	41	35	32	39	86	85	19	155	13	29	159	22	715
30 AM	35	31	29	26	74	71	21	149	11	27	162	23	659
45 AM	26	31	24	31	53	81	25	170	23	35	143	26	668

PEAK HOUR BEGINS AT: 800 AM — PHF: 0.84

VOLUMES =	160	161	117	119	300	307	91	599	73	159	702	115	2903

FILENAME: 011207018P
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	50	64	46	37	45	53	76	254	17	32	175	19	868
15 PM	34	64	52	37	54	57	62	215	24	24	171	25	819
30 PM	36	68	49	35	58	52	66	221	23	27	178	23	836
45 PM	33	73	43	47	60	48	65	237	21	29	163	22	841
5:00 PM	34	67	45	42	62	45	70	233	19	25	166	26	834
15 PM	40	95	45	40	63	61	78	275	40	29	197	25	988
30 PM	42	88	42	37	59	59	77	270	33	26	184	28	945
45 PM	36	84	56	37	79	62	95	303	17	35	223	25	1052

PEAK HOUR BEGINS AT: 1700 PM — PHF: 0.91

VOLUMES =	152	334	188	156	263	227	320	1081	109	115	770	104	3819

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : ORCHARD VILLAGE RD/VALLEY ST
E/W ST: LYONS AVE
CITY: SANTA CLARITA

FILENAME: 011207019
DATE: 3/22/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	2	1	2	1	1	2	3	1	1	3	1	
7:00 AM	12	13	5	60	4	18	21	124	5	7	137	52	458
15 AM	11	19	7	62	12	24	14	111	9	3	143	45	460
30 AM	11	18	5	84	13	44	50	159	10	38	173	63	668
45 AM	14	20	4	90	15	38	53	146	6	34	169	58	647
8:00 AM	16	23	6	90	27	90	79	191	22	20	252	91	907
15 AM	24	17	11	62	20	47	40	145	11	13	195	41	626
30 AM	21	15	6	61	23	38	36	149	12	9	188	36	594
45 AM	26	28	5	83	30	30	42	117	18	18	147	48	592

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.79

VOLUMES =	65	78	26	326	75	219	222	641	49	105	789	253	2848

FILENAME: 011207019P
DATE: 3/22/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	39	25	21	93	33	38	55	164	24	30	220	58	800
15 PM	36	29	25	81	35	49	72	217	34	26	210	53	867
30 PM	27	42	27	76	31	44	66	197	27	19	187	68	811
45 PM	34	34	23	110	41	65	66	276	32	20	303	103	1107
5:00 PM	22	30	16	84	25	38	48	222	23	20	185	60	773
15 PM	19	31	23	91	29	51	67	254	37	29	260	101	992
30 PM	26	32	28	109	40	59	86	223	37	25	235	73	973
45 PM	34	38	17	90	28	43	50	214	31	28	248	76	897

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.87

VOLUMES =	101	127	90	394	135	213	267	975	129	94	983	337	3845

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : ORCHARD VILLAGE RD
E/W ST: MCBEAN PKWY
CITY: SANTA CLARITA

FILENAME: 011207021
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1.5	0.5	2	0.5	1	0.5	1	3	0	2	3	0	
7:00 AM	46	3	77	2	5	0	13	69	28	71	87	12	413
15 AM	45	10	98	0	4	9	8	75	38	98	106	5	496
30 AM	89	7	124	16	9	12	7	73	73	158	114	3	685
45 AM	76	11	147	3	5	0	16	93	53	185	154	23	766
8:00 AM	82	12	175	3	2	3	10	124	57	102	134	9	713
15 AM	73	16	106	5	3	4	7	83	31	114	134	9	585
30 AM	52	9	104	7	8	6	4	76	40	74	102	9	491
45 AM	59	13	105	3	7	2	13	94	62	100	127	14	599

PEAK HOUR BEGINS AT: PHF: 0.9
730 AM

VOLUMES =	320	46	552	27	19	19	40	373	214	559	536	44	2749

FILENAME: 011207021P
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	52	7	175	11	18	15	11	173	68	190	129	6	855
15 PM	38	6	139	17	5	9	5	209	70	165	152	5	820
30 PM	58	4	152	9	13	10	7	198	61	199	135	20	866
45 PM	64	8	176	6	11	19	8	219	112	183	165	20	991
5:00 PM	52	9	195	16	13	17	7	226	99	170	156	6	966
15 PM	44	3	124	5	10	6	6	167	49	175	149	11	749
30 PM	48	4	154	23	15	8	5	206	74	164	131	8	840
45 PM	61	5	178	5	12	12	3	216	100	184	144	2	922

PEAK HOUR BEGINS AT: PHF: 0.92
1615 PM

VOLUMES =	212	27	662	48	42	55	27	852	342	717	608	51	3643

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : VALENCIA BLVD
E/W ST: MAGIC MOUNTAIN PKWY
CITY: SANTA CLARITA

FILENAME: 011207022
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	0	1	3	2	2	2	0	1	2	1	
7:00 AM	5	109	17	5	248	83	15	31	3	21	48	8	593
15 AM	1	96	10	5	300	92	27	26	2	29	69	3	660
30 AM	1	185	30	3	401	120	22	26	7	26	96	11	928
45 AM	6	149	21	1	408	128	25	39	2	52	149	11	991
8:00 AM	8	186	27	7	385	121	23	43	10	49	123	14	996
15 AM	8	133	30	4	306	97	28	38	5	40	113	13	815
30 AM	14	170	29	5	283	87	32	28	7	46	124	8	833
45 AM	15	152	24	11	358	119	49	40	12	48	111	15	954

PEAK HOUR BEGINS AT: PHF: 0.94
730 AM

VOLUMES =	23	653	108	15	1500	466	98	146	24	167	481	49	3730

FILENAME: 011207022P
DATE: 4/11/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	37	297	40	23	241	75	108	83	12	47	77	16	1056
15 PM	35	339	43	12	236	79	109	71	15	55	75	13	1082
30 PM	20	307	60	11	282	81	122	88	11	44	86	13	1125
45 PM	25	378	50	16	339	85	118	87	13	40	76	12	1239
5:00 PM	36	441	40	19	277	79	121	86	12	47	68	6	1232
15 PM	25	393	43	19	332	94	117	89	9	47	87	12	1267
30 PM	32	370	48	8	254	81	100	81	8	40	77	13	1112
45 PM	23	373	39	11	288	80	120	98	6	38	64	8	1148

PEAK HOUR BEGINS AT: PHF: 0.96
1630 PM

VOLUMES =	106	1519	193	65	1230	339	478	350	45	178	317	43	4863

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : BOUQUET CANYON RD
E/W ST: SOLEDAD CANYON RD
CITY: SANTA CLARITA

FILENAME: 011207023
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	1	3	2.5	1.5	3	3	0	3	2.5	1.5	
7:00 AM	3	68	26	72	265	190	49	104	5	81	166	35	1064
15 AM	2	114	36	35	286	253	68	73	7	56	196	36	1162
30 AM	3	131	57	83	306	286	61	103	5	75	275	36	1421
45 AM	4	126	84	76	375	324	92	147	7	106	370	43	1754
8:00 AM	6	130	50	46	345	310	80	176	15	68	195	28	1449
15 AM	10	110	58	48	247	234	86	146	9	82	257	30	1317
30 AM	4	92	43	46	261	205	68	116	10	48	170	38	1101
45 AM	7	109	49	89	259	229	89	152	8	93	200	20	1304

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.85

VOLUMES =	23	497	249	253	1273	1154	319	572	36	331	1097	137	5941

FILENAME: 011207023P
DATE: 4/12/12
DAY: THURSDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	10	230	95	63	174	159	207	295	1	124	201	56	1615
15 PM	5	254	96	67	216	150	216	268	4	113	185	56	1630
30 PM	6	266	98	93	213	173	207	280	7	100	179	79	1701
45 PM	2	292	128	93	248	211	268	380	3	71	185	110	1991
5:00 PM	5	235	111	77	168	135	295	351	3	104	254	108	1846
15 PM	5	312	134	118	228	103	274	366	0	88	227	82	1937
30 PM	6	321	129	85	241	128	326	321	3	65	139	84	1848
45 PM	8	298	106	94	233	204	318	338	3	108	215	127	2052

PEAK HOUR BEGINS AT: 1700 PM — PHF: 0.94

VOLUMES =	24	1166	480	374	870	570	1213	1376	9	365	835	401	7683

COMMENTS:

6340 #66
Emblem Sol.

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : BOUQUET CANYON RD
E/W ST: ESPUELLA DR
CITY: SANTA CLARITA

FILENAME: 11110202
DATE: 11/8/2011
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	3	1	1	4	0	0.5	0.5	1	0.5	0.5	1	
7:00 AM	4	179	4	5	724	9	4	1	3	12	4	8	957
15 AM	2	205	5	8	625	10	7	0	1	6	0	17	886
30 AM	3	271	11	18	837	17	2	0	2	23	0	33	1217
45 AM	1	215	6	20	861	35	2	0	1	18	0	11	1170
8:00 AM	4	247	10	9	779	32	6	0	3	12	0	1	1103
15 AM	4	198	8	6	578	18	9	0	4	15	0	6	846
30 AM	5	191	10	6	541	11	11	0	2	9	0	4	790
45 AM	7	245	3	21	581	26	11	0	7	18	0	5	924

PEAK HOUR BEGINS AT: PHF: 0.9

715 AM													
VOLUMES =	10	938	32	55	3102	94	17	0	7	59	0	62	4376

COMMENTS:

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : BOUQUET CANYON RD
E/W ST: NEWHALL RANCH RD
CITY: SANTA CLARITA

FILENAME: 011207024P
DATE: 4/16/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	2	4	1	1	4	1	3	3	2	2	4	1	
4:00 PM	127	402	21	129	375	71	195	206	106	85	205	64	1986
15 PM	131	382	20	91	304	77	257	339	89	65	149	73	1977
30 PM	120	373	11	78	248	48	180	254	86	82	170	75	1725
45 PM	88	362	13	69	314	65	256	363	109	69	172	68	1948
5:00 PM	126	449	22	82	332	62	233	272	76	76	179	73	1982
15 PM	144	501	31	70	343	59	258	346	89	64	212	82	2199
30 PM	126	520	39	92	291	44	244	263	88	52	240	85	2084
45 PM	133	526	33	89	300	63	217	281	71	46	175	72	2006

PEAK HOUR BEGINS AT: PHF: 0.94
1700 PM

VOLUMES =	529	1996	125	333	1266	228	952	1162	324	238	806	312	8271

COMMENTS:

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : BOUQUET CANYON RD
E/W ST: SECO CANYON RD
CITY: SANTA CLARITA

FILENAME: 11110201
DATE: 11/8/2011
DAY: TUESDAY

PERIOD BEGINS	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	2	2	X	X	3	0	1	X	2	X	X	X	
7:00 AM	53	81			428	47	22		173				804
15 AM	81	146			472	82	47		151				979
30 AM	71	186			560	67	111		201				1196
45 AM	72	134			515	72	93		221				1107
8:00 AM	66	141			573	40	48		226				1094
15 AM	70	127			456	31	37		168				889
30 AM	51	120			461	29	32		154				847
45 AM	67	126			449	28	12		200				882
PEAK HOUR BEGINS AT: 715 AM													PHF: 0.91
VOLUMES =	290	607	0	0	2120	261	299	0	799	0	0	0	4376

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : WOLCOTT WY
E/W ST: SR-126
CITY: SANTA CLARITA

FILENAME: 011207025
DATE: 3/27/12
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	0	1	0	1.5	0.5	1	1	2	0	1	2	1	
7:00 AM	0	0	0	0	0	8	5	131	0	0	167	0	311
15 AM	0	0	0	0	0	1	0	142	1	0	159	0	303
30 AM	0	0	0	0	0	1	5	171	0	0	156	1	334
45 AM	0	0	0	0	0	1	7	213	0	0	187	3	411
8:00 AM	0	0	1	0	0	6	6	165	1	0	173	1	353
15 AM	1	0	0	0	0	3	2	150	3	0	159	0	318
30 AM	0	0	0	0	0	2	3	169	0	0	149	0	323
45 AM	0	0	0	0	0	4	7	166	0	0	128	2	307

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.86

VOLUMES =	1	0	1	0	0	11	20	699	4	0	675	5	1416

FILENAME: 011207025P
DATE: 3/26/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	1	0	0	0	0	5	4	135	0	0	159	0	304
15 PM	0	0	0	1	0	11	4	161	0	0	222	1	400
30 PM	0	0	0	0	0	12	4	171	0	0	192	1	380
45 PM	2	0	0	2	0	11	2	191	0	0	166	1	375
5:00 PM	0	0	0	0	0	10	4	179	0	0	197	0	390
15 PM	0	0	0	2	0	21	7	189	0	1	166	0	386
30 PM	0	0	0	0	0	16	5	175	0	0	160	0	356
45 PM	0	0	0	1	0	7	4	187	0	1	171	1	372

PEAK HOUR BEGINS AT: 1615 PM — PHF: 0.97

VOLUMES =	2	0	0	3	0	44	14	702	0	0	777	3	1545

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : COMMERCE CENTER DR
E/W ST: SR-126
CITY: SANTA CLARITA

FILENAME: 011207026
DATE: 3/28/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	1	1	2	1	1	1	2	0	1	2	2	
7:00 AM	9	11	1	79	10	12	4	122	10	0	191	225	674
15 AM	11	15	2	44	5	9	6	130	8	1	177	231	639
30 AM	13	17	1	50	8	10	3	135	7	0	181	227	652
45 AM	6	23	2	68	4	4	21	169	14	5	164	401	881
8:00 AM	7	19	0	59	3	7	15	179	9	2	171	386	857
15 AM	4	16	4	49	3	9	11	136	6	10	159	201	608
30 AM	5	12	2	37	5	7	10	139	5	4	162	217	605
45 AM	9	13	2	57	6	14	9	148	6	5	139	181	589

PEAK HOUR BEGINS AT: 715 AM — PHF: 0.86

VOLUMES =	37	74	5	221	20	30	45	613	38	8	693	1245	3029

FILENAME: 011207026P
DATE: 3/28/12
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	13	9	3	262	45	17	5	199	5	1	128	61	748
15 PM	13	7	1	187	18	5	14	241	4	7	168	67	732
30 PM	20	9	9	294	66	14	9	204	7	5	165	79	881
45 PM	18	6	2	199	25	14	6	190	4	2	170	73	709
5:00 PM	13	1	2	305	76	23	8	240	17	3	182	63	933
15 PM	17	6	4	246	24	15	6	194	65	3	162	38	780
30 PM	23	5	1	202	20	13	9	240	1	1	165	42	722
45 PM	8	7	2	154	10	9	14	184	7	3	141	29	568

PEAK HOUR BEGINS AT: 1630 PM — PHF: 0.89

VOLUMES =	68	22	17	1044	191	66	29	828	93	13	679	253	3303

COMMENTS:

TRAFFIC DATA SERVICES, INC.
(949) 679-3703
Summary of Vehicular Turning Movements

N/S ST : WESTRIDGE PKWY
E/W ST: VALENCIA BLVD
CITY: SANTA CLARITA

FILENAME: 011207028
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	1	1	1	2	1	1	1	3	0	1	3	1	
7:00 AM	7	0	4	11	0	0	2	254	5	2	251	14	550
15 AM	3	1	6	19	1	2	0	34	0	0	110	13	189
30 AM	10	4	4	101	3	15	0	43	0	1	263	53	497
45 AM	11	5	13	166	10	18	0	166	5	5	327	47	773
8:00 AM	8	2	13	77	3	5	2	304	2	2	453	31	902
15 AM	6	1	10	31	4	6	6	336	5	9	508	27	949
30 AM	5	0	7	35	0	0	1	409	8	4	215	12	696
45 AM	6	1	10	67	0	0	0	44	0	1	24	11	164

PEAK HOUR BEGINS AT: 745 AM — PHF: 0.87

VOLUMES =	30	8	43	309	17	29	9	1215	20	20	1503	117	3320

FILENAME: 011207028P
DATE: 3/19/12
DAY: MONDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	2	1	4	31	4	0	1	40	0	2	37	16	138
15 PM	0	0	4	20	0	1	0	83	0	5	50	24	187
30 PM	1	0	4	24	0	0	0	51	0	1	39	24	144
45 PM	0	0	3	23	1	0	3	46	1	4	39	18	138
5:00 PM	1	0	5	26	0	1	0	43	0	9	68	24	177
15 PM	1	1	3	22	0	1	0	61	2	4	77	22	194
30 PM	0	0	7	28	0	0	1	99	4	11	43	23	216
45 PM	0	0	10	13	0	0	0	32	0	13	34	25	127

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.84

VOLUMES =	2	1	18	99	1	2	4	249	7	28	227	87	725

COMMENTS:

Appendix D **Traffic Signal Warrant**

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE _____

CALC _____ DATE _____

CHK _____ DATE _____

_____ _____ _____ _____
DIST CO RTE PM

Major St: _____ Critical Approach Speed _____ mph

Minor St: _____ Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☐ **URBAN (U)**

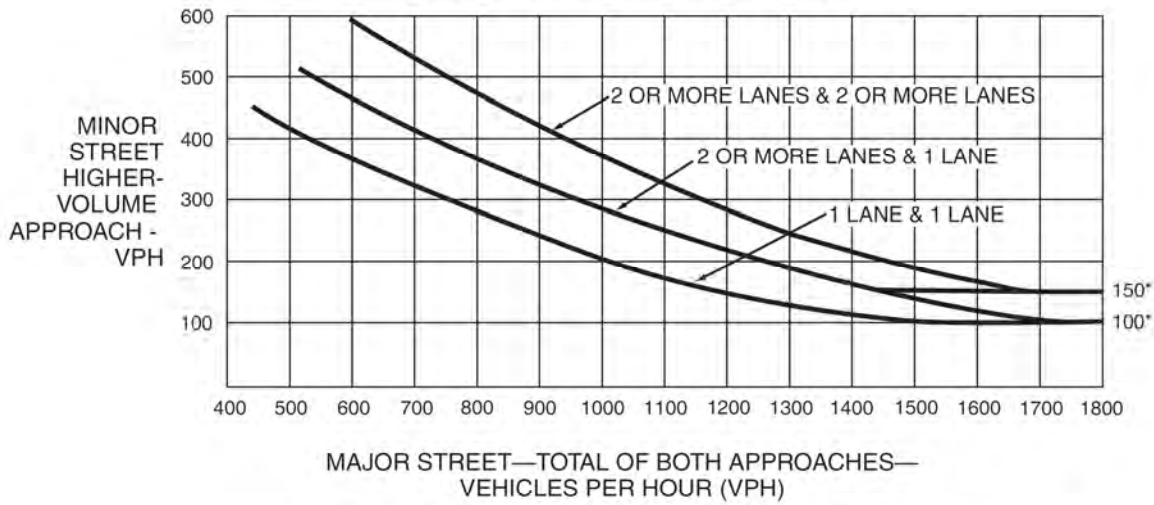
(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume Satisfied _____ Not Satisfied _____	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach Major Street / Minor Street	Urban	Rural	Urban	Rural
1..... / 1.....	8,000	5,600	2,400	1,680
2 or More..... / 1.....	9,600	6,720	2,400	1,680
2 or More..... / 2 or More.....	9,600	6,720	3,200	2,240
1..... / 2 or More.....	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic Satisfied _____ Not Satisfied _____	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach Major Street / Minor Street	Urban	Rural	Urban	Rural
1..... / 1.....	12,000	8,400	1,200	850
2 or More..... / 1.....	14,400	10,080	1,200	850
2 or More..... / 2 or More.....	14,400	10,080	1,600	1,120
1..... / 2 or More.....	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied _____ Not Satisfied _____ No one condition satisfied, but following conditions fulfilled 80% or more..... _____ A _____ B	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

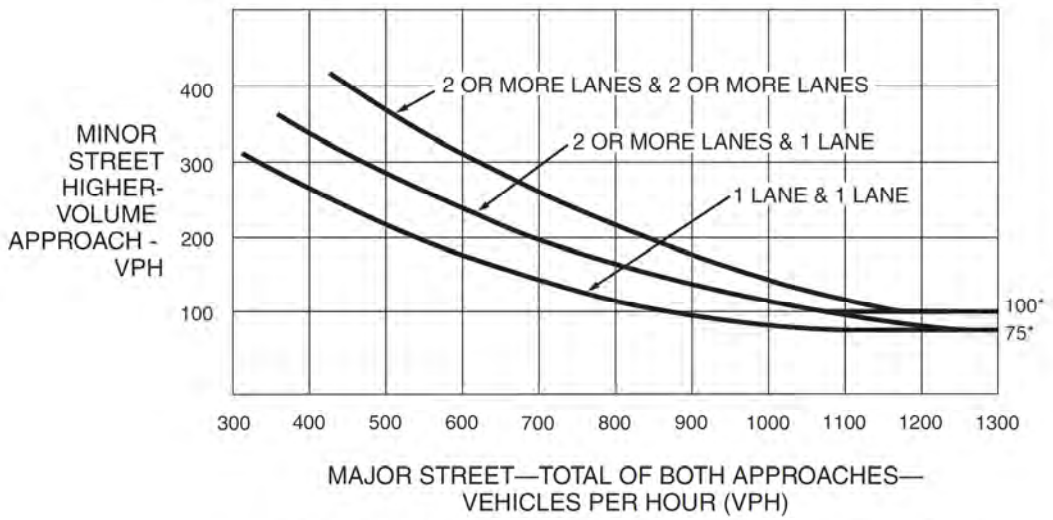
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Appendix E Traffic Volume Fair Share Calculations

Intersection Share Calculations

Intersection	Volumes (AM+PM Peak Hour)			Project
	Existing	Cumulative	Project	Share (%)
9. The Old Rd & I-5 SB Ramps	3997	7250	234	7%
10. I-5 SB Ramps & Magic Mtn	4527	10380	1792	31%
11. I-5 NB Ramps & Magic Mtn	5325	10380	1298	26%
12. I-5 SB ON/OFF Ramps & Valencia	6116	12420	189	3%
13. I-5 NB ON/OFF Ramps & Valencia	6437	13290	189	3%
14. I-5 SB ON/OFF Ramps & McBean	5399	6800	162	12%
15. I-5 NB ON/OFF Ramps & McBean	5674	6210	153	29%
16. I-5 SB ON/OFF Ramps & Pico Canyon/Lyons	5190	7310	83	4%
17. I-5 NB ON/OFF Ramps & Lyons	5775	6750	140	14%
25. The Old Rd & Rye Canyon	6465	11270	894	19%
26. The Old Rd & Magic Mountain	4798	15760	3058	28%
27. Old Road & Valencia	6637	12640	485	8%
28. Old Road & Stevenson Ranch	7197	9490	305	13%
29. Old Road & Pico Canyon	4844	7660	72	3%
30. Ave Stanford & Rye Canyon	6246	9750	629	18%
33. Rye/Copper & Newhall Ranch	10796	15240	346	8%
35. Copper Hill & Decoro	6145	8210	196	9%
36. Tourney & Valencia	6798	11610	176	4%
37. Tourney & Magic Mountain	5170	8730	907	25%
44. McBean & Valencia	12957	17000	70	2%
45. McBean & Magic Mountain	10325	16630	771	12%
48. McBean & Newhall Ranch	13149	17440	320	7%
50. McBean Pkwy & Copper Hill	7368	10060	99	4%
51. Wiley Canyon & Lyons	6722	8750	123	6%
53. Orchard Village & Lyons	6693	8780	68	3%
55. Orchard Village & McBean	6392	7960	58	4%
57. Valencia & Magic Mountain	8593	14290	233	4%
65. Bouquet Canyon & Soledad Canyon	13624	16340	111	4%
66. Bouquet Cyn & Newhall Ranch	14476	18010	186	5%
67. Seco & Bouquet	8782	9560	52	7%
80. Wolcott & SR-126	2961	9690	108	2%
81. Commerce Center & Henry Mayo	0	6150	415	7%
82. Commerce Center & SR-126 EB Ramps	0	6960	323	5%
83. Commerce Center & SR-126 WB Ramps	0	8480	323	4%
105. Westridge & Valencia	4045	11570	106	1%
106. Commerce Center & Westridge	0	7480	1115	15%
107. Westridge & Magic Mountain	0	7370	655	9%

Project Share = (Project Volume) / (Cumulative Volume - Existing Volume)

Intersection Share Calculations - 2034 Westside Buildout Conditions (Without Pico Cyn Rd)

Intersection	Volumes (AM+PM Peak Hour)			Project Share (%)
	Existing	2034 With Proj	Project	
25. The Old Rd & Rye Canyon	6465	11710	894	17%
44. McBean & Valencia	12957	17590	70	2%
45. McBean & Magic Mountain	10325	16920	771	12%
57. Valencia & Magic Mountain	8593	15490	233	3%
65. Bouquet Canyon & Soledad Canyon	13624	17050	111	3%
80. Wolcott & SR-126	2961	11890	108	1%
110. Long/Chiquito Canyon & SR-126	3178	11710	59	1%

Intersection Share Calculations - 2034 Westside Buildout Conditions (With Pico Cyn Rd)

Intersection	Volumes (AM+PM Peak Hour)			Project Share (%)
	Existing	2034 With Proj	Project	
25. The Old Rd & Rye Canyon	6465	11680	894	17%
44. McBean & Valencia	12957	17790	70	1%
45. McBean & Magic Mountain	10325	16930	771	12%
57. Valencia & Magic Mountain	8593	15530	233	3%
65. Bouquet Canyon & Soledad Canyon	13624	17050	111	3%
80. Wolcott & SR-126	2961	11710	108	1%
83. Commerce Center & SR-126WB	0	8670	323	4%
110. Long/Chiquito Canyon & SR-126	3178	11610	59	1%

Project Share = (Project Volume) / (Cumulative Volume - Existing Volume)

Roadway Segment Share Calculations

	Location	Volumes (ADT)			Project
		Existing	Cumulative	Project	Share (%)
10	Hasley Cyn w/o Old Rd	17,000	26,000	142	2%
13	Commerce Ctr n/o SR-126	18,000	36,000	1,263	7%
15	Valencia w/o Poe	0	31,000	9	0%
17	Valencia w/o Westridge	0	43,000	523	1%
18	Valencia w/o Old Rd	20,000	62,000	240	1%
21	Magic Mtn e/o Commerce Ctr	0	45,000	6,189	14%
26	Old Road s/o Henry Mayo	24,000	35,000	216	2%
27	Old Road n/o Rye Cyn	22,000	45,000	1,540	7%
28	Old Road s/o Rye Cyn	26,000	49,000	4,930	21%
29	Old Road s/o Magic Mtn	14,000	21,000	2,463	35%
30	Old Road s/o Valencia	19,000	32,000	1,097	8%
31	Old Road s/o Stevenson Ranch	20,000	23,000	289	10%
35	Stevenson Ranch w/o Old Rd	24,000	24,000	477	0%
36	McBean e/o I-5	34,000	41,000	769	0%
37	McBean w/o Orchard	25,000	34,000	227	3%
38	McBean s/o Valencia	37,000	40,000	213	7%
39	McBean s/o Town Ctr	43,000	54,000	696	6%
42	McBean n/o Newhall Ranch	40,000	49,000	541	6%
45	SR-126 w/o San Martinez	24,900	31,000	222	4%
46	SR-126 w/o Chiquito Cyn	25,100	34,000	260	3%
47	SR-126 e/o Chiquito Cyn	25,500	46,000	370	2%
48	SR-126 w/o Commerce Center	28,200	56,000	659	2%
50	Newhall Ranch e/o I-5	39,000	56,000	60	0%
51	Newhall Ranch w/o Copper	37,100	63,000	392	2%
52	Newhall Ranch e/o Copper	29,000	42,000	84	1%
53	Newhall Ranch w/o McBean	38,000	53,000	73	0%
55	Newhall Ranch w/o Santa Clr	34,000	40,000	492	8%
62	Rye Cyn e/o Old Rd	36,000	59,000	3,332	14%
63	Rye Cyn w/o Av Scott	27,900	50,000	2,100	10%
65	Rye Cyn e/o Newhall Ranch	37,000	50,000	2,095	16%
77	Bouquet Cyn s/o Haskell Cyn	37,000	38,000	267	27%
78	Bouquet Cyn s/o Seco	57,000	69,000	308	3%
79	Bouquet Cyn s/o Newhall Rnch	49,000	80,000	66	0%
80	Bouquet Cyn n/o Magic Mtn	34,000	47,000	109	1%
81	Railroad Cyn s/o Magic Mtn	40,000	50,000	141	1%
82	Railroad s/o Oakridge	32,000	49,000	115	1%
84	Railroad n/o Lyons	32,000	46,000	5	0%
87	Ave Scott w/o McBean	13,000	16,000	19	1%
88	Magic Mtn e/o I-5	27,000	53,000	6,087	23%
90	Magic Mtn w/o Citrus	19,000	66,000	5,705	12%
90	Magic Mtn w/o Citrus	19,000	37,000	1,853	10%
96	Valencia e/o I-5	38,000	58,000	710	4%
98	Valencia e/o Goldcrest	47,000	65,000	81	0%
100	Valencia s/o Cinema	54,000	59,000	1,100	22%
101	Soledad Cyn e/o Bouquet	43,000	49,000	756	13%
111	Newhall e/o Railroad	42,000	60,000	160	1%

Roadway Segment Share Calculations

Location		Volumes (ADT)			Project
		Existing	Cumulative	Project	Share (%)
112	Orchard Village s/o McBean	25,000	37,000	227	2%
115	Lyons e/o I-5	32,000	41,000	764	8%
126	Bouquet Cyn n/o Seco Cyn	45,000	47,000	283	14%
128	Newhall Ranch w/o Bouquet	48,000	63,000	937	6%
143	Soledad Cyn w/o Valley Ctr	35,000	43,000	440	6%
176	Potrero e/o Newhall Ranch	0	24,000	76	0%
177	Pico s/o Valencia	0	1,000	9	1%
179	Long Cyn s/o SR-126	0	21,000	14	0%
180	Long Cyn s/o River Village	0	23,000	7	0%
183	Commerce Cnt s/o Henry Mayo	0	24,000	2,051	9%
185	Magic Mtn e/o Potrero	0	9,000	849	9%
186	Magic Mtn w/o Westrdige	0	38,000	3,179	8%
188	Westridge n/o Valencia	0	12,000	356	3%
189	Poe s/o Valencia	0	7,000	39	1%
192	Henry Mayo w/o Old Rd	3,352	8,000	6	0%
240	Wolcott n/o SR-126	666	5,000	60	1%
257	Old Rd n/o Calgrove	5,691	8,000	50	2%
258	McBean s/o Scott	58,000	71,000	1,684	13%
322	McBean s/o Copper Hill	20,000	28,000	19	0%
337	Magic Mtn Pkwy w/o McBean	25,000	68,000	5,530	13%

Project Share = (Project Volume) / (Cumulative Volume - Existing Volume)

Appendix F Construction Traffic Estimates

Construction Traffic Estimates: Entrada South

Category	Buildout Year										
	2015	2016[3]	2017[4]	2018	2019	2020	2021	2022	2023	2024	Total
	Average Daily One-Way Trips										Total Trips By Phase
Site Preparation	8	8									**225**
Grading		58									**14,438**
Utility Installation		13	13								**2,250**
Paving			10								**300**
Building Construction			***Average Daily One-Way Trips***								
Worker Trips			**194**	**194**	**385**	**651**	**172**	**64**	**43**	**72**	**442,640**
Residential			*194*	*194*	*259*	*208*	*171*	*64*	*43*	*72*	
Non Residential			*0*	*0*	*125*	*443*	*1*	*0*	*0*	*0*	
Vendor Trips			**34**	**34**	**110**	**222**	**26**	**10**	**6**	**11**	**114,979**
Residential			*34*	*34*	*46*	*36*	*26*	*10*	*6*	*11*	
Non Residential			*0*	*0*	*64*	*186*	*0*	*0*	*0*	*0*	
Architectural Coating			***Average Daily One-Way Trips***								
Worker Trips			**39**	**39**	**77**	**130**	**34**	**13**	**9**	**14**	**32,024**
Residential			*39*	*39*	*52*	*42*	*34*	*13*	*9*	*14*	
Non Residential			*0*	*0*	*25*	*89*	*0*	*0*	*0*	*0*	
Vendor Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Residential			*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Non Residential			*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Total Average Daily One-Way Trips	**8**	**78**	**288**	**266**	**572**	**1,003**	**233**	**86**	**58**	**97**	**606,855**

Source: Environ, March 2014

Appendix G 2012 and 2014 Traffic Count Comparison

A comparison was made between ADT counts taken in 2012 and ADT counts taken in 2014 for 16 locations that represent the majority of roadways in the study area. The following table summarizes the ADT data for each of these locations.

ADT Count Comparison – 2012 versus 2014

Location	2012 ADT	2014 ADT
Ave Scott w/o McBean	13,000	15,000
Commerce Ctr n/o SR-126	18,000	17,000
Hasley Cyn w/o Old Rd	17,000	18,000
Henry Mayo w/o Old Rd	3,000	4,000
Lyons e/o I-5	32,000	33,000
Magic Mtn Pkwy w/o McBean	25,000	26,000
McBean s/o Town Ctr	43,000	44,000
Newhall Ranch e/o I-5	39,000	44,000
Old Rd s/o Valencia	19,000	19,000
Orchard Village s/o McBean	25,000	25,000
Pico Cyn w/o Old Rd	14,000	19,000
Railroad Cyn s/o Magic Mtn	40,000	40,000
Rockwell Cyn n/o McBean	10,000	15,000
Rye Cyn e/o Old Rd	36,000	31,000
Stevenson Ranch w/o Old Rd	24,000	22,000
Valencia w/o Old Rd	20,000	18,000
Total ADT	**378,000**	**390,000 (+3%)**
Average ADT	**24,000**	**24,000**

The total measured ADT for the roadways listed in the above table was 378,000 ADT in 2012 and 390,000 ADT in 2014, which represents a three percent increase over two years (for an average annual increase of 1.5 percent). The average 2012 ADT was 24,000 ADT, while the average 2014 ADT remains at 24,000 ADT.

The traffic impact analysis for Homestead South utilizes a 2012 base year for existing conditions and estimates future traffic increases based on a combination of an ambient growth rate of two percent, combined with forecasts traffic volumes from known related projects. The comparison to 2014 traffic counts presented here indicates that actual traffic growth in the area have been approximately three percent over the past two years, or an average of 1.5% per year. Therefore, actual traffic growth has been less than the assumed growth utilized for the traffic impact analysis.

Appendix H I-5 North Corridor Improvement Projects

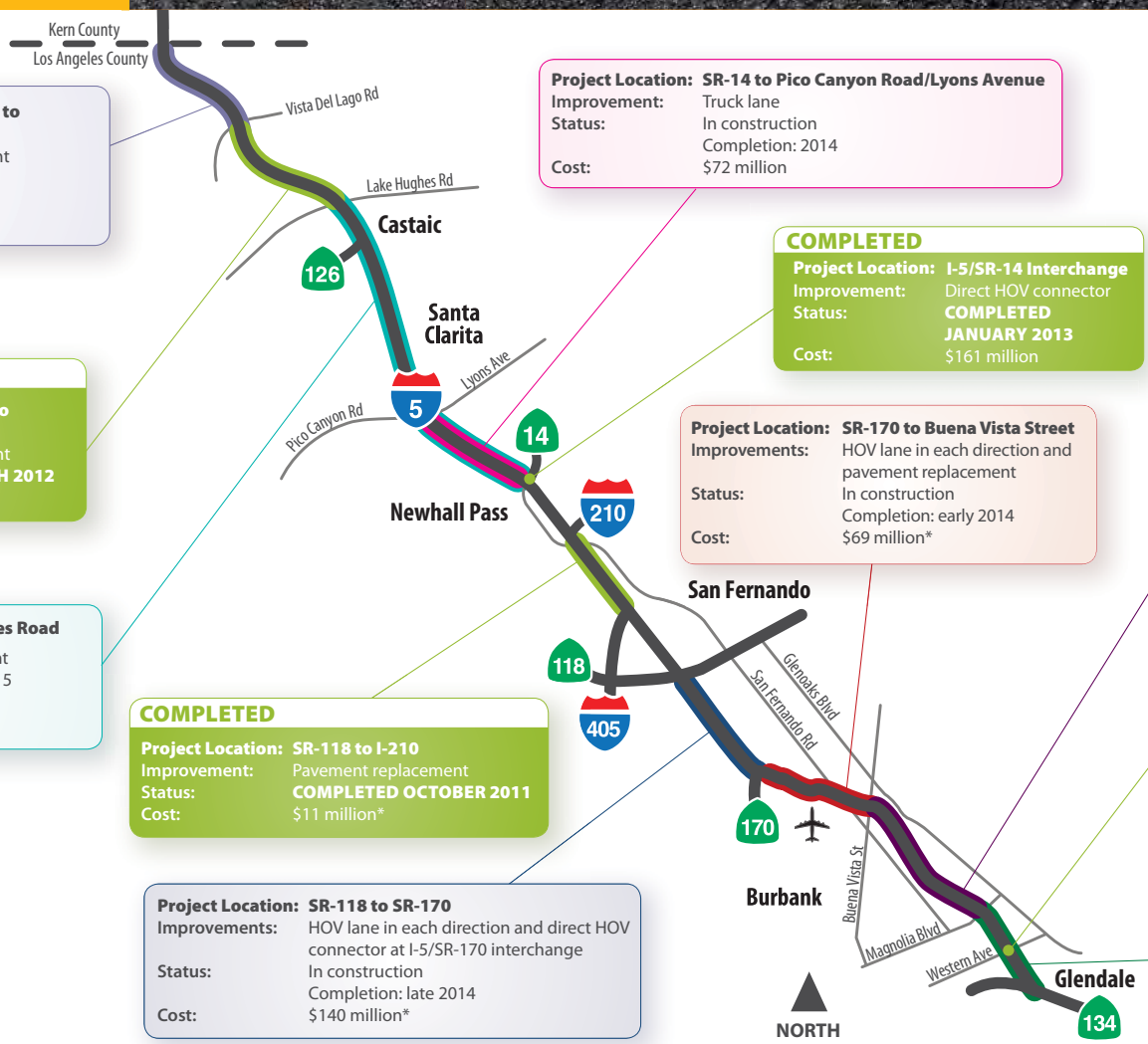
WEBSITE:
I-5info.com

Improving for Your Drive 5

I-5 North Corridor Improvement Projects

TOLL-FREE I-5 INFO LINE:
(855) 454-6335

Speak with project staff Monday through Friday, 8 a.m.-8 p.m., and Saturday & Sunday, 12 p.m.-2 p.m. Hablamos Español



Project Location: **Vista Del Lago Road to Kern County Line**
Improvement: Pavement replacement
Status: In construction
Completion: late 2015
Cost: $100 million

COMPLETED
Project Location: **Lake Hughes Road to Vista Del Lago Road**
Improvement: Pavement replacement
Status: **COMPLETED MARCH 2012**
Cost: $23 million*

Project Location: **SR-14 to Lake Hughes Road**
Improvement: Pavement replacement
Status: Construction Start: 2015
Completion: 2016
Cost: $93 million

COMPLETED
Project Location: **SR-118 to I-210**
Improvement: Pavement replacement
Status: **COMPLETED OCTOBER 2011**
Cost: $11 million*

Project Location: **SR-118 to SR-170**
Improvements: HOV lane in each direction and direct HOV connector at I-5/SR-170 interchange
Status: In construction
Completion: late 2014
Cost: $140 million*

Project Location: **SR-14 to Pico Canyon Road/Lyons Avenue**
Improvement: Truck lane
Status: In construction
Completion: 2014
Cost: $72 million

COMPLETED
Project Location: **I-5/SR-14 Interchange**
Improvement: Direct HOV connector
Status: **COMPLETED JANUARY 2013**
Cost: $161 million

Project Location: **SR-170 to Buena Vista Street**
Improvements: HOV lane in each direction and pavement replacement
Status: In construction
Completion: early 2014
Cost: $69 million*

Project Location: **Magnolia Boulevard to Buena Vista Street**
Improvements: HOV lanes from Magnolia Boulevard to Buena Vista Street, full interchange at Empire Avenue, railroad realignment and relocation, Burbank Boulevard overcrossing reconstruction and on- and off-ramp modifications
Status: Construction Start: mid-2014
Completion: 2017
Cost: $355 million

COMPLETED
Project Location: **Western Avenue Interchange**
Improvement: Realignment of the northbound I-5 Western Avenue on- and off-ramps
Status: **COMPLETED MARCH 2012**
Cost: $35 million

Project Location: **SR-134 to Magnolia Boulevard**
Improvement: HOV lane in each direction
Status: In construction
Completion: late 2014
Cost: $153 million

Caltrans

Cost and schedule are approximate.
* Partially funded by the American Recovery and Reinvestment Act (ARRA).

Interstate 5 Corridor Improvements

North Los Angeles County

Improving 5 for Your Drive

Caltrans

About the Improvements

The I-5 North improvements include:

- High-Occupancy Vehicle (HOV) Lanes – Carpool lanes for vehicles with two or more passengers
- Direct HOV Connectors – Carpool lane connections from one freeway directly to another
- Interchange Improvements – On- and off-ramp improvements, bridge widening and bridge reconstruction
- Truck Lane – Designated lane for truck traffic
- Pavement Replacements – Improved roadway surface
- Grade Separation – Elevated crossing (such as a railroad bridge)

Benefits

The I-5 North improvements will:

- Enhance safety
- Improve traffic flow
- Reduce congestion
- Encourage ridesharing
- Decrease surface street traffic
- Improve air quality

Caltrans

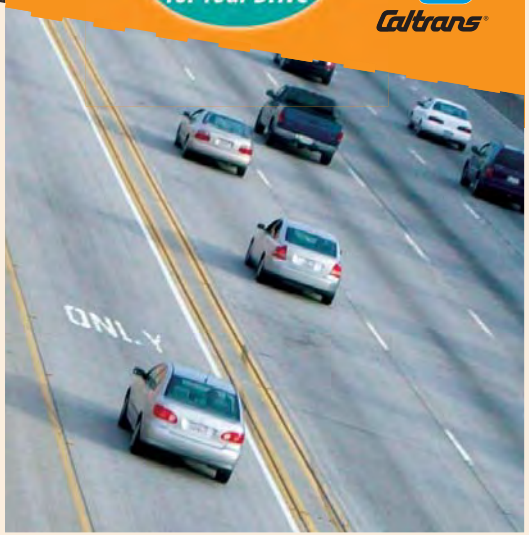
SLOW FOR THE CONE ZONE CALTRANS

I-5 Corridor Improvement Partners

Metro

Department of Transportation United States of America

Updated September 2013



I-5 Corridor Improvements

The Golden State Freeway (I-5) is a major north-south transportation corridor that runs from Mexico to Canada. It is the backbone of California's freeway system, providing the key transportation route for the movement of people, goods and services throughout the state. Recognizing the importance of I-5's economic role, the California Department of Transportation (Caltrans) District 7 and its regional transportation partners — the Los Angeles County Metropolitan Transportation Authority (Metro) and the Federal Highway Administration (FHWA) — are investing almost $3 billion in 17 corridor improvement projects through 2017.

As Southern California's population swells, traffic volumes on I-5 continue to increase. To relieve congestion, Caltrans is improving two crucial segments of the corridor: between the Ventura Freeway (SR-134) and the Kern County line, and between the Orange County line and the San Gabriel River Freeway (I-605). These segments are known as I-5 North and I-5 South, respectively. I-5 North consists of 11 projects costing $1.3 billion, and I-5 South includes six projects costing $1.6 billion.

Most of the I-5 improvements are funded through a combination of federal, state and local sources. Additionally, several projects are partially funded through the American Recovery and Reinvestment Act (ARRA).

Appendix 5.20B

Alternative Intersection Analysis for Entrada South (VTTM 53295) Project

Stantec Consulting Services, Inc.

January 13, 2015

Stantec

Memo

To:	Mr. Alex Herrell	From:	Daryl Zerfass
	Newhall Land		Stantec
File:	2073007070	Date:	January 13, 2015

Reference: Alternative Intersection Analysis for Entrada South (VTTM 53295) Project

An alternative intersection analysis has been prepared for the proposed Entrada South (VTTM 53295) Project located in northwestern unincorporated Los Angeles County. This memorandum serves as a supplemental document to the Final Entrada South (VTTM 53295) Traffic Impact Analysis (June 2014) reviewed by the Los Angeles County Department of Public Works (County).

The traffic impact analysis for the Entrada South project evaluated 38 off-site intersections. For this alternative analysis, the 2024 cumulative conditions scenario was evaluated without relying on the mitigation measures identified for the project's stand-alone condition. Likewise for 2034, the cumulative conditions scenario was evaluated without relying on the mitigation measures identified for the 2024 scenario. This alternative methodology differs from the County's standard methodology of carrying over mitigation measures into subsequent analysis scenarios.

The attached Table 1, ICU Summary – Cumulative Conditions (2024) with and without Project summarizes the results of the alternative intersection capacity utilization (ICU) analysis conducted for the 2024 cumulative conditions scenario. Table 2, ICU Summary – Cumulative Conditions (2024) with Project Mitigation, presents the corresponding ICU values and LOS with recommended mitigation measures, which are consistent with those recommended in the County approved traffic impact analysis. The mitigation measures, along with project traffic share percentages, are described in Table 3, Off-Site Mitigation Measures for Project Impacts – 2024 Cumulative Conditions.

Table 4, ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with and without Project, summarizes the results of the alternative ICU analysis for the 2034 cumulative conditions scenario without the Pico Canyon Road extension. The corresponding ICU values and LOS with mitigation measures can be seen in Table 5, ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with Project Mitigation.

Similar to Table 4, Table 6, ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with and without Project, summarizes the results of the alternative ICU analysis for the 2034 cumulative conditions scenario, but is based on the assumption that the Pico Canyon Road extension would be constructed. The corresponding ICU values and LOS with mitigation measures are shown in Table 7, ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with Project Mitigation. Mitigation measures, along with project traffic share percentages for both without Pico Canyon Road extension and with Pico Canyon Road extension, are shown in Table 7, ICU Summary – Off-Site Mitigation Measures for Project Impacts – 2034 Cumulative Conditions.

ICU worksheets for all scenarios are provided as an attachment to this memorandum.

Reference: Alternative Intersection Analysis for Entrada South (VTTM 53295) Project

The results of the alternative intersection analysis show that the mitigation measures recommended in the Final Entrada South (VTTM 53295) Traffic Impact Analysis (June 2014) are sufficient for the mitigation of project impacts when using this alternative analysis methodology.

STANTEC CONSULTING SERVICES INC.

Daryl Zerfass, PE, PTP
Principal, Transportation Planning and Traffic Engineering
Phone: (949) 923-6058
Daryl,Zerfass@stantec.com

Attachment: Table 1 - ICU Summary – Cumulative Conditions (2024) with and without Project
Table 2 - ICU Summary – Cumulative Conditions (2024) with Project Mitigation
Table 3 – Off-Site Mitigation Measures for Project Impacts – 2024 Cumulative Conditions
Table 4 - ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with and without Project
Table 5 - ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with Project Mitigation
Table 6 - ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with and without Project
Table 7 - ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with Project Mitigation
Table 8 – Off-Site Mitigation Measures for Project Impacts – 2034 Cumulative Conditions
ICU Worksheets

c.

Table 1 ICU Summary – Cumulative Conditions (2024) with and without Project

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.69	B	1.53	F	0.69	B	1.53	F	0.00	0.00
10. I-5 SB Ramps & Magic Mountain	0.80	C	0.56	A	0.84	D	0.60	A	**0.04**	0.04
12. I-5 SB Ramps & Valencia	0.86	D	1.02	F	0.90	D	1.03	F	**0.04**	**0.01**
14. I-5 SB Ramps & McBean	0.64	B	0.88	D	0.67	B	0.91	E	0.03	**0.03**
16. I-5 SB/Marriott & Pico/Lyons	0.77	C	0.72	C	0.77	C	0.72	C	0.00	0.00
80. Wolcott & SR-126	1.27	F	1.28	F	1.28	F	1.28	F	**0.01**	0.00
82. Commerce Center & SR-126 EB	0.39	A	0.41	A	0.39	A	0.43	A	0.00	0.02
83. Commerce Center & SR-126 WB[2]	0.77	C	0.84	D	0.77	C	0.87	D	0.00	**0.03**
Joint Caltrans/City Intersections										
11. I-5 NB Ramps & Magic Mountain	0.75	C	0.66	B	0.79	C	0.70	B	0.04	0.04
13. I-5 NB Ramps & Valencia	0.77	C	0.78	C	0.79	C	0.78	C	0.02	0.00
15. I-5 NB Ramps & McBean	0.42	A	0.60	A	0.42	A	0.61	B	0.00	0.01
17. I-5 NB On/Off & Lyons Ave	0.55	A	0.72	C	0.55	A	0.74	C	0.00	0.02
County Intersections										
25. The Old Road & Rye Canyon	0.95	E	1.57	F	1.07	F	1.63	F	**0.12**	**0.06**
26. The Old Road & Magic Mountain	0.64	B	0.72	C	0.89	D	0.95	E	**0.25**	**0.23**
27. The Old Road & Valencia	0.80	C	0.71	C	0.82	D	0.73	C	0.02	0.02
28. The Old Road & Stevenson Ranch	0.84	D	0.95	E	0.89	D	1.00	E	**0.05**	**0.05**
29. The Old Road & Pico Canyon	0.72	C	0.73	C	0.72	C	0.73	C	0.00	0.00
35. Copper Hill & Decoro[1]	0.76	C	0.73	C	0.79	C	0.74	C	0.03	0.01
81. Commerce Center & Henry Mayo	0.61	B	0.67	B	0.63	B	0.70	B	0.02	0.03
105. Westridge & Valencia	0.81	D	0.74	C	0.82	D	0.77	C	0.01	0.03
106. Commerce Center & Magic Mountain	0.61	B	0.49	A	0.69	B	0.55	A	0.08	0.06
107. Westridge & Magic Mountain	0.83	D	0.98	E	0.89	D	1.03	F	**0.06**	**0.05**

(Continued)

Table 1 ICU Summary – Cumulative Conditions (2024) with and without Project (Continued)

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
City Intersections										
30. Ave Stanford & Rye Canyon	0.60	A	0.83	D	0.65	B	0.85	D	0.05	**0.02**
33. Rye/Copper Hill & Newhall Ranch	0.75	C	0.86	D	0.77	C	0.86	D	0.02	0.00
35. Copper Hill & Decoro[1]	0.69	B	0.68	B	0.72	C	0.68	B	0.03	0.00
36. Tourney & Valencia	0.59	A	0.69	B	0.61	B	0.71	C	0.02	0.02
37. Tourney & Magic Mountain	0.74	C	0.59	A	0.75	C	0.61	B	0.01	0.02
44. McBean & Valencia	0.85	D	1.01	F	0.86	D	1.01	F	0.01	0.00
45. McBean & Magic Mountain	0.73	C	1.00	E	0.74	C	1.00	E	0.01	0.00
48. McBean & Newhall Ranch	0.93	E	0.89	D	0.95	E	0.90	D	**0.02**	0.01
49. McBean & Decoro	0.81	D	0.71	C	0.81	D	0.71	C	0.00	0.00
50. McBean & Copper Hill	0.92	E	0.96	E	0.92	E	0.97	E	0.00	**0.01**
51. Wiley Canyon & Lyons	0.63	B	0.84	D	0.63	B	0.86	D	0.00	**0.02**
53. Orchard Village & McBean	0.56	A	0.65	B	0.56	A	0.66	B	0.00	0.01
55. Orchard Village & McBean	0.78	C	0.79	C	0.78	C	0.79	C	0.00	0.00
57. Valencia & Magic Mountain	0.97	E	1.22	F	1.00	E	1.22	F	**0.03**	0.00
65. Bouquet & Soledad	0.75	C	1.08	F	0.77	C	1.08	F	0.02	0.00
66. Bouquet & Newhall Ranch	0.85	D	1.02	F	0.88	D	1.03	F	**0.03**	**0.01**
67. Seco Cyn & Bouquet Canyon	0.84	D	0.78	C	0.85	D	0.80	C	0.01	0.02

Bold = Significant Impact
[1]Shared County/City jurisdiction

Table 2 ICU Summary – Cumulative Conditions (2024) with Project Mitigation

Location	Cumulative without Project				Cumulative with Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
10. I-5 SB Ramps & Magic Mountain	0.80	C	0.56	A	0.74	C	0.54	A	-0.06	-0.02
12. -5 SB Ramps & Valencia	0.86	D	1.02	F	0.73	C	0.78	C	-0.13	-0.24
14. I-5 SB Ramps & McBean	0.64	B	0.88	D	0.67	B	0.84	D	0.03	-0.04
80. Wolcott & SR-126	1.27	F	1.28	F	0.84	D	1.07	F	-0.43	-0.21
83. Commerce Center & SR-126 WB	0.77	C	0.84	D	0.77	C	0.83	D	0.00	-0.01
County Intersections										
25. The Old Road & Rye Canyon	0.95	E	1.57	F	0.78	C	1.22	F	-0.17	-0.35
26. The Old Rd & Magic Mountain	0.64	B	0.72	C	0.72	C	0.74	C	0.08	0.02
28. The Old Rd & Stevenson Ranch	0.84	D	0.95	E	0.84	D	0.78	C	0.00	-0.17
107. Westridge & Magic Mountain	0.83	D	0.98	E	0.72	C	0.87	D	-0.11	-0.11
City Intersections										
30. Ave Standford & Rye Canyon	0.60	A	0.83	D	0.65	B	0.84	D	0.05	0.01
48. McBean & Newhall Ranch	0.93	E	0.89	D	0.93	E	0.90	D	0.00	0.01
50. McBean & Copper Hill	0.92	E	0.96	E	0.83	D	0.78	C	-0.09	-0.18
51. Wiley Cyn & Lyons	0.63	B	0.84	D	0.63	B	0.74	C	0.00	-0.10
57. Valencia & Magic Mountain	0.97	E	1.22	F	0.95	E	1.09	F	-0.02	-0.13
66. Bouquet & Newhall Ranch	0.85	C	1.02	F	0.85	D	1.01	F	0.00	-0.01

Table 3 Off-Site Mitigation Measures for Project Impacts – 2024 Cumulative Conditions

Location		Mitigation	Project Traffic Share %
10. I-5 SB Ramps & Magic Mtn	Caltrans/ County	Restripe the southbound off-ramp to consist of two left-turn lanes, one shared left-turn/through lane, and one right-turn lane.	31%
12. I-5 SB Ramps & Valencia	Caltrans/ County	Add third westbound thru lane.	3%
14. I-5 SB Ramps & McBean	Caltrans/ County	Convert westbound dedicated right turn lane to a shared through/right turn lane.	12%
26. The Old Rd & Magic Mountain	County	Convert existing southbound third through lane to a shared through/right turn lane, add fifth eastbound through lane.	28%
25. The Old Road & Rye Canyon	County	Intersection modifications to add a second northbound through lane, add a second southbound left-turn lane, and convert the northbound and westbound free-flow right-turn lanes to conventional lanes.	19%
28. The Old Rd & Stevenson Ranch	County	Intersection modifications to add a third southbound through lane and add a westbound dedicated right turn lane.	13%
30. Ave Stanford & Rye Canyon	City	Traffic signal modification to add southbound right-turn overlap phasing.	18%
48. McBean & Newhall Ranch	City	Add fourth westbound through lane, traffic signal modification to add eastbound right-turn overlap phasing.	7%
50. McBean & Copper Hill	City	Add third eastbound through lane, traffic signal modification to add northbound right-turn overlap for northbound right.	4%
51. Wiley Cyn & Lyons	City	Convert existing southbound through lane to a shared through/left turn lane. Modify traffic signal for split phasing for northbound/southbound approaches.	6%
57. Valencia & Magic Mountain	City	Add a second westbound left-turn lane.	4%
66. Bouquet & Newhall Ranch	City	Convert existing third eastbound left turn lane to a fourth eastbound through lane.	5%
80. Wolcott & SR-126	Caltrans/ County	Intersection modifications to include one northbound left-turn lane, one northbound through lane, two northbound right-turn lanes, two southbound left-turn lanes, one southbound through lane, one southbound right-turn lane, one east-bound left-turn lane, one eastbound through lane, one eastbound shared through/right-turn lane, two westbound left-turn lanes, two westbound through lanes, and one westbound right-turn lane.	2%
83 Commerce Center & SR-126 WB	Caltrans/ County	Convert one westbound right-turn lane to a shared left/right-turn lane. (Note: Mitigation is not required based on Caltrans methodology)	4%
107. Westridge & Magic Mountain	County	Convert northbound through lane to shared left/through/right-turn lane.	9%

Table 4 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with and without Project

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.70	B	1.51	F	0.72	C	1.50	F	0.02	-0.01
10. I-5 SB Ramps & Magic Mountain	0.83	D	0.57	A	0.89	D	0.62	B	0.06	0.05
12. I-5 SB Ramps & Valencia	0.86	D	1.03	F	0.90	D	1.07	F	0.04	**0.04**
14. I-5 SB Ramps & McBean	0.68	B	0.79	C	0.69	B	0.79	C	0.01	0.00
16. I-5 SB/Marriott & Pico/Lyons	0.76	C	0.72	C	0.77	C	0.68	B	0.01	-0.04
80. Wolcott & SR-126	1.44	F	1.64	F	1.46	F	1.63	F	**0.02**	-0.01
82. Commerce Center & SR-126 EB	0.40	A	0.41	A	0.40	A	0.44	A	0.00	0.03
83. Commerce Center & SR-126 WB	0.73	C	0.86	D	0.74	C	0.87	D	0.01	0.01
Joint Caltrans/City Intersections										
11. I-5 NB Ramps & Magic Mountain	0.83	D	0.61	B	0.84	D	0.69	B	0.01	0.08
13. I-5 NB Ramps & Valencia	0.83	D	0.74	C	0.84	D	0.77	C	0.01	0.03
15. I-5 NB Ramps & McBean	0.44	B	0.61	B	0.46	A	0.61	B	0.02	0.00
17. I-5 NB On/Off & Lyons Ave	0.53	B	0.75	C	0.53	A	0.77	C	0.00	0.02
Joint County/City Intersections										
35. Copper Hill & Decoro (County Methodology)	0.78	C	0.82	D	0.79	C	0.83	D	0.01	0.01
35. Copper Hill & Decoro (City Methodology)	0.70	B	0.76	C	0.72	C	0.76	C	0.02	0.00
County Intersections										
25. The Old Road & Rye Canyon[1]	1.11	F	1.75	F	1.15	F	1.76	F	**0.04**	**0.01**
26. The Old Road & Magic Mountain	0.71	C	0.72	C	0.96	E	0.97	E	**0.25**	**0.25**
27. The Old Road & Valencia[1]	0.83	D	0.76	C	0.85	D	0.76	C	0.02	0.00
28. The Old Road & Stevenson Ranch	0.88	D	0.99	E	0.92	E	0.99	E	**0.04**	0.00
29. The Old Road & Pico Canyon[1]	0.71	C	0.80	C	0.71	C	0.72	C	0.00	-0.08

(Continued)

Table 4 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with and without Project (Continued)

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
County Intersections (Continued)										
81. Commerce Center & Henry Mayo	0.63	B	0.70	B	0.63	B	0.74	C	0.00	0.04
105. Westridge & Valencia	0.86	D	0.84	D	0.88	D	0.89	D	0.02	0.05
106. Commerce Center & Magic Mountain	0.66	B	0.51	A	0.74	C	0.59	B	0.08	0.08
107. Westridge & Magic Mountain	0.86	D	1.00	E	0.88	D	1.05	F	0.02	**0.05**
City Intersections										
30. Ave Stanford & Rye Canyon	0.65	B	0.80	C	0.65	B	0.85	D	0.00	0.05
33. Rye/Copper Hill & Newhall Ranch	0.80	C	0.92	E	0.81	D	0.90	D	0.01	-0.02
36. Tourney & Valencia	0.62	B	0.75	C	0.62	B	0.74	C	0.00	-0.01
37. Tourney & Magic Mountain	0.78	C	0.59	A	0.80	C	0.66	B	0.02	0.07
44. McBean & Valencia	0.93	E	1.03	F	0.95	E	0.98	E	**0.02**	-0.05
45. McBean & Magic Mountain[1]	0.75	C	0.92	E	0.76	C	0.94	E	0.01	0.02
48. McBean & Newhall Ranch	0.99	E	0.93	E	0.99	E	0.90	D	0.00	-0.03
49. McBean & Decoro	0.83	D	0.66	B	0.82	D	0.70	B	-0.01	0.04
50. McBean & Copper Hill	0.95	E	1.02	F	0.96	E	1.00	E	**0.01**	-0.02
51. Wiley Canyon & Lyons	0.66	B	0.90	D	0.66	B	0.86	D	0.00	-0.04
53. Orchard Village & Lyons	0.57	A	0.68	B	0.56	A	0.67	B	-0.01	-0.01
55. Orchard Village & McBean[1]	0.79	C	0.80	C	0.80	C	0.85	D	0.01	0.05
57. Valencia & Magic Mountain	1.09	F	1.33	F	1.08	F	1.30	F	-0.01	-0.03
65. Bouquet & Soledad	0.80	C	1.00	E	0.80	C	1.01	F	0.00	**0.01**
66. Bouquet & Newhall Ranch	0.91	E	0.97	E	0.89	D	0.94	E	-0.02	-0.03
67. Seco & Bouquet	0.91	E	0.89	D	0.91	E	0.86	D	0.00	-0.03

Bold = Intersection that exceeds buildout conditions LOS threshold (LOS D unless shown as LOS E in OVOV traffic study) and where the Project's impact exceeds the threshold of significance.

[1]Intersection where OVOV traffic study shows LOS E for buildout conditions with full Highway Plan improvements.

Table 5 ICU Summary – Cumulative Conditions (2034 without Pico Canyon Road) with Project Mitigation

Location	Cumulative without Project				Cumulative with Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
12. I-5 SB Ramps & Valencia	0.86	D	1.03	F	0.72	C	0.81	D	-0.14	-0.22
80. Wolcott & SR-126	1.44	F	1.64	F	0.92	E	0.85	D	-0.52	-0.79
County Intersections										
25. The Old Road & Rye Canyon[1]	1.11	F	1.75	F	0.79	C	0.98	E	-0.32	-0.77
26. The Old Road & Magic Mountain	0.71	C	0.72	C	0.75	C	0.75	C	0.04	0.03
28. The Old Road & Stevenson Ranch	0.88	D	0.99	E	0.84	D	0.78	C	-0.04	-0.21
107. Westridge & Magic Mountain	0.86	D	1.00	E	0.73	C	0.89	D	-0.13	-0.11
City Intersections										
44. Mc Bean & Valencia	0.93	E	1.03	F	0.86	D	0.98	E	-0.07	-0.05
50. McBean & Copper Hill	0.95	E	1.02	F	0.86	D	0.80	C	-0.09	-0.22
65. Bouquet Canyon & Soledad Canyon	0.80	C	1.00	E	0.80	C	0.95	E	0.00	-0.05

[1]Intersection where OVOV traffic study shows LOS E for buildout conditions with full Highway Plan improvements.

Table 6 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with and without Project

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
9. The Old Road & I-5 SB Ramps	0.70	B	1.52	F	0.72	C	1.52	F	0.02	0.00
10. I-5 SB Ramps & Magic Mountain	0.83	D	0.56	A	0.89	D	0.63	B	0.06	0.07
12. I-5 SB Ramps & Valencia	0.84	D	0.97	E	0.84	D	1.00	E	0.00	**0.03**
14. I-5 SB Ramps & McBean	0.67	B	0.75	C	0.67	B	0.77	C	0.00	0.02
16. I-5 SB/Marriott & Pico/Lyons	0.77	C	0.83	D	0.78	C	0.75	C	0.01	-0.08
80. Wolcott & SR-126	1.44	F	1.61	F	1.43	F	1.58	F	-0.01	-0.03
82. Commerce Center & SR-126 EB	0.39	A	0.41	A	0.40	A	0.44	A	0.01	0.03
83. Commerce Center & SR-126 WB	0.73	C	0.86	D	0.74	C	0.88	D	0.01	0.02
Joint Caltrans/City Intersections										
11. I-5 NB Ramps & Magic Mountain	0.79	C	0.60	B	0.85	D	0.69	B	0.06	0.09
13. I-5 NB Ramps & Valencia	0.85	D	0.74	C	0.87	D	0.69	B	0.02	-0.05
15. I-5 NB Ramps & McBean	0.43	A	0.59	B	0.45	A	0.61	B	0.02	0.02
17. I-5 NB On/Off & Lyons Ave	0.57	A	0.81	D	0.59	A	0.85	D	0.02	0.04
Joint County/City Intersections										
35. Copper Hill & Decoro (County Methodology)	0.79	C	0.82	D	0.78	C	0.82	D	-0.01	0.00
35. Copper Hill & Decoro (City Methodology)	0.72	C	0.75	C	0.71	C	0.76	C	-0.01	0.01
County Intersections										
25. The Old Road & Rye Canyon[1]	1.11	F	1.74	F	1.15	F	1.75	F	**0.04**	**0.01**
26. The Old Road & Magic Mountain	0.68	B	0.73	C	0.94	E	0.98	E	**0.26**	**0.25**
27. The Old Road & Valencia[1]	0.81	D	0.71	C	0.79	C	0.71	C	-0.02	0.00
28. The Old Road & Stevenson Ranch	0.89	D	0.96	E	0.87	D	0.97	E	-0.02	**0.01**
29. The Old Road & Pico Canyon[1]	0.76	C	0.90	D	0.78	C	0.82	D	0.02	-0.08

(Continued)

Table 6 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with and without Project (Continued)

Location	Cumulative without Project				Cumulative with Project				Increase	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
County Intersections (Continued)										
81. Commerce Center & Henry Mayo	0.62	B	0.70	B	0.63	B	0.73	C	0.01	0.03
103. Pico & Valencia	0.69	B	0.72	C	0.72	C	0.76	C	0.03	0.04
105. Westridge & Valencia	0.85	D	0.79	C	0.85	D	0.81	D	0.00	0.02
106. Commerce Center & Magic Mountain	0.66	B	0.50	A	0.73	C	0.58	A	0.07	0.08
107. Westridge & Magic Mountain	0.85	D	1.00	E	0.87	D	1.02	F	0.02	**0.02**
City Intersections										
30. Ave Stanford & Rye Canyon	0.63	B	0.80	C	0.65	B	0.85	D	0.02	0.05
33. Rye/Copper Hill & Newhall Ranch	0.80	C	0.92	E	0.81	D	0.92	E	0.01	0.00
36. Tourney & Valencia	0.62	B	0.75	C	0.63	B	0.75	C	0.01	0.00
37. Tourney & Magic Mountain	0.79	C	0.59	A	0.80	C	0.65	B	0.01	0.06
44. McBean & Valencia	0.93	E	1.05	F	0.95	E	1.02	F	**0.02**	-0.03
45. McBean & Magic Mountain[1]	0.76	C	0.91	E	0.76	C	0.96	E	0.00	0.05
48. McBean & Newhall Ranch	0.99	E	0.92	E	0.99	E	0.89	D	0.00	-0.03
49. McBean & Decoro	0.84	D	0.66	B	0.83	D	0.72	C	-0.01	0.06
50. McBean & Copper Hill	0.96	E	1.02	E	0.96	E	1.00	E	0.00	-0.02
51. Wiley Canyon & Lyons	0.67	B	0.89	D	0.67	B	0.86	D	0.00	-0.03
53.Orchard Village & Lyons	0.58	A	0.69	B	0.56	A	0.67	B	-0.02	-0.02
55. Orchard Village & McBean[1]	0.79	C	0.81	D	0.78	C	0.87	D	-0.01	0.06
57. Valencia & Magic Mountain	1.08	F	1.33	F	1.09	F	1.30	F	**0.01**	-0.03
65. Bouquet & Soledad	0.80	C	1.00	E	0.80	C	1.01	F	0.00	**0.01**
66. Bouquet & Newhall Ranch	0.91	E	0.96	E	0.89	D	0.95	E	-0.02	-0.01
67. Seco & Bouquet	0.91	E	0.89	D	0.91	E	0.86	D	0.00	-0.03

Bold = Intersection that exceeds buildout conditions LOS threshold (LOS D unless shown as LOS E in OVOV traffic study) and where the Project's impact exceeds the threshold of significance.

[1]Intersection where OVOV traffic study shows LOS E for buildout conditions with full Highway Plan improvements

Table 7 ICU Summary – Cumulative Conditions (2034 with Pico Canyon Road) with Project Mitigation

Location	Cumulative without Project				Cumulative with Project and Mitigation				Net Change with Mitigation	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM
Joint Caltrans/County Intersections										
12. I-5 SB Ramps & Valencia	0.84	D	0.97	E	0.68	B	0.77	C	-0.16	-0.20
County Intersections										
25. The Old Rd & Rye Canyon	1.11	F	1.74	F	0.79	C	0.99	E	-0.32	-0.75
26. The Old Road & Magic Mountain	0.68	B	0.73	C	0.75	C	0.75	C	0.07	0.02
28. The Old Road & Stevenson Ranch	0.89	D	0.96	E	0.81	D	0.80	C	-0.08	-0.16
107. Westridge & Magic Mountain	0.85	D	1.00	E	0.71	C	0.86	D	-0.14	-0.14
City Intersections										
44. McBean & Valencia	0.93	E	1.05	F	0.86	D	0.96	E	-0.07	-0.09
57. Valencia & Magic Mountain	1.08	F	1.33	F	0.89	D	1.00	E	-0.19	-0.33
65. Bouquet Canyon & Soledad Canyon	0.80	C	1.00	E	0.80	C	0.95	E	0.00	-0.05

[1]Intersection where OVOV traffic study shows LOS E for buildout conditions with full Highway Plan improvements.

Table 8 Off-Site Mitigation Measures for Project Impacts – 2034 Cumulative Conditions

Location	Scenario	Mitigation	Project Traffic Share %
12. I-5 SB Ramps & Valencia	Both	Add a third westbound through lane.	3%[1] / 1%[2]
25.The Old Road & Rye Canyon	Both	Intersection modifications to add second and third northbound through lanes, add second and third southbound left-turn lanes, and two westbound left-turn lanes and convert the northbound and westbound free-flow right-turn lanes to conventional lanes.	17%[1] / 16%[2]
26. The Old Road & Magic Mountain	Both	Convert existing southbound third through lane to a shared through/right turn lane, add fifth eastbound through lane.	27%[1] / 28%[2]
28. The Old Road & Stevenson Ranch	Both	Intersection modifications to add a third southbound through lane and add a westbound dedicated right turn lane.	12%[1] /10%[2]
44. McBean & Valencia	Both	Add a fourth westbound through lane	2%[1] / 5%[2]
50. McBean & Copper Hill	2034 Without Pico	Add third eastbound through lane, traffic signal modification to add northbound right-turn overlap for northbound right.	3%[1]
57. Valencia & Magic Mountain	2034 With Pico	Add a third eastbound through lane. Add second and third westbound through lanes.	4%[2]
65. Bouquet Canyon & Soledad Canyon	Both	Add a fourth northbound through lane	3%[1] / 5%[2]
80. Wolcott & SR-126	2034 Without Pico	Intersection modifications to include one northbound left-turn lane, one northbound through lane, two northbound right-turn lanes, two southbound left-turn lanes, one southbound through lane, one southbound right-turn lane, one east-bound left-turn lane, three eastbound through lanes, one eastbound right-turn lane, two westbound left-turn lanes, three westbound through lanes, and one westbound right-turn lane.	1%[1]
107. Westridge & Magic Mountain	Both	Convert northbound through lane to shared left/through/right-turn lane.	8%[1] / 1%[2]

[1]2034 Cumulative Conditions without Pico Canyon Road scenario
[2]2034 Cumulative Conditions with Pico Canyon Road scenario

Fair-share calculations based on peak-hour traffic volumes.

9. The Old Rd & I-5 SB Ramps

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	960	.30*	890	.28*
NBR	1	1600	720	.45	1610	1.01
SBL	1	1600	180	.11*	640	.40*
SBT	2	3200	390	.12	910	.28
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		380		280	
WBT	0	3200	0	.12*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment			NBR	.06*	NBR	.66*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**1.53**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	980	.31*	890	.28*
NBR	1	1600	720	.45	1610	1.01
SBL	1	1600	180	.11*	640	.40*
SBT	2	3200	420	.13	1010	.32
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		430		290	
WBT	0	3200	0	.14*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment			NBR	.03*	NBR	.66*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**1.53**

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	710	.44	1490	.93
SBL	1	1600	150	.09*	730	.46*
SBT	2	3200	400	.13	1060	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		440		280	
WBT	0	3200	0	.14*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.62*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.70**		**1.51**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	730	.46	1510	.94
SBL	1	1600	140	.09*	690	.43*
SBT	2	3200	420	.13	1090	.34
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		500		370	
WBT	0	3200	0	.16*	0	.12*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.61*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**1.50**

9. The Old Rd & I-5 SB Ramps

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	710	.44	1520	.95
SBL	1	1600	150	.09*	720	.45*
SBT	2	3200	400	.13	1070	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		450		280	
WBT	0	3200	0	.14*	0	.09*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.64*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.70**		**1.52**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	20	.01
NBT	2	3200	1180	.37*	780	.24*
NBR	1	1600	730	.46	1520	.95
SBL	1	1600	140	.09*	710	.44*
SBT	2	3200	420	.13	1070	.33
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		500		370	
WBT	0	3200	0	.16*	0	.12*
WBR	0.5		10		10	
Right Turn Adjustment					NBR	.62*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**1.52**

10. I-5 SB Ramps & Magic Mtn

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		950		610	
SBT	0.5	3200	10	.30*	0	.19*
SBR	2	3200	160	.05	50	.02
EBL	0	0	0		0	
EBT	3	4800	810	.17	980	.20
EBR	2	3200	820	.26	800	.25
WBL	2	2880	410	.14	70	.02
WBT	4	6400	1970	.31*	1700	.27*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .56

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		950		610	
SBT	0.5	3200	10	.30*	0	.19*
SBR	2	3200	150	.05	50	.02
EBL	0	0	0		0	
EBT	3	4800	980	.20*	1240	.26
EBR	2	3200	970	.30	940	.29
WBL	2	2880	410	.14*	70	.02
WBT	4	6400	2050	.32	1950	.30*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.10*	EBR	.01*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .60

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		950		610	
SBT	0.5	4800	10	.20*	0	.13*
SBR	1	1600	150	.09	50	.03
EBL	0	0	0		0	
EBT	3	4800	980	.20*	1240	.26
EBR	2	3200	970	.30	940	.29
WBL	2	2880	410	.14*	70	.02
WBT	4	6400	2050	.32	1950	.30*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.10*	EBR	.01*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 .54

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1200		650	
SBT	0.5	3200	10	.38*	0	.20*
SBR	2	3200	160	.05	60	.02
EBL	0	0	0		0	
EBT	3	4800	850	.18*	960	.20
EBR	2	3200	680	.21	690	.22
WBL	2	2880	400	.14*	70	.02
WBT	4	6400	2030	.32	1720	.27*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .57

10. I-5 SB Ramps & Magic Mtn

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1190		680	
SBT	0.5	3200	10	.38*	0	.21*
SBR	2	3200	150	.05	120	.04
EBL	0	0	0		0	
EBT	3	4800	990	.21*	1220	.25
EBR	2	3200	870	.27	930	.29
WBL	2	2880	410	.14*	60	.02
WBT	4	6400	2150	.34	1990	.31*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.06*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 .62

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1220		650	
SBT	0.5	3200	10	.38*	0	.20*
SBR	2	3200	160	.05	60	.02
EBL	0	0	0		0	
EBT	3	4800	850	.18*	950	.20
EBR	2	3200	660	.21	690	.22
WBL	2	2880	390	.14*	70	.02
WBT	4	6400	1920	.30	1680	.26*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.03*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .56

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		1200		690	
SBT	0.5	3200	10	.38*	0	.22*
SBR	2	3200	150	.05	120	.04
EBL	0	0	0		0	
EBT	3	4800	990	.21*	1210	.25
EBR	2	3200	850	.27	940	.29
WBL	2	2880	410	.14*	60	.02
WBT	4	6400	2140	.33	1950	.30*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.06*	EBR	.01*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 .63

11. I-5 NB Ramps & Magic Mtn

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1130	.32*	840	.24*
NBT	0.5	3500	0	.13	0	.19
NBR	1.5		470		650	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	50	.01	110	.03
EBT	3	5250	1710	.33*	1700	.32*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1260	.18	1020	{.17}
WBR	1.5		260	.15	540	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .66

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1140	.33*	880	.25*
NBT	0.5	3500	0	.13	0	.19
NBR	1.5		470		650	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	140	.04
EBT	3	5250	1870	.36*	1830	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1330	.19	1220	{.19}
WBR	1.5		260		530	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .70

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1210	.35*	740	.21*
NBT	0.5	3500	0	.14	0	.19
NBR	1.5		480		660	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	40	.01	100	.03
EBT	3	5250	2010	.38*	1570	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1240	.18	1120	{.19}
WBR	1.5		330	{.03}	600	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .61

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1190	.34*	850	.24*
NBT	0.5	3500	0	.13	0	.23
NBR	1.5		440		810	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	150	.04
EBT	3	5250	2120	.40*	1840	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1390	.20	1280	.22
WBR	1.5		300	.17	620	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .69

11. I-5 NB Ramps & Magic Mtn

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1100	.31*	710	.20*
NBT	0.5	3500	0	.14	0	.19
NBR	1.5		480		660	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	40	.01	100	.03
EBT	3	5250	2020	.38*	1560	.30*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1230	.18	1100	.19
WBR	1.5		340	{.07}	600	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.60**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	1190	.34*	830	.24*
NBT	0.5	3500	0	.13	0	.20
NBR	1.5		440		690	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	140	.04
EBT	3	5250	2130	.41*	1860	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1380	.20	1250	.21
WBR	1.5		310	.18	620	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.69**

12. I-5 SB ON/OFF Ramps & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	800	.28*	530	.18*
SBT	0	0	0		0	
SBR	1	1600	360	.23	120	.08
EBL	0	0	0		0	
EBT	3	4800	840	.18	1060	.22
EBR	f		1020		490	
WBL	0	0	0		0	
WBT	2	3200	1520	.48*	2380	.74*
WBR	f		1600		1190	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .86 1.02

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	830	.29*	530	.18*
SBT	0	0	0		0	
SBR	1	1600	360	.23	110	.07
EBL	0	0	0		0	
EBT	3	4800	900	.19	1140	.24
EBR	f		1020		570	
WBL	0	0	0		0	
WBT	2	3200	1630	.51*	2390	.75*
WBR	f		1640		1300	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .90 1.03

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	830	.29*	530	.18*
SBT	0	0	0		0	
SBR	1	1600	360	.23	110	.07
EBL	0	0	0		0	
EBT	3	4800	900	.19	1140	.24
EBR	f		1020		570	
WBL	0	0	0		0	
WBT	3	4800	1630	.34*	2390	.50*
WBR	f		1640		1300	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 .78

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	800	.28*	560	.19*
SBT	0	0	0		0	
SBR	1	1600	380	.24	100	.06
EBL	0	0	0		0	
EBT	3	4800	900	.19	1240	.26
EBR	f		990		550	
WBL	0	0	0		0	
WBT	2	3200	1550	.48*	2360	.74*
WBR	f		1580		1270	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .86 1.03

12. I-5 SB ON/OFF Ramps & Valencia

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	820	.28*	580	.20*
SBT	0	0	0		0	
SBR	1	1600	370	.23	40	.03
EBL	0	0	0		0	
EBT	3	4800	920	.19	1320	.28
EBR	f		960		520	
WBL	0	0	0		0	
WBT	2	3200	1650	.52*	2470	.77*
WBR	f		1570		1260	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.90**		**1.07**

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	820	.28*	580	.20*
SBT	0	0	0		0	
SBR	1	1600	370	.23	40	.03
EBL	0	0	0		0	
EBT	3	4800	920	.19	1320	.28
EBR	f		960		520	
WBL	0	0	0		0	
WBT	3	4800	1650	.34*	2470	.51*
WBR	f		1570		1260	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.81**

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	800	.28*	560	.19*
SBT	0	0	0		0	
SBR	1	1600	380	.24	90	.06
EBL	0	0	0		0	
EBT	3	4800	930	.19	1230	.26
EBR	f		990		390	
WBL	0	0	0		0	
WBT	2	3200	1470	.46*	2170	.68*
WBR	f		1600		1290	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**.97**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	820	.28*	590	.20*
SBT	0	0	0		0	
SBR	1	1600	380	.24	40	.03
EBL	0	0	0		0	
EBT	3	4800	890	.19	1250	.26
EBR	f		960		380	
WBL	0	0	0		0	
WBT	2	3200	1460	.46*	2240	.70*
WBR	f		1590		1270	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**1.00**

12. I-5 SB ON/OFF Ramps & Valencia

Cumulative (2034) w Project + Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	820	.28*	590	.20*
SBT	0	0	0		0	
SBR	1	1600	380	.24	40	.03
EBL	0	0	0		0	
EBT	3	4800	890	.19	1250	.26
EBR	f		960		380	
WBL	0	0	0		0	
WBT	3	4800	1460	.30*	2240	.47*
WBR	f		1590		1270	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.68**		**.77**

13. I-5 NB ON/OFF Ramps & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	670	.19*	780	.22*
NBT	0	0	0		0	
NBR	2	3500	1240	.35	1180	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1520	.31	1230	.31
EBR	0	0	130		380	
WBL	2	3500	180	.05	170	.05
WBT	4	7000	2500	.36*	2850	.41*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.12*	NBR	.05*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .78

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	720	.21*	830	.24*
NBT	0	0	0		0	
NBR	2	3500	1240	.35	1190	.34
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1610	.33*	1290	.32
EBR	0	0	130		380	
WBL	2	3500	180	.05*	170	.05
WBT	4	7000	2620	.37	2930	.42*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.10*	NBR	.02*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .78

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	610	.17*	720	.21*
NBT	0	0	0		0	
NBR	2	3500	1380	.39	940	.27
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1570	.33*	1370	.34*
EBR	0	0	140		430	
WBL	2	3500	200	.06*	320	.09*
WBT	4	7000	2590	.37	2970	.42
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.17*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .83 .74

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	730	.21*	820	.23*
NBT	0	0	0		0	
NBR	2	3500	1350	.39	570	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1600	.33*	1490	.36*
EBR	0	0	140		400	
WBL	2	3500	240	.07*	290	.08*
WBT	4	7000	2560	.37	2990	.43
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.13*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .77

13. I-5 NB ON/OFF Ramps & Valencia

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	540	.15*	500	.14*
NBT	0	0	0		0	
NBR	2	3500	1440	.41	980	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1600	.33*	1370	.34
EBR	0	0	140		420	
WBL	2	3500	190	.05*	330	.09
WBT	4	7000	2590	.37	3010	.43*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.22*	NBR	.07*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.74**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	490	.14*	530	.15*
NBT	0	0	0		0	
NBR	2	3500	1460	.42	750	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1570	.33*	1410	.35
EBR	0	0	140		430	
WBL	2	3500	230	.07*	290	.08
WBT	4	7000	2610	.37	3050	.44*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.87**		**.69**

14. I-5 SB ON/OFF Ramps & McBean

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	480	.30*	250	.16*
SBT	0	0	0		0	
SBR	1	1600	690	.43	430	.27
EBL	0	0	0		0	
EBT	2	3200	660	.21*	1180	.37
EBR	1	1600	180	.11	160	.10
WBL	0	0	0		0	
WBT	2	3200	260	.08	1640	.51*
WBR	1	1600	210	.13	500	.31
Right Turn Adjustment			SBR	.03*	SBR	.11*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .64 .88

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	480	.30*	280	.18*
SBT	0	0	0		0	
SBR	1	1600	720	.45	450	.28
EBL	0	0	0		0	
EBT	2	3200	660	.21*	1170	.37
EBR	1	1600	190	.12	160	.10
WBL	0	0	0		0	
WBT	2	3200	300	.09	1690	.53*
WBR	1	1600	200	.13	500	.31
Right Turn Adjustment			SBR	.06*	SBR	.10*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .67 .91

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	480	.30*	280	.18*
SBT	0	0	0		0	
SBR	1	1600	720	.45	450	.28
EBL	0	0	0		0	
EBT	2	3200	660	.21*	1170	.37
EBR	1	1600	190	.12	160	.10
WBL	0	0	0		0	
WBT	3	4800	300	.09	1690	.46*
WBR	0	0	200	.13	500	
Right Turn Adjustment			SBR	.06*	SBR	.10*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .67 .84

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	470	.29*	300	.19*
SBT	0	0	0		0	
SBR	1	1600	720	.45	240	.15
EBL	0	0	0		0	
EBT	2	3200	730	.23*	1100	.34
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	2	3200	310	.10	1600	.50*
WBR	1	1600	180	.11	590	.37
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .68 .79

14. I-5 SB ON/OFF Ramps & McBean

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	500	.31*	300	.19*
SBT	0	0	0		0	
SBR	1	1600	720	.45	240	.15
EBL	0	0	0		0	
EBT	2	3200	720	.23*	1110	.35
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	2	3200	360	.11	1600	.50*
WBR	1	1600	180	.11	580	.36
Right Turn Adjustment			SBR	.05*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .69 .79

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	470	.29*	290	.18*
SBT	0	0	0		0	
SBR	1	1600	720	.45	270	.17
EBL	0	0	0		0	
EBT	2	3200	710	.22*	1130	.35
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	2	3200	300	.09	1510	.47*
WBR	1	1600	180	.11	580	.36
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .67 .75

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	500	.31*	300	.19*
SBT	0	0	0		0	
SBR	1	1600	700	.44	260	.16
EBL	0	0	0		0	
EBT	2	3200	720	.23*	1150	.36
EBR	1	1600	170	.11	150	.09
WBL	0	0	0		0	
WBT	2	3200	310	.10	1550	.48*
WBR	1	1600	180	.11	590	.37
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .67 .77

15. I-5 NB ON/OFF Ramps & McBean

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	410	.12*
NBT	0	0	0		0	
NBR	2	3500	350	.10	460	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	760	.22*	810	.23
EBR	1	1750	330	.19	350	.20
WBL	0	0	0		0	
WBT	3	5250	450	.10	1740	.38*
WBR	0	0	80		280	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .42 .60

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	440	.13*
NBT	0	0	0		0	
NBR	2	3500	400	.11	460	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	750	.21*	850	.24
EBR	1	1750	330	.19	350	.20
WBL	0	0	0		0	
WBT	3	5250	460	.10	1740	.38*
WBR	0	0	80		280	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .42 .61

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	60	.02*	360	.10*
NBT	0	0	0		0	
NBR	2	3500	460	.13	570	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	750	.21*	840	.24
EBR	1	1750	400	.23	310	.18
WBL	0	0	0		0	
WBT	3	5250	450	.10	1860	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .44 .61

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	80	.02*	350	.10*
NBT	0	0	0		0	
NBR	2	3500	500	.14	720	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	760	.22*	860	.25
EBR	1	1750	400	.23	280	.16
WBL	0	0	0		0	
WBT	3	5250	490	.11	1860	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.12*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .46 .61

15. I-5 NB ON/OFF Ramps & McBean

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	60	.02*	290	.08*
NBT	0	0	0		0	
NBR	2	3500	390	.11	530	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	770	.22*	870	.25
EBR	1	1750	360	.21	300	.17
WBL	0	0	0		0	
WBT	3	5250	450	.10	1830	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.59**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	340	.10*
NBT	0	0	0		0	
NBR	2	3500	440	.13	670	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	760	.22*	920	.26
EBR	1	1750	420	.24	260	.15
WBL	0	0	0		0	
WBT	3	5250	460	.10	1830	.41*
WBR	0	0	80		310	
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.61**

16. I-5 SB ON/OFF Ramps & Pico Canyon/Lyons

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		350		480	
SBT	0.5	3200	60	.13*	90	.18*
SBR	1	1600	370	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1580	.50*	1180	.38
EBR	0	0	30		50	
WBL	1	1600	40	.03*	60	.04
WBT	2	3200	880	.28	1400	.44*
WBR	1	1600	210	.13	330	.21
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .72

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		340		510	
SBT	0.5	3200	70	.13*	90	.19*
SBR	1	1600	370	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1580	.50*	1190	.39
EBR	0	0	30		50	
WBL	1	1600	50	.03*	60	.04
WBT	2	3200	910	.28	1390	.43*
WBR	1	1600	210	.13	330	.21
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .72

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		360		460	
SBT	0.5	3200	70	.13*	90	.17*
SBR	1	1600	370	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1550	.49*	1240	.40
EBR	0	0	30		50	
WBL	1	1600	50	.03*	60	.04
WBT	2	3200	990	.31	1440	.45*
WBR	1	1600	220	.14	430	.27
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .72

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		380		480	
SBT	0.5	3200	70	.14*	80	.18*
SBR	1	1600	380	.24	70	.04
EBL	0	0	0		0	
EBT	2	3200	1550	.49*	1090	.36*
EBR	0	0	30		50	
WBL	1	1600	50	.03*	60	.04*
WBT	2	3200	960	.30	1250	.39
WBR	1	1600	220	.14	300	.19
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .68

16. I-5 SB ON/OFF Ramps & Pico Canyon/Lyons

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		340		440	
SBT	0.5	3200	70	.13*	90	.17*
SBR	1	1600	360	.23	80	.05
EBL	0	0	0		0	
EBT	2	3200	1580	.50*	1420	.46
EBR	0	0	30		50	
WBL	1	1600	50	.03*	50	.03
WBT	2	3200	1240	.39	1790	.56*
WBR	1	1600	210	.13	430	.27
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.77**		**.83**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1600	40	.03	20	.01
SBL	1.5		360		460	
SBT	0.5	3200	70	.13*	80	.17*
SBR	1	1600	360	.23	70	.04
EBL	0	0	0		0	
EBT	2	3200	1590	.51*	1320	.43
EBR	0	0	30		50	
WBL	1	1600	50	.03*	50	.03
WBT	2	3200	1290	.40	1520	.48*
WBR	1	1600	230	.14	300	.19
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**.75**

17. I-5 NB ON/OFF Ramps & Lyons

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	320	{.09}*
NBT	0.5	3500	10	.03	0	.09
NBR	f		120		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	210	.12*
EBT	2	3500	1300	.37*	1150	.33
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	790	.23	900	.26*
WBR	0	0	570	.33	710	.41
Right Turn Adjustment			WBR	.05*	WBR	.15*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .55 .72

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	330	{.09}*
NBT	0.5	3500	10	.03	0	.09
NBR	f		130		310	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	210	.12*
EBT	2	3500	1310	.37*	1180	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	790	.23	900	.26*
WBR	0	0	570	.33	750	.43
Right Turn Adjustment			WBR	.05*	WBR	.17*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .55 .74

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	380	{.11}*
NBT	0.5	3500	10	.03	0	.11
NBR	f		120		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	220	.13*
EBT	2	3500	1300	.37*	1220	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	870	.25	930	.27*
WBR	0	0	540	.31	720	.41
Right Turn Adjustment			WBR	.03*	WBR	.14*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .53 .75

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		100	{.03}*	370	{.11}*
NBT	0.5	3500	10	.03	0	.11
NBR	f		130		280	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	160	.09	200	.11*
EBT	2	3500	1320	.38*	1230	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	850	.24	880	.25*
WBR	0	0	540	.31	780	.45
Right Turn Adjustment			WBR	.02*	WBR	.20*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .53 .77

17. I-5 NB ON/OFF Ramps & Lyons

Cumulative (2034) wo Project w Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1.5		250	{.07}*	610	{.17}*
NBT	0.5	3500	10	.07	0	.17
NBR	f		120		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	180	.10	220	.13*
EBT	2	3500	1320	.38*	1200	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	940	.27	950	.27*
WBR	0	0	520	.30	720	.41
Right Turn Adjustment			WBR	.02*	WBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.57**		**.81**

Cumulative (2034) w Project w Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1.5		290	{.09}*	580	{.17}*
NBT	0.5	3500	10	.09	0	.17
NBR	f		110		290	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	190	.11	220	.13*
EBT	2	3500	1360	.39*	1230	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	960	.27	900	.26*
WBR	0	0	500	.29	780	.45
Right Turn Adjustment			WBR	.01*	WBR	.19*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.59**		**.85**

25. The Old Rd & Rye Canyon

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	520	.33*	620	.39*
NBR	f		1290		1560	
SBL	1	1600	420	.26*	780	.49*
SBT	2	3200	380	.12	340	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	420	.26*	940	.59*
WBT	0	0	0		0	
WBR	f		1140		2080	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .95 1.57

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	520	.33*	630	.39*
NBR	f		1380		1660	
SBL	1	1600	410	.26*	780	.49*
SBT	2	3200	490	.15	530	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	600	.38*	1040	.65*
WBT	0	0	0		0	
WBR	f		1150		2080	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.07 1.63

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	520	.16*	630	.20*
NBR	2	3200	1380	.43	1660	.52
SBL	2	2880	410	.14*	780	.27*
SBT	2	3200	490	.15	530	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	600	.38*	1040	.65*
WBT	0	0	0		0	
WBR	2	3200	1150	.36	2080	.65
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .78 1.22

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	650	.41*	610	.38*
NBR	f		1300		1650	
SBL	1	1600	490	.31*	900	.56*
SBT	2	3200	390	.12	460	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	460	.29*	1140	.71*
WBT	0	0	0		0	
WBR	f		1250		1830	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.11 1.75

25. The Old Rd & Rye Canyon

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	650	.41*	550	.34*
NBR	f		1390		1770	
SBL	1	1600	440	.28*	930	.58*
SBT	2	3200	510	.16	530	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	570	.36*	1180	.74*
WBT	0	0	0		0	
WBR	f		1260		1930	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.15 1.76

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	650	.14*	550	.11*
NBR	2	3200	1390	.43	1770	.55
SBL	2	2880	440	.15*	930	.32*
SBT	3	4800	510	.11	530	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	570	.13*	1180	.27*
WBT	0	0	0		0	
WBR	2	3200	1260	.39	1930	.60
Right Turn Adjustment			Multi	.27*	Multi	.18*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .79 .98

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	650	.41*	610	.38*
NBR	f		1310		1660	
SBL	1	1600	490	.31*	900	.56*
SBT	2	3200	390	.12	460	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	460	.29*	1120	.70*
WBT	0	0	0		0	
WBR	f		1250		1860	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.11 1.74

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	650	.41*	550	.34*
NBR	f		1390		1750	
SBL	1	1600	450	.28*	930	.58*
SBT	2	3200	510	.16	520	.16
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	570	.36*	1160	.73*
WBT	0	0	0		0	
WBR	f		1260		1940	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.15 1.75

25. The Old Rd & Rye Canyon

Cumulative (2034) w Project + Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	650	.14*	550	.11*
NBR	2	3200	1390	.43	1750	.55
SBL	2	2880	450	.16*	930	.32*
SBT	3	4800	510	.11	520	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	570	.13*	1160	.27*
WBT	0	0	0		0	
WBR	2	3200	1260	.39	1940	.61
Right Turn Adjustment			Multi	.26*	Multi	.19*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR NBR

TOTAL CAPACITY UTILIZATION .79 .99

26. The Old Rd & Magic Mountain

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	450	.16	140	.05
NBT	3	4800	340	.07*	740	.15*
NBR	1	1600	140	.09	140	.09
SBL	2	2880	500	.17*	210	.07*
SBT	3	4800	130	.03	380	.08
SBR	1	1600	350	.22	690	.43
EBL	2	2880	490	.17*	470	.16
EBT	4	6400	1260	.20	1930	.30*
EBR	1	1600	130	.08	370	.23
WBL	2	2880	120	.04	60	.02*
WBT	4	6400	790	.12*	530	.08
WBR	f		1470		1300	
Right Turn Adjustment			SBR	.01*	SBR	.08*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.64**		**.72**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	590	.20	200	.07
NBT	3	4800	330	.07*	740	.15*
NBR	1	1600	130	.08	150	.09
SBL	2	2880	500	.17*	340	.12*
SBT	3	4800	150	.03	390	.08
SBR	1	1600	620	.39	940	.59
EBL	2	2880	630	.22*	680	.24
EBT	4	6400	1640	.26	2320	.36*
EBR	1	1600	190	.12	470	.29
WBL	2	2880	120	.04	90	.03*
WBT	4	6400	970	.15*	800	.13
WBR	f		1470		1300	
Right Turn Adjustment			SBR	.18*	SBR	.19*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.89**		**.95**

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	590	.20*	200	.07
NBT	3	4800	330	.07	740	.15*
NBR	1	1600	130	.08	150	.09
SBL	2	2880	500	.17	340	.12*
SBT	2.5	6400	150	.05*	390	.12
SBR	1.5		620	.19	940	.29
EBL	2	2880	630	.22*	680	.24*
EBT	5	8000	1640	.21	2320	.29
EBR	1	1600	190	.12	470	.29
WBL	2	2880	120	.04	90	.03
WBT	4	6400	970	.15*	800	.13*
WBR	f		1470		1300	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.74**

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	520	.18	150	.05
NBT	3	4800	380	.08*	790	.16*
NBR	1	1600	130	.08	110	.07
SBL	2	2880	500	.17*	350	.12*
SBT	3	4800	140	.03	620	.13
SBR	1	1600	430	.27	710	.44
EBL	2	2880	480	.17*	550	.19
EBT	4	6400	1190	.19	1680	.26*
EBR	1	1600	120	.08	430	.27
WBL	2	2880	140	.05	70	.02*
WBT	4	6400	790	.12*	520	.08
WBR	f		1610		1350	
Right Turn Adjustment			SBR	.07*	SBR	.06*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.71**		**.72**

26. The Old Rd & Magic Mountain

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	620	.22*	210	.07
NBT	3	4800	360	.08	790	.16*
NBR	1	1600	120	.08	120	.08
SBL	2	2880	470	.16	330	.11*
SBT	3	4800	140	.03*	540	.11
SBR	1	1600	670	.42	970	.61
EBL	2	2880	650	.23*	700	.24
EBT	4	6400	1590	.25	2300	.36*
EBR	1	1600	160	.10	510	.32
WBL	2	2880	120	.04	260	.09*
WBT	4	6400	1030	.16*	730	.11
WBR	f		1530		1300	
Right Turn Adjustment			SBR	.22*	SBR	.15*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .96 .97

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	620	.22*	210	.07
NBT	3	4800	360	.08	790	.16*
NBR	1	1600	120	.08	120	.08
SBL	2	2880	470	.16	330	.11*
SBT	2.5	6400	140	.04*	540	.17
SBR	1.5		670	.21	970	.30
EBL	2	2880	650	.23*	700	.24
EBT	5	8000	1590	.20	2300	.29*
EBR	1	1600	160	.10	510	.32
WBL	2	2880	120	.04	260	.09*
WBT	4	6400	1030	.16*	730	.11
WBR	f		1530		1300	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .75

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17	150	.05
NBT	3	4800	380	.08*	790	.16*
NBR	1	1600	130	.08	110	.07
SBL	2	2880	500	.17*	350	.12*
SBT	3	4800	140	.03	590	.12
SBR	1	1600	430	.27	720	.45
EBL	2	2880	480	.17*	550	.19
EBT	4	6400	1160	.18	1660	.26*
EBR	1	1600	120	.08	430	.27
WBL	2	2880	140	.05	70	.02*
WBT	4	6400	670	.10*	480	.08
WBR	f		1610		1350	
Right Turn Adjustment			SBR	.06*	SBR	.07*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .68 .73

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	610	.21*	220	.08
NBT	3	4800	350	.07	780	.16*
NBR	1	1600	120	.08	120	.08
SBL	2	2880	470	.16	310	.11*
SBT	3	4800	150	.03*	530	.11
SBR	1	1600	660	.41	970	.61
EBL	2	2880	650	.23*	690	.24
EBT	4	6400	1560	.24	2300	.36*
EBR	1	1600	170	.11	510	.32
WBL	2	2880	120	.04	260	.09*
WBT	4	6400	1020	.16*	700	.11
WBR	f		1530		1300	
Right Turn Adjustment			SBR	.21*	SBR	.16*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .94 .98

26. The Old Rd & Magic Mountain

Cumulative (2034) w Project + Mit w Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	2	2880	610	.21*	220	.08
NBT	3	4800	350	.07	780	.16*
NBR	1	1600	120	.08	120	.08
SBL	2	2880	470	.16	310	.11*
SBT	2.5	6400	150	.05*	530	.17
SBR	1.5		660	.21	970	.30
EBL	2	2880	650	.23*	690	.24
EBT	5	8000	1560	.20	2300	.29*
EBR	1	1600	170	.11	510	.32
WBL	2	2880	120	.04	260	.09*
WBT	4	6400	1020	.16*	700	.11
WBR	f		1530		1300	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.75**

27. Old Road & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	450	.16*	580	.20*
NBT	3	4800	610	.13	540	.11
NBR	1	1600	170	.11	150	.09
SBL	2	2880	50	.02	220	.08
SBT	3	4800	160	.03*	260	.05*
SBR	1	1600	80	.05	110	.07
EBL	2	2880	400	.14*	130	.05*
EBT	4	6400	1690	.26	1170	.18
EBR	1	1600	630	.39	350	.22
WBL	2	2880	40	.01	320	.11
WBT	3	4800	1780	.37*	1470	.31*
WBR	f		60		480	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.71**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	450	.16*	580	.20*
NBT	3	4800	690	.14	600	.13
NBR	1	1600	210	.13	160	.10
SBL	2	2880	50	.02	290	.10
SBT	3	4800	160	.03*	340	.07*
SBR	1	1600	120	.08	110	.07
EBL	2	2880	410	.14*	130	.05*
EBT	4	6400	1690	.26	1250	.20
EBR	1	1600	630	.39	370	.23
WBL	2	2880	40	.01	320	.11
WBT	3	4800	1850	.39*	1470	.31*
WBR	f		110		610	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.82**		**.73**

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17*	520	.18*
NBT	3	4800	710	.15	520	.11
NBR	1	1600	160	.10	290	.18
SBL	2	2880	50	.02	240	.08
SBT	3	4800	160	.03*	540	.11*
SBR	1	1600	70	.04	120	.08
EBL	2	2880	420	.15*	180	.06*
EBT	4	6400	1710	.27	1240	.19
EBR	1	1600	650	.41	460	.29
WBL	2	2880	40	.01	440	.15
WBT	3	4800	1830	.38*	1510	.31*
WBR	f		60		460	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.83**		**.76**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	560	.19*	460	.16*
NBT	3	4800	780	.16	610	.13
NBR	1	1600	170	.11	290	.18
SBL	2	2880	40	.01	280	.10
SBT	3	4800	150	.03*	540	.11*
SBR	1	1600	100	.06	150	.09
EBL	2	2880	400	.14*	190	.07*
EBT	4	6400	1700	.27	1230	.19
EBR	1	1600	670	.42	490	.31
WBL	2	2880	40	.01	400	.14
WBT	3	4800	1890	.39*	1550	.32*
WBR	f		90		520	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**.76**

27. Old Road & Valencia

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17*	470	.16*
NBT	3	4800	690	.14	520	.11
NBR	1	1600	190	.12	260	.16
SBL	2	2880	50	.02	240	.08
SBT	3	4800	160	.03*	490	.10*
SBR	1	1600	70	.04	150	.09
EBL	2	2880	420	.15*	190	.07*
EBT	4	6400	1710	.27	1080	.17
EBR	1	1600	640	.40	440	.28
WBL	2	2880	40	.01	410	.14
WBT	3	4800	1750	.36*	1360	.28*
WBR	f		60		450	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.71**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	500	.17*	470	.16*
NBT	3	4800	760	.16	620	.13
NBR	1	1600	130	.08	190	.12
SBL	2	2880	40	.01	280	.10
SBT	3	4800	150	.03*	510	.11*
SBR	1	1600	110	.07	170	.11
EBL	2	2880	400	.14*	190	.07*
EBT	4	6400	1690	.26	1120	.18
EBR	1	1600	640	.40	470	.29
WBL	2	2880	40	.01	420	.15
WBT	3	4800	1690	.35*	1310	.27*
WBR	f		100		530	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.71**

28. Old Road & Stevenson Ranch

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	530	.11*	540	.11
NBR	1	1600	90	.06	450	.28
SBL	1	1600	250	.16*	160	.10
SBT	2	3200	260	.08	870	.27*
SBR	1	1600	270	.17	230	.14
EBL	2	2880	760	.26*	130	.05*
EBT	3	4800	570	.12	500	.10
EBR	1	1600	180	.11	130	.08
WBL	2	2880	280	.10	740	.26
WBT	2	3200	530	.21*	970	.42*
WBR	0	0	140		380	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .95

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	190	.12*
NBT	3	4800	560	.12*	560	.12
NBR	1	1600	80	.05	450	.28
SBL	1	1600	250	.16*	160	.10
SBT	2	3200	270	.08	930	.29*
SBR	1	1600	260	.16	220	.14
EBL	2	2880	800	.28*	140	.05*
EBT	3	4800	570	.12	490	.10
EBR	1	1600	170	.11	120	.08
WBL	2	2880	280	.10	740	.26
WBT	2	3200	570	.23*	1010	.44*
WBR	0	0	180		410	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 1.00

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	190	.12*
NBT	3	4800	560	.12*	560	.12
NBR	1	1600	80	.05	450	.28
SBL	1	1600	250	.16*	160	.10
SBT	3	4800	270	.06	930	.19*
SBR	1	1600	260	.16	220	.14
EBL	2	2880	800	.28*	140	.05*
EBT	3	4800	570	.12	490	.10
EBR	1	1600	170	.11	120	.08
WBL	2	2880	280	.10	740	.26
WBT	2	3200	570	.18*	1010	.32*
WBR	1	1600	180	.11	410	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .78

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	590	.12*	510	.11
NBR	1	1600	90	.06	410	.26
SBL	1	1600	260	.16*	210	.13
SBT	2	3200	270	.08	1090	.34*
SBR	1	1600	260	.16	410	.26
EBL	2	2880	790	.27*	210	.07*
EBT	3	4800	610	.13	420	.09
EBR	1	1600	160	.10	100	.06
WBL	2	2880	280	.10	640	.22
WBT	2	3200	550	.23*	840	.37*
WBR	0	0	190		350	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .88 .99

28. Old Road & Stevenson Ranch

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	630	.13*	550	.11
NBR	1	1600	90	.06	450	.28
SBL	1	1600	260	.16*	200	.13
SBT	2	3200	270	.08	1100	.34*
SBR	1	1600	280	.18	420	.26
EBL	2	2880	820	.28*	230	.08*
EBT	3	4800	590	.12	410	.09
EBR	1	1600	160	.10	100	.06
WBL	2	2880	290	.10	700	.24
WBT	2	3200	530	.25*	820	.36*
WBR	0	0	260		320	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.92**		**.99**

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	630	.13*	550	.11
NBR	1	1600	90	.06	450	.28
SBL	1	1600	260	.16*	200	.13
SBT	3	4800	270	.06	1100	.23*
SBR	1	1600	280	.18	420	.26
EBL	2	2880	820	.28*	230	.08*
EBT	3	4800	590	.12	410	.09
EBR	1	1600	160	.10	100	.06
WBL	2	2880	290	.10	700	.24
WBT	2	3200	530	.17*	820	.26*
WBR	1	1600	260	.16	320	.20
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**.78**

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	180	.11*
NBT	3	4800	580	.12*	520	.11
NBR	1	1600	90	.06	450	.28
SBL	1	1600	260	.16*	190	.12
SBT	2	3200	270	.08	1070	.33*
SBR	1	1600	260	.16	350	.22
EBL	2	2880	800	.28*	210	.07*
EBT	3	4800	590	.12	420	.09
EBR	1	1600	160	.10	130	.08
WBL	2	2880	280	.10	650	.23
WBT	2	3200	550	.23*	860	.35*
WBR	0	0	190		270	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.89**		**.96**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.05	190	.12*
NBT	3	4800	620	.13*	550	.11
NBR	1	1600	90	.06	440	.28
SBL	1	1600	240	.15*	190	.12
SBT	2	3200	270	.08	1080	.34*
SBR	1	1600	280	.18	410	.26
EBL	2	2880	760	.26*	170	.06*
EBT	3	4800	630	.13	460	.10
EBR	1	1600	160	.10	120	.08
WBL	2	2880	290	.10	710	.25
WBT	2	3200	530	.23*	810	.35*
WBR	0	0	200		300	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.87**		**.97**

28. Old Road & Stevenson Ranch

Cumulative (2034) w Project + Mit w Pico

			AM PK HOUR		PM PK HOUR	
	LANES	CAPACITY	VOL	V/C	VOL	V/C
NBL	1	1600	80	.05	190	.12*
NBT	3	4800	620	.13*	550	.11
NBR	1	1600	90	.06	440	.28
SBL	1	1600	240	.15*	190	.12
SBT	3	4800	270	.06	1080	.23*
SBR	1	1600	280	.18	410	.26
EBL	2	2880	760	.26*	170	.06
EBT	3	4800	630	.13	460	.10*
EBR	1	1600	160	.10	120	.08
WBL	2	2880	290	.10	710	.25*
WBT	2	3200	530	.17*	810	.25
WBR	1	1600	200	.13	300	.19
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.80**

29. Old Road & Pico Canyon

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	150	.09*
NBT	2	3200	210	.08*	220	.07
NBR	0	0	40		10	
SBL	2	2880	230	.08*	540	.19
SBT	2	3200	150	.05	280	.18*
SBR	0	0	10		310	.19
EBL	1	1600	110	.07	70	.04*
EBT	2	3200	1450	.45*	670	.21
EBR	1	1600	110	.07	240	.15
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1020	.32	1030	.32*
WBR	f		260		410	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 .73

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.03	150	.09*
NBT	2	3200	220	.08*	230	.08
NBR	0	0	40		10	
SBL	2	2880	220	.08*	550	.19
SBT	2	3200	150	.05	280	.18*
SBR	0	0	10		310	.19
EBL	1	1600	120	.08	70	.04*
EBT	2	3200	1450	.45*	680	.21
EBR	1	1600	110	.07	240	.15
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1050	.33	1020	.32*
WBR	f		260		400	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .72 .73

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	160	.10*
NBT	2	3200	240	.09*	220	.07
NBR	0	0	40		10	
SBL	2	2880	210	.07*	590	.20
SBT	2	3200	150	.05	370	.22*
SBR	0	0	10		330	
EBL	1	1600	120	.08	70	.04*
EBT	2	3200	1420	.44*	700	.22
EBR	1	1600	110	.07	350	.22
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1110	.35	1090	.34*
WBR	f		270		390	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .80

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	150	.09
NBT	2	3200	260	.09*	250	.08*
NBR	0	0	40		10	
SBL	2	2880	210	.07*	640	.22*
SBT	2	3200	150	.05	280	.18
SBR	0	0	10		320	.20
EBL	1	1600	130	.08	70	.04*
EBT	2	3200	1420	.44*	480	.15
EBR	1	1600	120	.08	230	.14
WBL	1	1600	10	.01*	40	.03
WBT	2	3200	1110	.35	900	.28*
WBR	f		270		390	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .71 .72

29. Old Road & Pico Canyon

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	160	.10*
NBT	2	3200	240	.09*	220	.07
NBR	0	0	40		10	
SBL	2	2880	210	.07*	540	.19
SBT	2	3200	150	.05	360	.21*
SBR	0	0	10		310	
EBL	1	1600	120	.08*	70	.04*
EBT	2	3200	1450	.45	930	.29
EBR	1	1600	120	.08	390	.24
WBL	1	1600	10	.01	40	.03
WBT	2	3200	1350	.42*	1440	.45*
WBR	f		270		390	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.76**		**.90**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.04	150	.09
NBT	2	3200	250	.09*	230	.08*
NBR	0	0	40		10	
SBL	2	2880	210	.07*	650	.23*
SBT	2	3200	150	.05	270	.17
SBR	0	0	10		320	.20
EBL	1	1600	130	.08*	70	.04*
EBT	2	3200	1470	.46	710	.22
EBR	1	1600	130	.08	240	.15
WBL	1	1600	10	.01	40	.03
WBT	2	3200	1420	.44*	1170	.37*
WBR	f		270		390	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**.82**

30. Ave Stanford & Rye Canyon

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	220	.06	320	.09*
NBT	1	1750	50	.09*	130	.08
NBR	0	0	100		10	
SBL	1	1750	30	.02*	100	.06
SBT	1	1750	70	.04	100	.06*
SBR	1	1750	40	.02	300	.17
EBL	1	1750	230	.13*	60	.03*
EBT	3	5250	960	.27	2080	.44
EBR	0	0	520	.30	210	
WBL	1	1750	20	.01	30	.02
WBT	3	5250	1280	.26*	2380	.46*
WBR	0	0	90		60	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .60 .83

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07	320	.09*
NBT	1	1750	50	.10*	130	.08
NBR	0	0	130		10	
SBL	1	1750	30	.02*	100	.06
SBT	1	1750	70	.04	100	.06*
SBR	1	1750	40	.02	310	.18
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2110	.44
EBR	0	0	530	.30	210	
WBL	1	1750	10	.01	20	.01
WBT	3	5250	1450	.29*	2420	.47*
WBR	0	0	90		60	
Right Turn Adjustment					SBR	.10*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .65 .85

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07	320	.09*
NBT	1	1750	50	.10*	130	.08
NBR	0	0	130		10	
SBL	1	1750	30	.02*	100	.06
SBT	1	1750	70	.04	100	.06*
SBR	1	1750	40	.02	310	.18
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2110	.44
EBR	0	0	530	.30	210	
WBL	1	1750	10	.01	20	.01
WBT	3	5250	1450	.29*	2420	.47*
WBR	0	0	90		60	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .65 .84

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07	260	.07
NBT	1	1750	50	.10*	140	.09*
NBR	0	0	130		10	
SBL	1	1750	30	.02*	120	.07*
SBT	1	1750	70	.04	120	.07
SBR	1	1750	40	.02	280	.16
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2200	.46
EBR	0	0	530	.30	200	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1420	.29*	2370	.46*
WBR	0	0	90		70	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .65 .80

30. Ave Stanford & Rye Canyon

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	260	.07*	300	.09*
NBT	1	1750	60	.07	140	.09
NBR	0	0	70		10	
SBL	1	1750	30	.02	100	.06
SBT	1	1750	70	.04*	110	.06*
SBR	1	1750	40	.02	300	.17
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1030	.29	2300	.48
EBR	0	0	550	.31	240	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1500	.30*	2440	.48*
WBR	0	0	80		60	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.65**		**.85**

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	250	.07	260	.07
NBT	1	1750	50	.09*	140	.09*
NBR	0	0	100		10	
SBL	1	1750	30	.02*	120	.07*
SBT	1	1750	70	.04	120	.07
SBR	1	1750	40	.02	280	.16
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1040	.30	2200	.46
EBR	0	0	530	.30	210	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1400	.28*	2370	.46*
WBR	0	0	90		70	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.63**		**.80**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	260	.07*	300	.09*
NBT	1	1750	50	.07	140	.09
NBR	0	0	80		10	
SBL	1	1750	30	.02	100	.06
SBT	1	1750	70	.04*	110	.06*
SBR	1	1750	40	.02	300	.17
EBL	1	1750	240	.14*	60	.03*
EBT	3	5250	1040	.30	2290	.48
EBR	0	0	550	.31	230	
WBL	1	1750	10	.01	30	.02
WBT	3	5250	1500	.30*	2440	.48*
WBR	0	0	80		60	
Right Turn Adjustment					SBR	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.65**		**.85**

33. Rye/Copper & Newhall Ranch

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	370	.11
NBT	3	5250	350	.07	1330	.25*
NBR	f		40		140	
SBL	2	3500	50	.01	60	.02*
SBT	3	5250	1300	.25*	710	.14
SBR	f		940		490	
EBL	2	3500	760	.22*	1000	.29
EBT	4	7000	710	.10	2290	.33*
EBR	1	1750	170	.10	290	.17
WBL	2	3500	500	.14	550	.16*
WBT	4	7000	1120	.16*	940	.13
WBR	f		260		340	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.86**

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	380	.11
NBT	3	5250	410	.08	1330	.25*
NBR	f		40		140	
SBL	2	3500	50	.01	60	.02*
SBT	3	5250	1380	.26*	740	.14
SBR	f		940		490	
EBL	2	3500	790	.23*	1070	.31
EBT	4	7000	710	.10	2330	.33*
EBR	1	1750	170	.10	330	.19
WBL	2	3500	540	.15	550	.16*
WBT	4	7000	1110	.16*	990	.14
WBR	f		280		340	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.77**		**.86**

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	80	.02*	400	.11
NBT	3	5250	410	.08	1420	.27*
NBR	f		50		80	
SBL	2	3500	100	.03	50	.01*
SBT	3	5250	1310	.25*	750	.14
SBR	f		1090		550	
EBL	2	3500	800	.23*	1100	.31
EBT	4	7000	650	.09	2760	.39*
EBR	1	1750	160	.09	340	.19
WBL	2	3500	580	.17	520	.15*
WBT	4	7000	1400	.20*	1000	.14
WBR	f		260		320	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.92**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	430	.12
NBT	3	5250	420	.08	1430	.27*
NBR	f		40		120	
SBL	2	3500	90	.03	30	.01*
SBT	3	5250	1370	.26*	720	.14
SBR	f		1060		540	
EBL	2	3500	810	.23*	1120	.32
EBT	4	7000	680	.10	2590	.37*
EBR	1	1750	180	.10	390	.22
WBL	2	3500	570	.16	510	.15*
WBT	4	7000	1380	.20*	1100	.16
WBR	f		270		260	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**.90**

33. Rye/Copper & Newhall Ranch

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	80	.02*	410	.12
NBT	3	5250	410	.08	1420	.27*
NBR	f		50		80	
SBL	2	3500	100	.03	50	.01*
SBT	3	5250	1310	.25*	750	.14
SBR	f		1090		550	
EBL	2	3500	800	.23*	1100	.31
EBT	4	7000	630	.09	2750	.39*
EBR	1	1750	160	.09	340	.19
WBL	2	3500	560	.16	520	.15*
WBT	4	7000	1400	.20*	1000	.14
WBR	f		270		320	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .92

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	70	.02*	430	.12
NBT	3	5250	420	.08	1450	.28*
NBR	f		40		110	
SBL	2	3500	90	.03	30	.01*
SBT	3	5250	1370	.26*	720	.14
SBR	f		1060		540	
EBL	2	3500	810	.23*	1090	.31
EBT	4	7000	660	.09	2630	.38*
EBR	1	1750	180	.10	410	.23
WBL	2	3500	560	.16	520	.15*
WBT	4	7000	1380	.20*	1080	.15
WBR	f		260		270	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .81 .92

35. Copper Hill & Decoro

Cumulative (2024) without Project (City)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	890	.17*	2500	.48*
NBR	1	1750	180	.10	70	.04
SBL	1	1750	530	.30*	100	.06*
SBT	3	5250	1710	.33	1150	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	410	.12*	150	.04*
WBT	0	0	0		0	
WBR	1	1750	270	.15	110	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.69**		**.68**

Cumulative (2026) + Project (City)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	930	.18*	2530	.48*
NBR	1	1750	190	.11	70	.04
SBL	1	1750	560	.32*	100	.06*
SBT	3	5250	1700	.32	1170	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	420	.12*	150	.04*
WBT	0	0	0		0	
WBR	1	1750	270	.15	120	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.68**

Cumulative (2034) wo Project wo Pico (City)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	910	.17*	2660	.51*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	170	.10*
SBT	3	5250	1780	.34	1120	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	460	.13*	170	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	160	.09
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.70**		**.76**

Cumulative (2034) w Project wo Pico (City)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	930	.18*	2680	.51*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	180	.10*
SBT	3	5250	1780	.34	1130	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	480	.14*	180	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	130	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.76**

35. Copper Hill & Decoro

Cumulative (2034) wo Project w Pico (City)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	920	.18*	2650	.50*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	170	.10*
SBT	3	5250	1760	.34	1120	.21
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	480	.14*	170	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	170	.10
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.75**

Cumulative (2034) w Project w Pico (City)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	5250	920	.18*	2660	.51*
NBR	1	1750	170	.10	90	.05
SBL	1	1750	520	.30*	180	.10*
SBT	3	5250	1800	.34	1130	.22
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	460	.13*	180	.05*
WBT	0	0	0		0	
WBR	1	1750	290	.17	130	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.71**		**.76**

35. Copper Hill & Decoro

Cumulative (2024) without Project (County)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	890	.19*	2500	.52*
NBR	1	1600	180	.11	70	.04
SBL	1	1600	530	.33*	100	.06*
SBT	3	4800	1710	.36	1150	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	410	.14*	150	.05*
WBT	0	0	0		0	
WBR	1	1600	270	.17	110	.07
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .73

Cumulative (2024) + Project (County)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	930	.19*	2530	.53*
NBR	1	1600	190	.12	70	.04
SBL	1	1600	560	.35*	100	.06*
SBT	3	4800	1700	.35	1170	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	420	.15*	150	.05*
WBT	0	0	0		0	
WBR	1	1600	270	.17	120	.08
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .74

Cumulative (2034) wo Project wo Pico (County)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	910	.19*	2660	.55*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	170	.11*
SBT	3	4800	1780	.37	1120	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	460	.16*	170	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	160	.10
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 .82

Cumulative (2034) w Project wo Pico (County)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	930	.19*	2680	.56*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	180	.11*
SBT	3	4800	1780	.37	1130	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	480	.17*	180	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	130	.08
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .79 .83

35. Copper Hill & Decoro

Cumulative (2034) wo Project w Pico (County)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	920	.19*	2650	.55*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	170	.11*
SBT	3	4800	1760	.37	1120	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	480	.17*	170	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	170	.11
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.82**

Cumulative (2034) w Project w Pico (County)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	920	.19*	2660	.55*
NBR	1	1600	170	.11	90	.06
SBL	1	1600	520	.33*	180	.11*
SBT	3	4800	1800	.38	1130	.24
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	460	.16*	180	.06*
WBT	0	0	0		0	
WBR	1	1600	290	.18	130	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.78**		**.82**

36. Tourney & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	30	.01*	160	.05*
SBT	0	0	0		0	
SBR	1	1750	40	.02	340	.19
EBL	2	3500	330	.09*	100	.03*
EBT	4	7000	2430	.35	2300	.33
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2630	.39*	2690	.39*
WBR	0	0	120		50	
Right Turn Adjustment					SBR	.12*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.59**		**.69**

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	170	.05*
SBT	0	0	0		0	
SBR	1	1750	40	.02	350	.20
EBL	2	3500	330	.09*	120	.03*
EBT	4	7000	2530	.36	2350	.34
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2750	.41*	2750	.40*
WBR	0	0	130		50	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.61**		**.71**

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	200	.06*
SBT	0	0	0		0	
SBR	1	1750	40	.02	360	.21
EBL	2	3500	340	.10*	120	.03*
EBT	4	7000	2610	.37	2180	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2740	.41*	2940	.43*
WBR	0	0	130		40	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.75**

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	180	.05*
SBT	0	0	0		0	
SBR	1	1750	30	.02	360	.21
EBL	2	3500	340	.10*	100	.03*
EBT	4	7000	2600	.37	1960	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2760	.41*	2910	.42*
WBR	0	0	140		50	
Right Turn Adjustment					SBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.74**

36. Tourney & Valencia

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	200	.06*
SBT	0	0	0		0	
SBR	1	1750	40	.02	360	.21
EBL	2	3500	340	.10*	120	.03*
EBT	4	7000	2700	.39	2220	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2720	.41*	2980	.43*
WBR	0	0	130		40	
Right Turn Adjustment					SBR	.13*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.62**		**.75**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	40	.01*	170	.05*
SBT	0	0	0		0	
SBR	1	1750	30	.02	360	.21
EBL	2	3500	340	.10*	100	.03*
EBT	4	7000	2680	.38	2060	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	2800	.42*	2980	.43*
WBR	0	0	130		50	
Right Turn Adjustment					SBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.63**		**.75**

37. Tourney & Magic Mountain

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	110	.03*	210	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2060	.39*	1890	.36*
EBR	1	1750	240	.14	380	.22
WBL	1	1750	390	.22*	120	.07*
WBT	3	5250	1430	.27	1270	.24
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 .59

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	110	.03*	210	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2080	.40*	1990	.38*
EBR	1	1750	260	.15	380	.22
WBL	1	1750	390	.22*	130	.07*
WBT	3	5250	1480	.28	1430	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .61

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	120	.03*	220	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	190	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2230	.42*	1780	.34*
EBR	1	1750	240	.14	370	.21
WBL	1	1750	410	.23*	160	.09*
WBT	3	5250	1450	.28	1430	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .78 .59

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	130	.04*	230	.07*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2300	.44*	2120	.40*
EBR	1	1750	240	.14	410	.23
WBL	1	1750	390	.22*	160	.09*
WBT	3	5250	1560	.30	1570	.30
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .80 .66

37. Tourney & Magic Mountain

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	120	.03*	210	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	190	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2250	.43*	1770	.34*
EBR	1	1750	240	.14	380	.22
WBL	1	1750	400	.23*	160	.09*
WBT	3	5250	1460	.28	1410	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.59**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	130	.04*	220	.06*
NBT	0	0	0		0	
NBR	1	1750	70	.04	200	.11
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	2310	.44*	2030	.39*
EBR	1	1750	240	.14	420	.24
WBL	1	1750	390	.22*	170	.10*
WBT	3	5250	1570	.30	1540	.29
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.65**

44. McBean & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	340	.10*	200	.06
NBT	3	5250	890	.17	1310	.25*
NBR	2	3500	190	.05	410	.12
SBL	2	3500	180	.05	280	.08*
SBT	3	5250	740	.14*	1010	.19
SBR	2	3500	1160	.33	1160	.33
EBL	2	3500	560	.16*	1140	.33*
EBT	3	5250	1080	.21	1350	.26
EBR	1	1750	120	.07	230	.13
WBL	2	3500	220	.06	600	.17
WBT	3	5250	1660	.32*	1330	.25*
WBR	1	1750	70	.04	300	.17
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .85 1.01

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	870	.17	1320	.25*
NBR	2	3500	200	.06	400	.11
SBL	2	3500	170	.05	280	.08*
SBT	3	5250	750	.14*	1010	.19
SBR	2	3500	1160	.33	1390	.40
EBL	2	3500	660	.19*	1160	.33*
EBT	3	5250	1140	.22	1340	.26
EBR	1	1750	110	.06	260	.15
WBL	2	3500	230	.07	590	.17
WBT	3	5250	1700	.32*	1330	.25*
WBR	1	1750	60	.03	290	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .86 1.01

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	200	.06
NBT	3	5250	900	.17	1420	.27*
NBR	2	3500	210	.06	400	.11
SBL	2	3500	190	.05	280	.08*
SBT	3	5250	760	.14*	1370	.26
SBR	2	3500	1170	.33	1210	.35
EBL	2	3500	860	.25*	1030	.29*
EBT	3	5250	1080	.21	1500	.29
EBR	1	1750	100	.06	230	.13
WBL	2	3500	240	.07	630	.18
WBT	3	5250	1790	.34*	1540	.29*
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .93 1.03

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	870	.17	1590	.30*
NBR	2	3500	200	.06	380	.11
SBL	2	3500	190	.05	270	.08*
SBT	3	5250	750	.14*	1250	.24
SBR	2	3500	1150	.33	1090	.31
EBL	2	3500	890	.25*	660	.19
EBT	3	5250	1050	.20	1570	.30*
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	690	.20*
WBT	3	5250	1820	.35*	1610	.31
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .95 .98

44. McBean & Valencia

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	870	.17	1590	.30*
NBR	2	3500	200	.06	380	.11
SBL	2	3500	190	.05	270	.08*
SBT	3	5250	750	.14*	1250	.24
SBR	2	3500	1150	.33	1090	.31
EBL	2	3500	890	.25*	660	.19
EBT	3	5250	1050	.20	1570	.30*
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	690	.20*
WBT	4	7000	1820	.26*	1610	.23
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .86 .98

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	350	.10*	200	.06
NBT	3	5250	910	.17	1400	.27*
NBR	2	3500	210	.06	370	.11
SBL	2	3500	190	.05	270	.08*
SBT	3	5250	770	.15*	1350	.26
SBR	2	3500	1180	.34	1230	.35
EBL	2	3500	840	.24*	1040	.30*
EBT	3	5250	1110	.21	1540	.29
EBR	1	1750	100	.06	230	.13
WBL	2	3500	240	.07	630	.18
WBT	3	5250	1770	.34*	1560	.30*
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .93 1.05

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	890	.17	1640	.31*
NBR	2	3500	200	.06	390	.11
SBL	2	3500	190	.05	280	.08*
SBT	3	5250	750	.14*	1270	.24
SBR	2	3500	1160	.33	1160	.33
EBL	2	3500	870	.25*	810	.23*
EBT	3	5250	1080	.21	1480	.28
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	660	.19
WBT	3	5250	1820	.35*	1580	.30*
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .95 1.02

Cumulative (2034) w Project + Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	370	.11*	210	.06
NBT	3	5250	890	.17	1640	.31*
NBR	2	3500	200	.06	390	.11
SBL	2	3500	190	.05	280	.08*
SBT	3	5250	750	.14*	1270	.24
SBR	2	3500	1160	.33	1160	.33
EBL	2	3500	870	.25*	810	.23
EBT	3	5250	1080	.21	1480	.28*
EBR	1	1750	100	.06	270	.15
WBL	2	3500	250	.07	660	.19*
WBT	4	7000	1820	.26*	1580	.23
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .86 .96

45. McBean & Magic Mountain

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	200	.06
NBT	4	7000	1230	.18	2750	.39*
NBR	f		10		140	
SBL	2	3500	200	.06	330	.09*
SBT	4	7000	2090	.30*	2010	.29
SBR	f		980		210	
EBL	2	3500	660	.19*	400	.11
EBT	2	3500	940	.27	1300	.37*
EBR	1	1750	30	.02	150	.09
WBL	2	3500	10	.00	160	.05*
WBT	3	5250	690	.13*	970	.18
WBR	1	1750	300	.17	330	.19
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 1.00

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	220	.06
NBT	4	7000	1280	.18	2760	.39*
NBR	f		10		150	
SBL	2	3500	210	.06	330	.09*
SBT	4	7000	2090	.30*	2050	.29
SBR	f		1010		270	
EBL	2	3500	660	.19*	450	.13
EBT	2	3500	970	.28	1330	.38*
EBR	1	1750	40	.02	150	.09
WBL	2	3500	10	.00	150	.04*
WBT	3	5250	710	.14*	1060	.20
WBR	1	1750	340	.19	330	.19
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 1.00

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	90	.03
NBT	4	7000	1420	.20	2340	.33*
NBR	f		10		130	
SBL	2	3500	230	.07	400	.11*
SBT	4	7000	2100	.30*	1970	.28
SBR	f		920		190	
EBL	2	3500	670	.19*	430	.12*
EBT	2	3500	1070	.31	1120	.32
EBR	1	1750	40	.02	230	.13
WBL	2	3500	10	.00	150	.04
WBT	3	5250	770	.15*	1340	.26*
WBR	1	1750	180	.10	530	.30
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .92

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	180	.05
NBT	4	7000	1410	.20	2460	.35*
NBR	f		10		130	
SBL	2	3500	220	.06	110	.03*
SBT	4	7000	2080	.30*	2240	.32
SBR	f		990		240	
EBL	2	3500	700	.20*	470	.13
EBT	2	3500	1110	.32	1470	.42*
EBR	1	1750	40	.02	120	.07
WBL	2	3500	10	.00	150	.04*
WBT	3	5250	800	.15*	1310	.25
WBR	1	1750	170	.10	450	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .94

45. McBean & Magic Mountain

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	180	.05
NBT	4	7000	1410	.20	2460	.35*
NBR	f		10		130	
SBL	2	3500	220	.06	110	.03*
SBT	4	7000	2080	.30*	2240	.32
SBR	f		990		240	
EBL	2	3500	700	.20*	470	.13*
EBT	3	5250	1110	.21	1470	.28
EBR	1	1750	40	.02	120	.07
WBL	2	3500	10	.00	150	.04
WBT	3	5250	800	.15*	1310	.25*
WBR	1	1750	170	.10	450	.26
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .86

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	90	.03
NBT	4	7000	1420	.20	2330	.33*
NBR	f		10		120	
SBL	2	3500	230	.07	400	.11*
SBT	4	7000	2120	.30*	1970	.28
SBR	f		920		190	
EBL	2	3500	700	.20*	430	.12*
EBT	2	3500	1060	.30	1110	.32
EBR	1	1750	40	.02	230	.13
WBL	2	3500	10	.00	150	.04
WBT	3	5250	790	.15*	1320	.25*
WBR	1	1750	180	.10	530	.30
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .91

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	190	.05
NBT	4	7000	1410	.20	2590	.37*
NBR	f		10		140	
SBL	2	3500	220	.06	130	.04*
SBT	4	7000	2090	.30*	2230	.32
SBR	f		990		230	
EBL	2	3500	710	.20*	390	.11
EBT	2	3500	1110	.32	1440	.41*
EBR	1	1750	40	.02	140	.08
WBL	2	3500	10	.00	150	.04*
WBT	3	5250	800	.15*	1270	.24
WBR	1	1750	170	.10	420	.24
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .96

Cumulative (2034) w Project + Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	50	.01*	190	.05
NBT	4	7000	1410	.20	2590	.37*
NBR	f		10		140	
SBL	2	3500	220	.06	130	.04*
SBT	4	7000	2090	.30*	2230	.32
SBR	f		990		230	
EBL	2	3500	710	.20*	390	.11*
EBT	3	5250	1110	.21	1440	.27
EBR	1	1750	40	.02	140	.08
WBL	2	3500	10	.00	150	.04
WBT	3	5250	800	.15*	1270	.24*
WBR	1	1750	170	.10	420	.24
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .76 .86

48. McBean & Newhall Ranch

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	270	.08*	840	.24
NBT	3	5250	630	.12	1840	.35*
NBR	1	1750	270	.15	540	.31
SBL	2	3500	370	.11	190	.05*
SBT	4	7000	2300	.33*	1090	.16
SBR	f		180		80	
EBL	2	3500	120	.03*	450	.13
EBT	4	7000	640	.09	2000	.29*
EBR	1	1750	550	.31	690	.39
WBL	2	3500	580	.17	360	.10*
WBT	3	5250	1590	.30*	1270	.24
WBR	1	1750	80	.05	320	.18
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .93 .89

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	840	.24
NBT	3	5250	630	.12	1840	.35*
NBR	1	1750	290	.17	580	.33
SBL	2	3500	380	.11	180	.05*
SBT	4	7000	2300	.33*	1130	.16
SBR	f		180		80	
EBL	2	3500	120	.03*	440	.13
EBT	4	7000	640	.09	2000	.29*
EBR	1	1750	590	.34	700	.40
WBL	2	3500	550	.16	380	.11*
WBT	3	5250	1690	.32*	1270	.24
WBR	1	1750	80	.05	310	.18
Right Turn Adjustment			EBR	.10*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .95 .90

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	840	.24
NBT	3	5250	630	.12	1840	.35*
NBR	1	1750	290	.17	580	.33
SBL	2	3500	380	.11	180	.05*
SBT	4	7000	2300	.33*	1130	.16
SBR	f		180		80	
EBL	2	3500	120	.03*	440	.13
EBT	4	7000	640	.09	2000	.29*
EBR	1	1750	590	.34	700	.40
WBL	2	3500	550	.16	380	.11*
WBT	4	7000	1690	.24*	1270	.18
WBR	1	1750	80	.05	310	.18
Right Turn Adjustment			EBR	.16*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .93 .90

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	550	.16*	600	.17
NBT	3	5250	690	.13	1610	.31*
NBR	1	1750	330	.19	520	.30
SBL	2	3500	410	.12	220	.06*
SBT	4	7000	2300	.33*	1200	.17
SBR	f		180		100	
EBL	2	3500	110	.03*	810	.23*
EBT	4	7000	650	.09	2270	.32
EBR	1	1750	470	.27	790	.45
WBL	2	3500	570	.16	380	.11
WBT	3	5250	1950	.37*	1200	.23*
WBR	1	1750	70	.04	300	.17
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .99 .93

48. McBean & Newhall Ranch

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	550	.16*	630	.18
NBT	3	5250	690	.13	1620	.31*
NBR	1	1750	340	.19	600	.34
SBL	2	3500	410	.12	290	.08*
SBT	4	7000	2340	.33*	1190	.17
SBR	f		150		90	
EBL	2	3500	120	.03*	550	.16
EBT	4	7000	620	.09	2090	.30*
EBR	1	1750	460	.26	790	.45
WBL	2	3500	620	.18	400	.11*
WBT	3	5250	1930	.37*	1210	.23
WBR	1	1750	70	.04	330	.19
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .99 .90

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	550	.16*	600	.17
NBT	3	5250	680	.13	1600	.30*
NBR	1	1750	350	.20	520	.30
SBL	2	3500	410	.12	210	.06*
SBT	4	7000	2340	.33*	1200	.17
SBR	f		170		100	
EBL	2	3500	100	.03*	810	.23*
EBT	4	7000	630	.09	2280	.33
EBR	1	1750	470	.27	780	.45
WBL	2	3500	570	.16	380	.11
WBT	3	5250	1940	.37*	1200	.23*
WBR	1	1750	70	.04	300	.17
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .99 .92

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	540	.15*	630	.18
NBT	3	5250	700	.13	1620	.31*
NBR	1	1750	350	.20	610	.35
SBL	2	3500	410	.12	260	.07*
SBT	4	7000	2360	.34*	1210	.17
SBR	f		160		90	
EBL	2	3500	120	.03*	570	.16
EBT	4	7000	600	.09	2100	.30*
EBR	1	1750	450	.26	790	.45
WBL	2	3500	610	.17	390	.11*
WBT	3	5250	1920	.37*	1210	.23
WBR	1	1750	70	.04	330	.19
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .99 .89

50. McBean Pkwy & Copper Hill

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	440	.13*
NBT	1	1750	50	.03	180	.10
NBR	2	3500	350	.10	930	.27
SBL	1	1750	50	.03	60	.03
SBT	2	3500	180	.05*	90	.03*
SBR	1	1750	100	.06	60	.03
EBL	1	1750	50	.03	130	.07
EBT	2	3500	750	.38*	1730	.56*
EBR	0	0	580		230	
WBL	2	3500	1110	.32*	420	.12*
WBT	2	3500	1490	.44	680	.21
WBR	0	0	40		50	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .92 .96

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07*	430	.12*
NBT	1	1750	50	.03	180	.10
NBR	2	3500	370	.11	930	.27
SBL	1	1750	40	.02	60	.03
SBT	2	3500	180	.05*	90	.03*
SBR	1	1750	120	.07	70	.04
EBL	1	1750	40	.02	150	.09
EBT	2	3500	750	.38*	1750	.57*
EBR	0	0	590		230	
WBL	2	3500	1110	.32*	430	.12*
WBT	2	3500	1500	.44	670	.21
WBR	0	0	40		50	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .92 .97

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	230	.07*	430	.12*
NBT	1	1750	50	.03	180	.10
NBR	2	3500	370	.11	930	.27
SBL	1	1750	40	.02	60	.03
SBT	2	3500	180	.05*	90	.03*
SBR	1	1750	120	.07	70	.04
EBL	1	1750	40	.02	150	.09
EBT	3	5250	750	.21*	1750	.38*
EBR	0	0	590	.34	230	
WBL	2	3500	1110	.32*	430	.12*
WBT	2	3500	1500	.44	670	.21
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.08*	NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .83 .78

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	400	.11
NBT	1	1750	60	.03	230	.13*
NBR	2	3500	360	.10	1000	.29
SBL	1	1750	50	.03	60	.03*
SBT	2	3500	210	.06*	120	.03
SBR	1	1750	160	.09	70	.04
EBL	1	1750	50	.03	170	.10
EBT	2	3500	770	.40*	1820	.60*
EBR	0	0	630		290	
WBL	2	3500	1130	.32*	470	.13*
WBT	2	3500	1600	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .95 1.02

50. McBean Pkwy & Copper Hill

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	410	.12
NBT	1	1750	70	.04	210	.12*
NBR	2	3500	340	.10	960	.27
SBL	1	1750	60	.03	70	.04*
SBT	2	3500	220	.06*	120	.03
SBR	1	1750	150	.09	80	.05
EBL	1	1750	50	.03	170	.10
EBT	2	3500	770	.40*	1790	.59*
EBR	0	0	620		280	
WBL	2	3500	1150	.33*	460	.13*
WBT	2	3500	1610	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .96 1.00

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	410	.12
NBT	1	1750	70	.04	210	.12*
NBR	2	3500	340	.10	960	.27
SBL	1	1750	60	.03	70	.04*
SBT	2	3500	220	.06*	120	.03
SBR	1	1750	150	.09	80	.05
EBL	1	1750	50	.03	170	.10
EBT	3	5250	770	.22*	1790	.39*
EBR	0	0	620	.35	280	
WBL	2	3500	1150	.33*	460	.13*
WBT	2	3500	1610	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment			EBR	.08*	NBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .86 .80

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	240	.07*	400	.11
NBT	1	1750	60	.03	230	.13*
NBR	2	3500	360	.10	1000	.29
SBL	1	1750	50	.03	60	.03*
SBT	2	3500	210	.06*	120	.03
SBR	1	1750	160	.09	70	.04
EBL	1	1750	50	.03	170	.10
EBT	2	3500	770	.40*	1820	.60*
EBR	0	0	630		280	
WBL	2	3500	1140	.33*	470	.13*
WBT	2	3500	1610	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .96 1.02

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	250	.07*	410	.12
NBT	1	1750	70	.04	210	.12*
NBR	2	3500	340	.10	940	.27
SBL	1	1750	60	.03	70	.04*
SBT	2	3500	220	.06*	120	.03
SBR	1	1750	150	.09	80	.05
EBL	1	1750	50	.03	170	.10
EBT	2	3500	770	.40*	1800	.59*
EBR	0	0	620		270	
WBL	2	3500	1150	.33*	470	.13*
WBT	2	3500	1610	.47	710	.22
WBR	0	0	50		60	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .96 1.00

51. Wiley Canyon & Lyons

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	260	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1	1750	130	.07	410	.23*
SBT	2	3500	400	.11*	190	.05
SBR	1	1750	390	.22	250	.14
EBL	2	3500	120	.03	340	.10*
EBT	3	5250	940	.20*	1290	.25
EBR	0	0	90		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	710	.15	1260	.26*
WBR	0	0	100		130	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .84

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	250	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1	1750	130	.07	420	.24*
SBT	2	3500	390	.11*	180	.05
SBR	1	1750	380	.22	260	.15
EBL	2	3500	120	.03	360	.10*
EBT	3	5250	960	.20*	1320	.26
EBR	0	0	80		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	720	.16	1280	.27*
WBR	0	0	110		130	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .86

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	250	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1.5		130	.07	420	.12*
SBT	1.5	5250	390	.11*	180	.10
SBR	1	1750	380	.22	260	.15
EBL	2	3500	120	.03	360	.10*
EBT	3	5250	960	.20*	1320	.26
EBR	0	0	80		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	720	.16	1280	.27*
WBR	0	0	110		130	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .63 .74

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	90	.05
NBT	2	3500	260	.07	560	.16*
NBR	1	1750	180	.10	290	.17
SBL	1	1750	130	.07	410	.23*
SBT	2	3500	450	.13*	250	.07
SBR	1	1750	410	.23	260	.15
EBL	2	3500	130	.04	440	.13*
EBT	3	5250	940	.20*	1270	.25
EBR	0	0	90		20	
WBL	1	1750	250	.14*	190	.11
WBT	3	5250	730	.17	1310	.28*
WBR	0	0	150		170	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .66 .90

51. Wiley Canyon & Lyons

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	90	.05
NBT	2	3500	270	.08	540	.15*
NBR	1	1750	180	.10	280	.16
SBL	1	1750	130	.07	360	.21*
SBT	2	3500	450	.13*	280	.08
SBR	1	1750	400	.23	300	.17
EBL	2	3500	130	.04	420	.12*
EBT	3	5250	960	.20*	1240	.25
EBR	0	0	80		60	
WBL	1	1750	250	.14*	200	.11
WBT	3	5250	710	.16	1320	.28*
WBR	0	0	140		160	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .66 .86

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	170	.10*	80	.05
NBT	2	3500	270	.08	550	.16*
NBR	1	1750	180	.10	290	.17
SBL	1	1750	130	.07	410	.23*
SBT	2	3500	450	.13*	250	.07
SBR	1	1750	430	.25	260	.15
EBL	2	3500	130	.04	400	.11*
EBT	3	5250	950	.20*	1280	.25
EBR	0	0	90		20	
WBL	1	1750	240	.14*	190	.11
WBT	3	5250	730	.17	1330	.29*
WBR	0	0	140		170	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .67 .89

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	100	.06
NBT	2	3500	260	.07	540	.15*
NBR	1	1750	180	.10	280	.16
SBL	1	1750	130	.07	360	.21*
SBT	2	3500	450	.13*	260	.07
SBR	1	1750	420	.24	290	.17
EBL	2	3500	130	.04	430	.12*
EBT	3	5250	980	.20*	1200	.25
EBR	0	0	80		90	
WBL	1	1750	260	.15*	210	.12
WBT	3	5250	720	.16	1330	.28*
WBR	0	0	130		150	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .67 .86

53. Orchard Village & Lyons

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	80	.05
SBL	2	3500	490	.14*	440	.13*
SBT	1	1750	90	.05	160	.09
SBR	1	1750	230	.13	220	.13
EBL	2	3500	210	.06	300	.09*
EBT	3	5250	1160	.23*	1160	.24
EBR	0	0	40		100	
WBL	1	1750	100	.06*	120	.07
WBT	3	5250	950	.18	1540	.29*
WBR	1	1750	240	.14	600	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .56 .65

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	80	.05
SBL	2	3500	490	.14*	440	.13*
SBT	1	1750	100	.06	170	.10
SBR	1	1750	230	.13	220	.13
EBL	2	3500	230	.07	300	.09*
EBT	3	5250	1170	.23*	1200	.25
EBR	0	0	40		90	
WBL	1	1750	110	.06*	120	.07
WBT	3	5250	970	.18	1550	.30*
WBR	1	1750	240	.14	610	.35
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .56 .66

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	160	.05*
NBR	1	1750	50	.03	90	.05
SBL	2	3500	500	.14*	500	.14*
SBT	1	1750	90	.05	180	.10
SBR	1	1750	230	.13	230	.13
EBL	2	3500	220	.06	310	.09*
EBT	3	5250	1160	.23*	1220	.25
EBR	0	0	30		100	
WBL	1	1750	120	.07*	110	.06
WBT	3	5250	1010	.19	1590	.30*
WBR	1	1750	310	.18	590	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .57 .68

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	90	.05
SBL	2	3500	480	.14*	480	.14*
SBT	1	1750	80	.05	170	.10
SBR	1	1750	220	.13	220	.13
EBL	2	3500	230	.07	310	.09*
EBT	3	5250	1170	.23*	1270	.26
EBR	0	0	40		100	
WBL	1	1750	110	.06*	120	.07
WBT	3	5250	1010	.19	1590	.30*
WBR	1	1750	310	.18	600	.34
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .56 .67

53. Orchard Village & Lyons

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	160	.05*
NBR	1	1750	60	.03	90	.05
SBL	2	3500	510	.15*	500	.14*
SBT	1	1750	90	.05	180	.10
SBR	1	1750	230	.13	230	.13
EBL	2	3500	220	.06	310	.09*
EBT	3	5250	1170	.23*	1230	.25
EBR	0	0	30		100	
WBL	1	1750	120	.07*	120	.07
WBT	3	5250	1020	.19	1610	.31*
WBR	1	1750	300	.17	590	.34
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.58**		**.69**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	100	.03*	150	.04*
NBR	1	1750	60	.03	90	.05
SBL	2	3500	480	.14*	470	.13*
SBT	1	1750	80	.05	170	.10
SBR	1	1750	230	.13	220	.13
EBL	2	3500	230	.07	310	.09*
EBT	3	5250	1190	.23*	1280	.26
EBR	0	0	40		100	
WBL	1	1750	110	.06*	120	.07
WBT	3	5250	1010	.19	1610	.31*
WBR	1	1750	310	.18	600	.34
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.56**		**.67**

55. Orchard Village & McBean

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		490		580	
NBT	0.5	3500	50	.15*	30	.17*
NBR	2	3500	640	.18	850	.24
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	440	.13*	760	.22*
EBR	0	0	740	.42	680	.39
WBL	2	3500	690	.20*	780	.22*
WBT	3	5250	310	.07	590	.12
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*	EBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .79

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		480		580	
NBT	0.5	3500	50	.15*	30	.17*
NBR	2	3500	630	.18	850	.24
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	440	.13*	760	.22*
EBR	0	0	730	.42	690	.39
WBL	2	3500	690	.20*	770	.22*
WBT	3	5250	300	.06	590	.12
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*	EBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .79

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510		590	
NBT	0.5	3500	50	.16*	30	.18*
NBR	2	3500	730	.21	880	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	410	.12*	810	.23*
EBR	0	0	740	.42	640	.37
WBL	2	3500	720	.21*	870	.25*
WBT	3	5250	320	.07	880	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*		
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .79 .80

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		520		600	
NBT	0.5	3500	50	.16*	30	.18*
NBR	2	3500	720	.21	870	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	400	.11*	980	.28*
EBR	0	0	770	.44	730	.42
WBL	2	3500	700	.20*	870	.25*
WBT	3	5250	320	.07	870	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.21*		
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .80 .85

55. Orchard Village & McBean

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		510		580	
NBT	0.5	3500	50	.16*	30	.17*
NBR	2	3500	720	.21	870	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	420	.12*	770	.22*
EBR	0	0	740	.42	670	.38
WBL	2	3500	720	.21*	870	.25*
WBT	3	5250	320	.07	870	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*	EBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .79 .81

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		520		590	
NBT	0.5	3500	50	.16*	30	.18*
NBR	2	3500	720	.21	870	.25
SBL	0.5		30		40	
SBT	1.5	3500	20	.02*	40	.04*
SBR	0		20		60	
EBL	1	1750	40	.02	30	.02
EBT	3	5250	420	.12*	1040	.30*
EBR	0	0	740	.42	730	.42
WBL	2	3500	700	.20*	860	.25*
WBT	3	5250	320	.07	880	.18
WBR	0	0	40		50	
Right Turn Adjustment			EBR	.18*		
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for NBR

TOTAL CAPACITY UTILIZATION .78 .87

57. Valencia & Magic Mountain

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	750	.20	1380	.38*
NBR	0	0	320		610	
SBL	1	1750	60	.03	100	.06*
SBT	3	5250	1570	.30*	1530	.29
SBR	2	3500	310	.09	410	.12
EBL	2	3500	270	.08	450	.13
EBT	2	3500	570	.17*	1400	.41*
EBR	0	0	10		50	
WBL	1	1750	690	.39*	480	.27*
WBT	2	3500	1490	.43	1160	.33
WBR	1	1750	180	.10	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .97 1.22

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	800	.22	1380	.38*
NBR	0	0	330		610	
SBL	1	1750	50	.03	90	.05*
SBT	3	5250	1610	.31*	1530	.29
SBR	2	3500	320	.09	450	.13
EBL	2	3500	310	.09	450	.13
EBT	2	3500	590	.17*	1430	.42*
EBR	0	0	10		50	
WBL	1	1750	720	.41*	480	.27*
WBT	2	3500	1540	.44	1210	.35
WBR	1	1750	180	.10	60	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.00 1.22

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	800	.22	1380	.38*
NBR	0	0	330		610	
SBL	1	1750	50	.03	90	.05*
SBT	3	5250	1610	.31*	1530	.29
SBR	2	3500	320	.09	450	.13
EBL	2	3500	310	.09*	450	.13
EBT	2	3500	590	.17	1430	.42*
EBR	0	0	10		50	
WBL	2	3500	720	.21	480	.14*
WBT	2	3500	1540	.44*	1210	.35
WBR	1	1750	180	.10	60	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .95 1.09

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	860	.22	1580	.44*
NBR	0	0	320		720	
SBL	1	1750	50	.03	110	.06*
SBT	3	5250	1730	.33*	1660	.32
SBR	2	3500	320	.09	510	.15
EBL	2	3500	310	.09	410	.12
EBT	2	3500	650	.19*	1490	.44*
EBR	0	0	10		50	
WBL	1	1750	800	.46*	500	.29*
WBT	2	3500	1660	.47	1280	.37
WBR	1	1750	200	.11	60	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.09 1.33

57. Valencia & Magic Mountain

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	830	.22	1440	.40*
NBR	0	0	330		640	
SBL	1	1750	50	.03	100	.06*
SBT	3	5250	1740	.33*	1620	.31
SBR	2	3500	330	.09	580	.17
EBL	2	3500	310	.09	570	.16
EBT	2	3500	670	.19*	1610	.47*
EBR	0	0	10		50	
WBL	1	1750	790	.45*	470	.27*
WBT	2	3500	1670	.48	1330	.38
WBR	1	1750	190	.11	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.08 1.30

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	860	.22	1590	.44*
NBR	0	0	320		720	
SBL	1	1750	50	.03	110	.06*
SBT	3	5250	1700	.32*	1670	.32
SBR	2	3500	330	.09	520	.15
EBL	2	3500	310	.09	390	.11
EBT	2	3500	650	.19*	1490	.44*
EBR	0	0	10		50	
WBL	1	1750	800	.46*	500	.29*
WBT	2	3500	1670	.48	1280	.37
WBR	1	1750	210	.12	60	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.08 1.33

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	850	.22	1390	.39*
NBR	0	0	330		650	
SBL	1	1750	50	.03	100	.06*
SBT	3	5250	1730	.33*	1610	.31
SBR	2	3500	330	.09	580	.17
EBL	2	3500	310	.09	630	.18
EBT	2	3500	670	.19*	1600	.47*
EBR	0	0	10		50	
WBL	1	1750	800	.46*	490	.28*
WBT	2	3500	1680	.48	1320	.38
WBR	1	1750	190	.11	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.09 1.30

Cumulative (2034) w Project + Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	850	.22	1390	.39*
NBR	0	0	330		650	
SBL	1	1750	50	.03	100	.06*
SBT	3	5250	1730	.33*	1610	.31
SBR	2	3500	330	.09	580	.17
EBL	2	3500	310	.09*	630	.18
EBT	3	5250	670	.13	1600	.31*
EBR	0	0	10		50	
WBL	2	3500	800	.23	490	.14*
WBT	3	5250	1680	.36*	1320	.26
WBR	0	0	190		70	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .89 1.00

65. Bouquet Canyon & Soledad Canyon

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	30	.02
NBT	3	5250	570	.11	2140	.41*
NBR	1	1750	230	.13	280	.16
SBL	3	5250	680	.13	530	.10*
SBT	2.5	7000	1800	{.44}*	1570	{.30}
SBR	1.5		1380		570	{.21}
EBL	3	5250	310	.06	820	.16*
EBT	3	5250	850	.17*	1270	.24
EBR	0	0	40		10	
WBL	3	5250	160	.03*	280	.05
WBT	3	5250	760	.14	840	.16*
WBR	1	1750	350	.20	710	.41
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .75 1.08

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	30	.02
NBT	3	5250	560	.11	2160	.41*
NBR	1	1750	220	.13	280	.16
SBL	3	5250	680	.13	540	.10*
SBT	2.5	7000	1830	{.45}*	1590	{.30}
SBR	1.5		1380		570	{.21}
EBL	3	5250	330	.06	820	.16*
EBT	3	5250	900	.18*	1280	.25
EBR	0	0	30		10	
WBL	3	5250	150	.03*	290	.06
WBT	3	5250	760	.14	850	.16*
WBR	1	1750	340	.19	720	.41
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .77 1.08

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	570	.11	2220	.42*
NBR	1	1750	270	.15	330	.19
SBL	3	5250	680	.13	390	.07*
SBT	2.5	7000	1840	{.45}*	1650	{.31}
SBR	1.5		1450		590	{.20}
EBL	3	5250	350	.07	930	.18*
EBT	3	5250	1000	.20*	1370	.28
EBR	0	0	40		90	
WBL	3	5250	200	.04*	350	.07
WBT	3	5250	790	.15	1030	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.00

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	580	.11	2190	.42*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1820	{.45}*	1640	{.31}
SBR	1.5		1440		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1400	.27
EBR	0	0	40		20	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	810	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.01

65. Bouquet Canyon & Soledad Canyon

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	580	.11	2190	.36*
NBR	0	0	280	.16	320	
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1820	{.45}*	1640	{.31}
SBR	1.5		1440		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1400	.27
EBR	0	0	40		20	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	810	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .95

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	560	.11	2220	.42*
NBR	1	1750	270	.15	330	.19
SBL	3	5250	680	.13	410	.08*
SBT	2.5	7000	1830	{.45}*	1640	{.31}
SBR	1.5		1440		590	{.20}
EBL	3	5250	350	.07	930	.18*
EBT	3	5250	1000	.20*	1350	.27
EBR	0	0	40		90	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	770	.15	1030	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.00

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	590	.11	2220	.42*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1810	{.45}*	1620	.31
SBR	1.5		1430		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1380	.27
EBR	0	0	40		50	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	800	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.01

Cumulative (2034) w Project + Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	590	.11	2220	.36*
NBR	0	0	280	.16	320	
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1810	{.45}*	1620	.31
SBR	1.5		1430		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1380	.27
EBR	0	0	40		50	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	800	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .95

66. Bouquet Cyn & Newhall Ranch

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	280	.08*	850	.24*
NBT	4	7000	740	.11	2160	.31
NBR	1	1750	120	.07	410	.23
SBL	2	3500	230	.07	240	.07
SBT	4	7000	2550	.36*	1940	.28*
SBR	1	1750	320	.18	190	.11
EBL	3	5250	120	.02	760	.14
EBT	3	5250	800	.15*	1610	.31*
EBR	2	3500	390	.11	370	.11
WBL	2	3500	560	.16*	310	.09*
WBT	4	7000	1450	.21	1100	.16
WBR	1	1750	60	.03	300	.17
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .85 1.02

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	300	.09*	860	.25*
NBT	4	7000	730	.10	2160	.31
NBR	1	1750	130	.07	400	.23
SBL	2	3500	230	.07	240	.07
SBT	4	7000	2550	.36*	1940	.28*
SBR	1	1750	350	.20	200	.11
EBL	3	5250	110	.02	760	.14
EBT	3	5250	810	.15*	1610	.31*
EBR	2	3500	390	.11	370	.11
WBL	2	3500	630	.18*	300	.09*
WBT	4	7000	1460	.21	1100	.16
WBR	1	1750	60	.03	320	.18
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .88 1.03

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	300	.09*	860	.25*
NBT	4	7000	730	.10	2160	.31
NBR	1	1750	130	.07	400	.23
SBL	2	3500	230	.07	240	.07
SBT	4	7000	2550	.36*	1940	.28*
SBR	1	1750	350	.20	200	.11
EBL	2	3500	110	.03	760	.22*
EBT	4	7000	810	.12*	1610	.23
EBR	2	3500	390	.11	370	.11
WBL	2	3500	630	.18*	300	.09
WBT	4	7000	1460	.21	1100	.16*
WBR	1	1750	60	.03	320	.18
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .85 1.01

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	350	.10*	690	.20
NBT	4	7000	760	.11	2210	.32*
NBR	1	1750	140	.08	480	.27
SBL	2	3500	330	.09	410	.12*
SBT	4	7000	2420	.35*	1500	.21
SBR	1	1750	390	.22	200	.11
EBL	3	5250	130	.02	690	.13
EBT	3	5250	830	.16*	1730	.33*
EBR	2	3500	480	.14	680	.19
WBL	2	3500	710	.20*	340	.10*
WBT	4	7000	1670	.24	1260	.18
WBR	1	1750	70	.04	470	.27
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .91 .97

66. Bouquet Cyn & Newhall Ranch

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	680	.19
NBT	4	7000	780	.11	2150	.31*
NBR	1	1750	130	.07	560	.32
SBL	2	3500	330	.09	400	.11*
SBT	4	7000	2410	.34*	1550	.22
SBR	1	1750	390	.22	210	.12
EBL	3	5250	110	.02	670	.13
EBT	3	5250	800	.15*	1750	.33*
EBR	2	3500	480	.14	580	.17
WBL	2	3500	700	.20*	330	.09*
WBT	4	7000	1660	.24	1250	.18
WBR	1	1750	70	.04	490	.28
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .89 .94

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	350	.10*	690	.20
NBT	4	7000	760	.11	2210	.32*
NBR	1	1750	140	.08	480	.27
SBL	2	3500	330	.09	390	.11*
SBT	4	7000	2420	.35*	1540	.22
SBR	1	1750	390	.22	200	.11
EBL	3	5250	130	.02	680	.13
EBT	3	5250	830	.16*	1740	.33*
EBR	2	3500	480	.14	670	.19
WBL	2	3500	690	.20*	340	.10*
WBT	4	7000	1660	.24	1260	.18
WBR	1	1750	70	.04	470	.27
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .91 .96

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	670	.19
NBT	4	7000	780	.11	2180	.31*
NBR	1	1750	130	.07	570	.33
SBL	2	3500	330	.09	410	.12*
SBT	4	7000	2400	.34*	1520	.22
SBR	1	1750	390	.22	210	.12
EBL	3	5250	110	.02	680	.13
EBT	3	5250	800	.15*	1750	.33*
EBR	2	3500	480	.14	590	.17
WBL	2	3500	700	.20*	330	.09*
WBT	4	7000	1640	.23	1250	.18
WBR	1	1750	70	.04	450	.26
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR EBR

TOTAL CAPACITY UTILIZATION .89 .95

67. Seco & Bouquet

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	270	.15*	350	.20*
SBT	0	0	0		0	
SBR	2	3500	880	.25	770	.22
EBL	2	3500	350	.10*	400	.11
EBT	2	3500	560	.16	1690	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2290	.49*	1400	.30
WBR	0	0	280		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .84 .78

Cumulative (2026) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	270	.15*	360	.21*
SBT	0	0	0		0	
SBR	2	3500	880	.25	770	.22
EBL	2	3500	360	.10*	400	.11
EBT	2	3500	550	.16	1700	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2370	.50*	1410	.31
WBR	0	0	280		210	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .85 .80

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	530	.30*
SBT	0	0	0		0	
SBR	2	3500	820	.23	630	.18
EBL	2	3500	370	.11*	450	.13
EBT	2	3500	590	.17	1720	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2470	.53*	1390	.30
WBR	0	0	310		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .89

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	490	.28*
SBT	0	0	0		0	
SBR	2	3500	820	.23	650	.19
EBL	2	3500	380	.11*	460	.13
EBT	2	3500	600	.17	1690	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2480	.53*	1390	.30
WBR	0	0	300		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .86

67. Seco & Bouquet

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	530	.30*
SBT	0	0	0		0	
SBR	2	3500	810	.23	640	.18
EBL	2	3500	370	.11*	450	.13
EBT	2	3500	580	.17	1720	.49*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2470	.53*	1390	.30
WBR	0	0	320		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .89

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	490	.28*
SBT	0	0	0		0	
SBR	2	3500	810	.23	660	.19
EBL	2	3500	380	.11*	460	.13
EBT	2	3500	610	.17	1690	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	2480	.53*	1390	.30
WBR	0	0	310		200	
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .91 .86

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80. Wolcott & SR-126

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	
NBT	1	1600	130	.43*	60	.33*
NBR	0	0	540		440	
SBL	1.5		70	{.03}*	210	{.11}*
SBT	0.5	3200	20	.03	130	.11
SBR	1	1600	40	.03	520	.33
EBL	1	1600	490	.31	60	.04
EBT	2	3200	1670	.52*	1150	.37*
EBR	0	0	10		20	
WBL	1	1600	310	.19*	590	.37*
WBT	2	3200	840	.26	2040	.64
WBR	1	1600	120	.08	80	.05
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.27 1.28

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	
NBT	1	1600	150	.44*	70	.33*
NBR	0	0	530		440	
SBL	1.5		70	{.03}*	220	{.11}*
SBT	0.5	3200	20	.03	120	.11
SBR	1	1600	40	.03	520	.33
EBL	1	1600	580	.36	50	.03
EBT	2	3200	1670	.52*	1160	.37*
EBR	0	0	10		20	
WBL	1	1600	310	.19*	590	.37*
WBT	2	3200	840	.26	2030	.63
WBR	1	1600	120	.08	90	.06
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.28 1.28

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	1	1600	150	.09*	70	.04*
NBR	2	3200	530	.17	440	.14
SBL	2	2880	70	.02*	220	.08*
SBT	1	1600	20	.01	120	.08
SBR	1	1600	40	.03	520	.33
EBL	1	1600	580	.36	50	.03*
EBT	2	3200	1670	.52*	1160	.37
EBR	0	0	10		20	
WBL	2	2880	310	.11*	590	.20
WBT	2	3200	840	.26	2030	.63*
WBR	1	1600	120	.08	90	.06
Right Turn Adjustment					SBR	.19*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR NBR

TOTAL CAPACITY UTILIZATION .84 1.07

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	
NBT	1	1600	130	.40*	80	.48*
NBR	0	0	490		670	
SBL	1.5		40	{.02}*	170	{.08}*
SBT	0.5	3200	10	.02	80	.08
SBR	1	1600	50	.03	300	.19
EBL	1	1600	560	.35	80	.05
EBT	2	3200	1930	.61*	1620	.52*
EBR	0	0	10		30	
WBL	1	1600	500	.31*	730	.46*
WBT	2	3200	1800	.56	2370	.74
WBR	1	1600	150	.09	50	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.44 1.64

80. Wolcott & SR-126

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		10	
NBT	1	1600	120	.41*	90	.48*
NBR	0	0	510		660	
SBL	1.5		40	{.02}*	170	{.09}*
SBT	0.5	3200	20	.02	110	.09
SBR	1	1600	40	.03	390	.24
EBL	1	1600	580	.36	100	.06
EBT	2	3200	1920	.60*	1570	.50*
EBR	0	0	10		30	
WBL	1	1600	520	.33*	730	.46*
WBT	2	3200	1760	.55	2310	.72
WBR	1	1600	130	.08	50	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.46 1.63

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	10	.01
NBT	1	1600	120	.08*	90	.06*
NBR	2	3200	510	.16	660	.21
SBL	2	2880	40	.01*	170	.06*
SBT	1	1600	20	.01	110	.07
SBR	1	1600	40	.03	390	.24
EBL	1	1600	580	.36*	100	.06
EBT	3	4800	1920	.40	1570	.33*
EBR	1	1600	10	.01	30	.02
WBL	2	2880	520	.18	730	.25*
WBT	3	4800	1760	.37*	2310	.48
WBR	1	1600	130	.08	50	.03
Right Turn Adjustment					SBR	.05*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .92 .85

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		20	
NBT	1	1600	120	.40*	80	.48*
NBR	0	0	500		660	
SBL	1.5		40	{.02}*	170	{.08}*
SBT	0.5	3200	10	.02	80	.08
SBR	1	1600	50	.03	300	.19
EBL	1	1600	580	.36*	80	.05
EBT	2	3200	1880	.59	1580	.50*
EBR	0	0	10		30	
WBL	1	1600	490	.31	720	.45*
WBT	2	3200	1780	.56*	2330	.73
WBR	1	1600	120	.08	50	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.44 1.61

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		10	
NBT	1	1600	120	.40*	80	.46*
NBR	0	0	500		650	
SBL	1.5		40	{.02}*	170	{.08}*
SBT	0.5	3200	20	.02	100	.08
SBR	1	1600	40	.03	350	.22
EBL	1	1600	580	.36	130	.08
EBT	2	3200	1900	.60*	1490	.48*
EBR	0	0	10		30	
WBL	1	1600	500	.31*	740	.46*
WBT	2	3200	1740	.54	2310	.72
WBR	1	1600	130	.08	50	.03
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.43 1.58

81. Commerce Ctr & Henry Mayo

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	10	.01
NBT	3	4800	1200	.27*	990	.24*
NBR	0	0	80		160	
SBL	2	2880	30	.01*	120	.04*
SBT	2	3200	540	.17	800	.25
SBR	1	1600	30	.02	50	.03
EBL	1	1600	280	.18*	230	.14*
EBT	2	3200	100	.03	180	.06
EBR	1	1600	200	.13	160	.10
WBL	1.5		40		170	
WBT	0.5	3200	10	.02*	10	.06*
WBR	1	1600	90	.06	290	.18
Right Turn Adjustment			WBR	.03*	WBR	.09*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .61 .67

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01
NBT	3	4800	1290	.29*	1110	.27*
NBR	0	0	90		170	
SBL	2	2880	20	.01*	120	.04*
SBT	2	3200	550	.17	890	.28
SBR	1	1600	40	.03	40	.03
EBL	1	1600	280	.18*	230	.14*
EBT	2	3200	100	.03	180	.06
EBR	1	1600	230	.14	180	.11
WBL	1.5		40		170	
WBT	0.5	3200	10	.02*	10	.06*
WBR	1	1600	90	.06	280	.18
Right Turn Adjustment			WBR	.03*	WBR	.09*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .63 .70

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	3	4800	1300	.29*	980	.23*
NBR	0	0	100		140	
SBL	2	2880	40	.01*	120	.04*
SBT	2	3200	560	.18	830	.26
SBR	1	1600	40	.03	50	.03
EBL	1	1600	280	.18*	280	.18*
EBT	2	3200	140	.04	180	.06
EBR	1	1600	220	.14	260	.16
WBL	1.5		40		200	
WBT	0.5	3200	0	.01*	10	.07*
WBR	1	1600	100	.06	290	.18
Right Turn Adjustment			WBR	.04*	WBR	.08*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .63 .70

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01*
NBT	3	4800	1380	.31*	1080	.26
NBR	0	0	100		150	
SBL	2	2880	40	.01*	100	.03
SBT	2	3200	560	.18	960	.30*
SBR	1	1600	30	.02	40	.03
EBL	1	1600	250	.16*	240	.15*
EBT	2	3200	140	.04	170	.05
EBR	1	1600	260	.16	310	.19
WBL	1.5		40		180	
WBT	0.5	3200	0	.01*	10	.06*
WBR	1	1600	100	.06	300	.19
Right Turn Adjustment			WBR	.04*	Multi	.12*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .63 .74

81. Commerce Ctr & Henry Mayo

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.01	20	.01
NBT	3	4800	1290	.29*	980	.23*
NBR	0	0	100		140	
SBL	2	2880	40	.01*	120	.04*
SBT	2	3200	560	.18	830	.26
SBR	1	1600	40	.03	50	.03
EBL	1	1600	270	.17*	280	.18*
EBT	2	3200	140	.04	180	.06
EBR	1	1600	220	.14	260	.16
WBL	1.5		40		200	
WBT	0.5	3200	0	.01*	10	.07*
WBR	1	1600	100	.06	290	.18
Right Turn Adjustment			WBR	.04*	WBR	.08*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.62**		**.70**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01	20	.01*
NBT	3	4800	1380	.31*	1080	.26
NBR	0	0	100		150	
SBL	2	2880	40	.01*	100	.03
SBT	2	3200	560	.18	960	.30*
SBR	1	1600	30	.02	40	.03
EBL	1	1600	260	.16*	210	.13*
EBT	2	3200	140	.04	170	.05
EBR	1	1600	260	.16	310	.19
WBL	1.5		40		180	
WBT	0.5	3200	0	.01*	10	.06*
WBR	1	1600	90	.06	290	.18
Right Turn Adjustment			WBR	.04*	Multi	.13*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				**.63**		**.73**

82. Commerce Ctr & SR-126 EB

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1380	.29*	990	.21
NBR	f		280		530	
SBL	0	0	0		0	
SBT	2	3200	600	.19	980	.31*
SBR	f		380		1630	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .39 .41

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1380	.29*	1070	.22
NBR	f		270		560	
SBL	0	0	0		0	
SBT	2	3200	610	.19	1060	.33*
SBR	f		370		1640	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .39 .43

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1420	.30*	1070	.22
NBR	f		260		480	
SBL	0	0	0		0	
SBT	2	3200	640	.20	990	.31*
SBR	f		380		1610	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .40 .41

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1460	.30*	1150	.24
NBR	f		260		460	
SBL	0	0	0		0	
SBT	2	3200	620	.19	1100	.34*
SBR	f		390		1480	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .40 .44

82. Commerce Ctr & SR-126 EB

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1400	.29*	1060	.22
NBR	f		260		480	
SBL	0	0	0		0	
SBT	2	3200	640	.20	990	.31*
SBR	f		380		1610	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.39**		**.41**

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1460	.30*	1110	.23
NBR	f		260		470	
SBL	0	0	0		0	
SBT	2	3200	620	.19	1100	.34*
SBR	f		390		1550	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.40**		**.44**

83. Commerce Ctr & SR-126 WB

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	140	.05	440	.15*
NBT	3	4800	1230	.26*	550	.11
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	640	.13	2300	.48*
SBR	1	1600	120	.08	340	.21
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	340	.12*	310	.11*
WBT	0	0	0		0	
WBR	2	3200	1300	.41	590	.18
Right Turn Adjustment			WBR	.29*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .84

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	160	.06	460	.16*
NBT	3	4800	1230	.26*	610	.13
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	640	.13	2390	.50*
SBR	1	1600	110	.07	340	.21
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	340	.12*	320	.11*
WBT	0	0	0		0	
WBR	2	3200	1300	.41	580	.18
Right Turn Adjustment			WBR	.29*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .87

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	160	.06	460	.16*
NBT	3	4800	1230	.26*	610	.13
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	640	.13	2390	.50*
SBR	1	1600	110	.07	340	.21
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2.5		340	.11*	320	.07*
WBT	0	6400	0		0	
WBR	1.5		1300	.41	580	
Right Turn Adjustment			WBR	.30*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .77 .83

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10*	490	.17*
NBT	3	4800	1140	.24	580	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	660	.14*	2280	.48*
SBR	1	1600	160	.10	600	.38
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	360	.13*	320	.11*
WBT	0	0	0		0	
WBR	2	3200	1250	.39	560	.18
Right Turn Adjustment			WBR	.26*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 .86

83. Commerce Ctr & SR-126 WB

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10	550	.19*
NBT	3	4800	1180	.25*	600	.13
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	680	.14	2260	.47*
SBR	1	1600	160	.10	450	.28
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	340	.12*	320	.11*
WBT	0	0	0		0	
WBR	2	3200	1240	.39	540	.17
Right Turn Adjustment			WBR	.27*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 .87

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10*	480	.17*
NBT	3	4800	1120	.23	580	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	660	.14*	2290	.48*
SBR	1	1600	160	.10	600	.38
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	360	.13*	320	.11*
WBT	0	0	0		0	
WBR	2	3200	1270	.40	560	.18
Right Turn Adjustment			WBR	.26*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .73 .86

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	280	.10	540	.19*
NBT	3	4800	1180	.25*	570	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	680	.14	2320	.48*
SBR	1	1600	160	.10	500	.31
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	340	.12*	320	.11*
WBT	0	0	0		0	
WBR	2	3200	1240	.39	540	.17
Right Turn Adjustment			WBR	.27*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 .88

105. Westridge & Valencia

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	470	.16*	490	.17*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	110	.07	80	.05
EBL	1	1600	160	.10	50	.03*
EBT	3	4800	2470	.52*	1790	.38
EBR	0	0	20		10	
WBL	1	1600	20	.01*	30	.02
WBT	3	4800	1980	.41	1950	.41*
WBR	1	1600	610	.38	890	.56
Right Turn Adjustment			NBR	.01*	WBR	.02*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .81 .74

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	500	.17*	610	.21*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	100	.06	110	.07
EBL	1	1600	190	.12*	60	.04*
EBT	3	4800	2470	.52	1780	.37
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	2030	.42*	1950	.41*
WBR	1	1600	660	.41	880	.55
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .82 .77

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	870	.30*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	110	.07	80	.05
EBL	1	1600	150	.09*	40	.03*
EBT	3	4800	2370	.50	1650	.35
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	2130	.44*	1920	.40*
WBR	1	1600	550	.34	880	.55
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .86 .84

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	940	.33*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	120	.08	100	.06
EBL	1	1600	180	.11*	60	.04*
EBT	3	4800	2350	.49	1610	.34
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	2130	.44*	1960	.41*
WBR	1	1600	710	.44	880	.55
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .88 .89

105. Westridge & Valencia

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	820	.28*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	110	.07	90	.06
EBL	1	1600	150	.09	40	.03*
EBT	3	4800	2360	.50*	1450	.30
EBR	0	0	20		10	
WBL	1	1600	20	.01*	30	.02
WBT	3	4800	1970	.41	1780	.37*
WBR	1	1600	630	.39	780	.49
Right Turn Adjustment			NBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 .79

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.02	10	.01
NBT	1	1600	10	.01*	10	.01*
NBR	1	1600	40	.03	20	.01
SBL	2	2880	640	.22*	870	.30*
SBT	1	1600	20	.01	10	.01
SBR	1	1600	120	.08	100	.06
EBL	1	1600	180	.11*	60	.04*
EBT	3	4800	2330	.49	1470	.31
EBR	0	0	20		10	
WBL	1	1600	20	.01	30	.02
WBT	3	4800	1950	.41*	1740	.36*
WBR	1	1600	620	.39	800	.50
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 .81

106. Commerce Center & Magic Mtn

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	280	.10*	290	.10*
SBT	0	0	0		0	
SBR	2	3200	70	.02	360	.11
EBL	2	2880	560	.19*	170	.06*
EBT	3	4800	1430	.30	1000	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	740	.15*	1080	.23*
WBR	1	1600	510	.32	240	.15
Right Turn Adjustment			WBR	.07*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .61 .49

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	280	.10*	400	.14*
SBT	0	0	0		0	
SBR	2	3200	70	.02	360	.11
EBL	2	2880	560	.19	160	.06*
EBT	3	4800	1700	.35*	1000	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	730	.15	1200	.25*
WBR	1	1600	640	.40	380	.24
Right Turn Adjustment			WBR	.14*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .69 .55

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	160	.06*	370	.13*
SBT	0	0	0		0	
SBR	2	3200	80	.03	470	.15
EBL	2	2880	580	.20*	160	.06*
EBT	3	4800	1510	.31	810	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	800	.17*	1040	.22*
WBR	1	1600	570	.36	250	.16
Right Turn Adjustment			WBR	.13*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .66 .51

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	230	.08*	530	.18*
SBT	0	0	0		0	
SBR	2	3200	90	.03	470	.15
EBL	2	2880	550	.19*	170	.06*
EBT	3	4800	1600	.33	890	.19
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	720	.15*	1180	.25*
WBR	1	1600	720	.45	400	.25
Right Turn Adjustment			WBR	.22*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .74 .59

106. Commerce Center & Magic Mtn

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	160	.06*	380	.13*
SBT	0	0	0		0	
SBR	2	3200	80	.03	470	.15
EBL	2	2880	580	.20*	160	.06*
EBT	3	4800	1490	.31	810	.17
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	660	.14*	1000	.21*
WBR	1	1600	570	.36	250	.16
Right Turn Adjustment			WBR	.16*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .66 .50

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	230	.08*	520	.18*
SBT	0	0	0		0	
SBR	2	3200	90	.03	470	.15
EBL	2	2880	560	.19*	170	.06*
EBT	3	4800	1580	.33	880	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	710	.15*	1160	.24*
WBR	1	1600	710	.44	400	.25
Right Turn Adjustment			WBR	.21*		
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for SBR WBR

TOTAL CAPACITY UTILIZATION .73 .58

107. Westridge & Magic Mtn

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	280	.18*	490	.31*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	600	.38	200	.13
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	80	.05
EBT	3	4800	1390	.31*	930	.22*
EBR	0	0	80		140	
WBL	2	2880	110	.04*	490	.17*
WBT	2	3200	670	.21	950	.30
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.17*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.83**		**.98**

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	340	.21*	490	.31*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	620	.39	230	.14
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1640	.36*	930	.25*
EBR	0	0	80		250	
WBL	2	2880	120	.04*	540	.19*
WBT	2	3200	670	.21	1020	.32
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.89**		**1.03**

Cumulative (2024) + Project + Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		340		490	.15*
NBT	0	4800	140	{.19}*	80	
NBR	1.5		620		230	
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1640	.36*	930	.25*
EBR	0	0	80		250	
WBL	2	2880	120	.04*	540	.19*
WBT	2	3200	670	.21	1020	.32
WBR	1	1600	230	.14	170	.11
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				**.72**		**.87**

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	220	.14*	520	.33*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	590	.37	210	.13
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1500	.35*	760	.24*
EBR	0	0	180		420	.26
WBL	2	2880	120	.04*	440	.15*
WBT	2	3200	760	.24	1070	.33
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.20*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.86**		**1.00**

107. Westridge & Magic Mtn

Cumulative (2034) w Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	390	.24*	530	.33*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	600	.38	240	.15
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1550	.36*	820	.26*
EBR	0	0	180		420	.26
WBL	2	2880	140	.05*	510	.18*
WBT	2	3200	680	.21	1140	.36
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .88 1.05

Cumulative w Project + Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		390		530	.17*
NBT	0	4800	140	{.19}*	80	
NBR	1.5		600		240	.15
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1550	.36*	820	.26*
EBR	0	0	180		420	.26
WBL	2	2880	140	.05*	510	.18*
WBT	2	3200	680	.21	1140	.36
WBR	1	1600	230	.14	170	.11
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .73 .89

Cumulative (2034) wo Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	300	.19*	520	.33*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	590	.37	210	.13
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1470	.34*	760	.24*
EBR	0	0	170		370	
WBL	2	2880	120	.04*	440	.15*
WBT	2	3200	620	.19	1040	.33
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 1.00

Cumulative (2034) w Project w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	300	.19*	510	.32*
NBT	1	1600	140	.09	80	.05
NBR	1	1600	610	.38	240	.15
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1520	.35*	810	.25*
EBR	0	0	170		380	
WBL	2	2880	130	.05*	500	.17*
WBT	2	3200	670	.21	1140	.36
WBR	1	1600	230	.14	170	.11
Right Turn Adjustment			NBR	.15*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .87 1.02

107. Westridge & Magic Mtn

Cumulative (2034) w Project + Mit w Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		300		510	.16*
NBT	0	4800	140	{.18}*	80	
NBR	1.5		610		240	.15
SBL	1	1600	40	.03	30	.02
SBT	1	1600	30	.03*	190	.18*
SBR	0	0	20		90	
EBL	1	1600	110	.07	50	.03
EBT	3	4800	1520	.35*	810	.25*
EBR	0	0	170		380	
WBL	2	2880	130	.05*	500	.17*
WBT	2	3200	670	.21	1140	.36
WBR	1	1600	230	.14	170	.11
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .71 .86

Appendix 5.20C

Entrada South (VTTM 53295) Supplemental Freeway Traffic Impact Analysis

Stantec Consulting Services, Inc.

January 9, 2015

Entrada South (VTTM 53295) Supplemental Freeway Traffic Impact Analysis

Prepared for:

NEWHALL LAND
25124 Springfield Court, Suite 300
Valencia, CA 91355

Prepared by:
Stantec Consulting Services Inc.
38 Technology Drive, Suite 100
Irvine, CA 92618

January 21, 2015

Table of Contents

1.0 INTRODUCTION 1.1
1.1 PROPOSED PROJECT 1.1
1.2 STUDY AREA 1.4
1.3 METHODOLOGY 1.4
1.3.1 Project Impact Analysis 1.6
1.4 PERFORMANCE CRITERIA 1.6
1.5 DEFINITION 1.11
1.6 REFERENCES 1.11

2.0 TRANSPORTATION SETTING 2.1
2.1 EXISTING CONDITIONS 2.1
2.2 FUTURE CONDITIONS 2.9

3.0 IMPACT ANALYSIS 3.1
3.1 2024 CUMULATIVE CONDITIONS 3.1
3.2 2034 CUMULATIVE CONDITIONS 3.12

4.0 SUMMARY OF FINDINGS 4.1

LIST OF TABLES

Table 1-1 Level of Service Descriptions – Freeways 1.7
Table 1-2 Volume/Capacity Ratio Level of Service Ranges 1.8
Table 1-3 LOS Criteria for Basic Freeway Segments 1.8
Table 1-4 Freeway Mainline Performance Criteria 1.10
Table 2-1 Freeway AADT Volumes – Existing Conditions 2.2
Table 2-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Existing Conditions 2.4
Table 2-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Existing Conditions 2.6
Table 2-4 Freeway Peak Hour K & D Factors (Sample Locations) 2.8
Table 2-5 Average Annual Growth Rates 2.11
Table 3-1 Freeway AADT Summary – Cumulative Conditions (2024) with and without Project 3.2
Table 3-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2024) Conditions with and without Project 3.4
Table 3-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2024) Conditions with and without Project 3.8
Table 3-4 Freeway AADT Summary – Cumulative Conditions (2034) with and without Project 3.13

Table 3-5 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2034) Conditions with and without Project 3.15
Table 3-6 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2034) Conditions with and without Project 3.19

LIST OF FIGURES

Figure 1-1 Project Site Location 1.2
Figure 1-2 Project Site Plan 1.3
Figure 1-3 Study Area Freeway Segments 1.5

LIST OF APPENDICES

APPENDIX A EXCERPT FROM THE RMDP/SCP EIS/EIR A.1

1.0 INTRODUCTION

This report presents the findings of a traffic impact analysis carried out to determine project related impacts on freeway mainline facilities from the proposed Entrada South (VTTM 53295) Project located in northwestern unincorporated Los Angeles County in the western portion of the Santa Clarita Valley. This report serves as a supplemental document to the Final Entrada South (VTTM 53295) Traffic Impact Analysis (June 2014) reviewed by the Los Angeles County Department of Public Works (County).

This supplemental analysis of the State Highway system was prepared following an initial scoping meeting with Caltrans staff and their review of the Entrada South Traffic Impact Analysis and is in accordance with the County's direction that the applicant consult with Caltrans to determine the improvements necessary to mitigate the significant impacts to State Highway facilities that would result from the addition of project traffic (see Reference 9 in Section 1.6). Refer to Section 1.3 Methodology later in this Chapter for a listing of the data that is either new or revised in comparison to the Final Entrada South (VTTM 53295) Traffic Impact Analysis (June 2014).

1.1 PROPOSED PROJECT

Entrada South (VTTM 53295) is a proposed mixed-use master planned community. The Project is located just west of Interstate 5 (I-5) and The Old Road, south of Six Flags Magic Mountain Amusement Park, north of the existing Westridge community, and directly east of the Mission Village planned development in the approved Newhall Ranch Specific Plan.

Figure 1-1 illustrates the general location of the Project. The Project includes Vesting Tentative Tract Map (VTTM) 53295, which consists of a variety of land uses – including 339 single-family dwelling units (DU) and 1,235 multi-family condominium units and/or townhome units, for a total of 1,574 DUs. Furthermore, the Project seeks approval of approximately 295,200 square feet of commercial retail development, 435,000 square feet of general office, and one elementary school. The Project also proposes 5.6 acres of public park, 2.9 acres of recreation centers to serve Entrada residents, a 27.2-acre spineflower preserve, and 106.8 acres of open space. The proposed Project Site plan, based upon the Entrada South VTTM, is shown in Figure 1-2.

The Project also includes a 119.1-acre area consisting of External Map Improvements, including grading, utility, roadway, drainage, and other infrastructure improvements which are outside VTTM 53295, but which are necessary to support full Project implementation. The External Map Improvements include segments of Westridge Parkway, Media Center Drive, and Commerce Center Drive. Site access will be provided by a westerly extension of Magic Mountain Parkway and a northerly extension of Westridge Parkway.

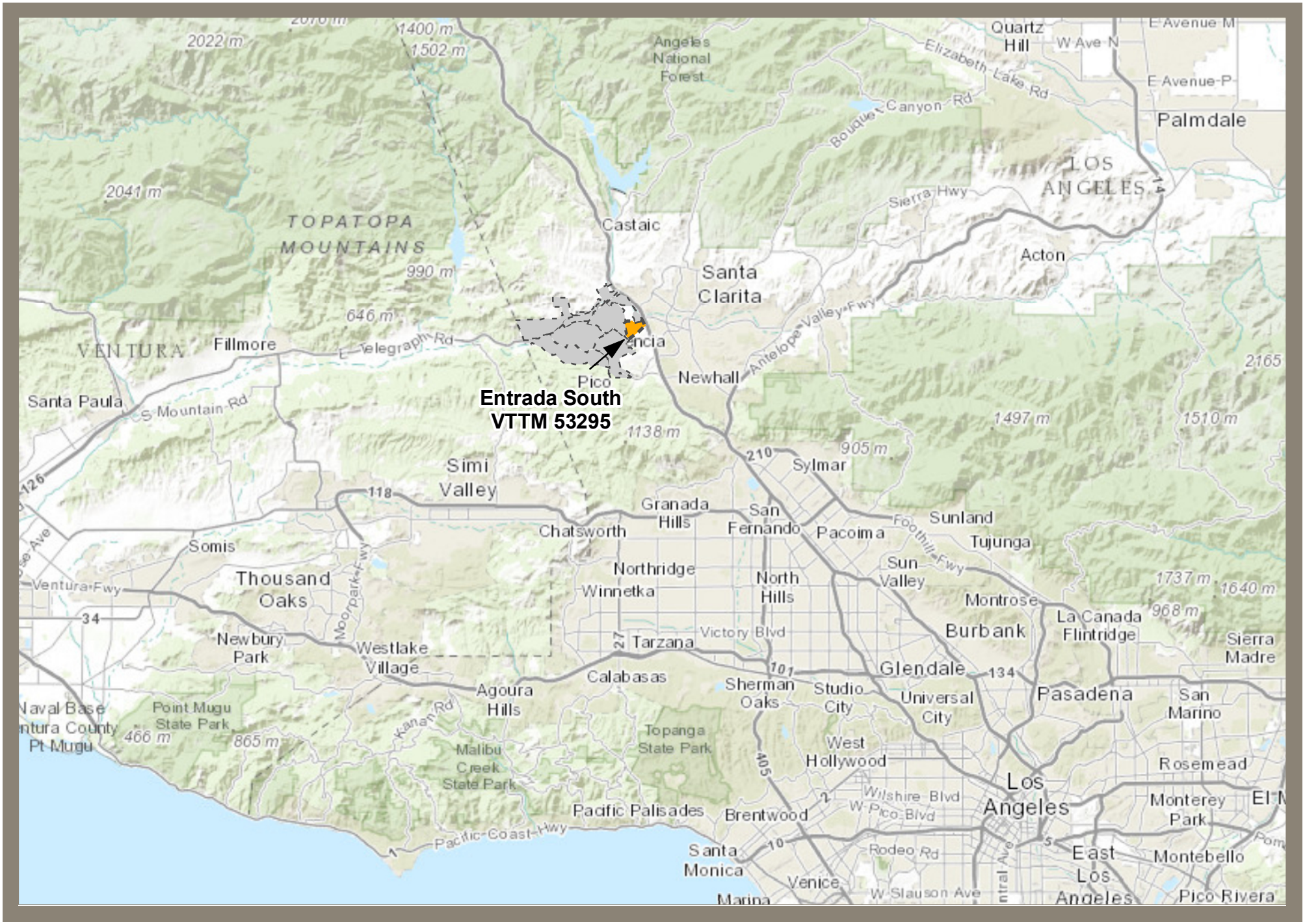

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Figure 1-1

Project Site Location

1.2

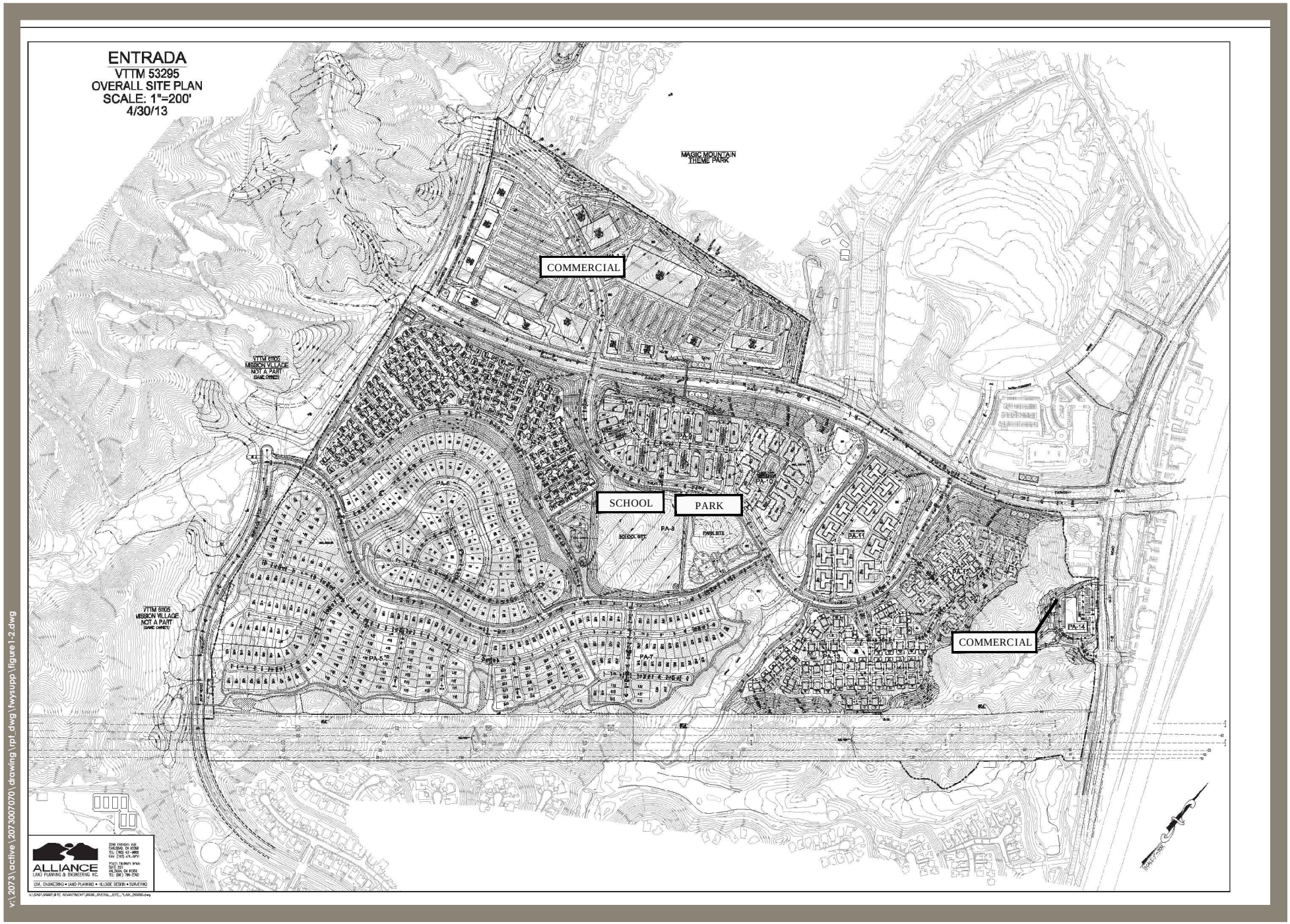

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Figure 1-2

Project Site Plan

1.3

The site is currently undeveloped, but at buildout the development will result in approximately 31,500 average daily trips (36,000 daily trip ends) after taking into account the interaction among the land uses proposed for the Project site.

1.2 STUDY AREA

The Entrada South (VTTM 53295) Traffic Impact Analysis (See Reference 1 in Section 1.6) study area included roadways and intersections within the Project Site as well as locations off-site where project generated traffic could potentially cause a significant impact. This report supplements the findings from the Entrada South (VTTM 53295) Traffic Impact Analysis by providing additional freeway system analysis. The following freeway facilities are included in the study area and are addressed in this report:

- Interstate 5 (I-5) from north of Templin Highway Interchange to Penrose Interchange
- State Route 14 (SR-14) from I-5 Junction to Agua Dulce Canyon Interchange
- Interstate 210 (I-210) from I-5 Junction to State Route 118 (SR-118)
- Interstate 405 (I-405) from I-5 Junction to Roscoe Interchange
- State Route 170 (SR-170) from I-5 Junction to Roscoe Interchange

Figure 1-3 illustrates the freeway segments in the study area.

1.3 METHODOLOGY

The following scenarios presented in this supplemental report are consistent with the scenarios analyzed in the Entrada South (VTTM 53295) Traffic Impact Analysis:

1. Existing Conditions (Updated counts to 2013 conditions).
2. Year 2024 Cumulative Conditions/Related Projects without Project (Updated forecasts)
3. Year 2024 Cumulative Conditions/Related Projects with Project (Updated forecasts)
4. Year 2034 Cumulative Conditions (Buildout) without Project (New scenario)
5. Year 2034 Cumulative Conditions (Buildout) with Project (New scenario)

The existing freeway traffic volumes presented in this report update the existing freeway traffic volumes in the Entrada South (VTTM 53295) Traffic Impact Analysis (TIA) (June 2014). Existing freeway traffic volumes have been updated to reflect 2013 conditions, which are the most current Caltrans published traffic volumes as of this time. (See Reference 8 in Section 1.6) As a result, the existing freeway traffic volumes presented in this report are intended to replace the volumes presented in the June 2014 TIA.

Similarly, the 2024 Cumulative Conditions freeway traffic volumes presented here update and replace the 2024 Cumulative Conditions freeway traffic volumes presented in the June 2014 Entrada South (VTTM 53295) TIA. A discussion on the annual average growth rates used to derive updated 2024 Cumulative Conditions freeway traffic volumes is provided in Section 2.2.

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Figure 1-3

Study Area Freeway Segments

1.5

Year 2034 Cumulative Conditions freeway traffic volumes are a new set of freeway volumes not addressed in the Entrada South (VTTM 53295) Traffic Impact Analysis. Section 2.2 describes the average annual growth rates used to derive the 2034 Cumulative Conditions freeway traffic volumes, which are derived using information provided by Caltrans, the Southern California Association of Governments (SCAG), and the County of Los Angeles Congestion Management Program (CMP).

1.3.1 Project Impact Analysis

Since the Santa Clarita Valley is a growing area with numerous proposed, approved and pending projects (i.e., "Related Projects"), the distribution of project trips for the Cumulative Conditions Scenarios are based on forecasts derived using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM) as that model has the capability of forecasting the complex interaction of vehicle trips between existing and future land uses.

The SCVCTM was developed jointly by the County of Los Angeles Department of Public Works and the City of Santa Clarita and is the primary tool used for forecasting traffic volumes for the Santa Clarita Valley. The SCVCTM has the ability to provide traffic volume forecasts for a long-range setting, which represents buildout conditions (generally considered as year 2030 or later), as well as Interim Year forecasts that are based on a defined list of planned, approved, and pending projects. The SCVCTM is regularly updated and is based on the recently prepared One Valley One Vision (OVOV) Area Plan, and the currently approved General Plans of the County and City of Santa Clarita.

For purposes of this analysis, the SCVCTM was used to identify trips potentially generated by the project and the interaction of Project trips with the freeway system. For 2024 Cumulative Conditions and 2034 Cumulative Conditions scenarios, baseline freeway (mainline) traffic volumes are first presented followed by an analysis of freeway (mainline) traffic volumes with the addition of project-related traffic. Impacts are identified by the performance criteria set forth below.

1.4 PERFORMANCE CRITERIA

For CEQA purposes, defined performance criteria are utilized to determine if a proposed project causes a significant impact. Performance criteria are based on two primary measures. The first is "capacity", which establishes the vehicle carrying ability of a roadway and the second is "volume." The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding level of service (LOS) is defined. Traffic LOS is designated "A" through "F" with LOS "A" representing free flow conditions and LOS F representing severe traffic congestion. Freeway traffic flow quality for each LOS is described in Table 1-1.

Table 1-1 Level of Service Descriptions – Freeways

LOS	Traffic Flow Description		Density (pc/mi/ln)
A		Free-flow conditions. Free-flow speed prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.	≤11
B		Reasonably free-flow operations, and free-flow speed on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.	>11 – 18
C		Traffic flow and speeds near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.	>18 – 26
D		Speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.	>26 – 35
E		Operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. The physical and psychological comfort afforded to drivers is poor.	>35 – 45
F		Breakdown, or unstable flow. Breakdown occurs when the ratio of demand to capacity exceeds 1.00. Whenever queues due to a breakdown exist, they have the potential to extend upstream for considerable distances.	>45

Source: HCM 2010
pc/mi/ln = passenger cars per mile per lane

Table 1-2 summarizes the V/C ranges that correspond to LOS "A" through "F" for segments. The V/C ranges listed for freeway segments are based on the V/C and LOS relationships specified in the 2010 Highway Capacity Manual (see Reference 2 in Section 1.6 and referred to as "HCM 2010" in this report) for basic freeway sections with free-flow speeds of 65 miles per hour, and the V/C methodology is specified by the County's CMP for the evaluation of CMP freeway monitoring stations.

Table 1-2 Volume/Capacity Ratio Level of Service Ranges

LOS	Freeway Segment V/C Ranges[1]
A	0.00 – 0.30
B	0.31 – 0.50
C	0.51 – 0.71
D	0.72 – 0.89
E	0.90 – 1.00
F	Above 1.00

Sources: Congestion Management Program of Los Angeles County and HCM 2010

[1]Values based on a free flow speed of 65 mph.

The analysis of the freeway system is based on peak hour volumes by direction. The measure used to provide an estimate of LOS can be V/C, speed (miles/hour) or density (passenger cars/mile/lane). The three basic measurements for traffic (speed, density, and volume) are interrelated in such a way that if values for two of these measures are known, the third can be computed. Table 1-3 shows the relationship between these three measures and how they translate to LOS.

Table 1-3 LOS Criteria for Basic Freeway Segments

Criteria	LOS				
	A	B	C	D	E
Maximum density (pc/mi/ln)	11	18	26	35	45
Minimum speed (mi/h)	65.0	65.0	64.6	59.7	52.2
Maximum V/C	0.30	0.50	0.71	0.89	1.00
Maximum service flow rate (pc/h/ln)	710	1,170	1,680	2,090	2,350

Notes:
The exact mathematical relationship between density and V/C has not always been maintained at LOS boundaries because of the use of rounded values. Density is the primary determinant of LOS. The speed criterion is the speed at maximum density for a given LOS.
Values based on a free flow speed of 65 mph.
Source: HCM 2010

Levels of service for freeway mainline segments are determined based on operating conditions during the AM and PM peak hours. For freeway segments, the V/C methodology is applied, which also provides a planning level basis for determining capacity utilization and LOS, and which is the methodology specified by the County CMP. The HCM 2010 equates V/C ratios to other performance measures such as speed and density as shown in the previously referenced Table 1-3.

Both the V/C ratio and the LOS are used in determining impact significance. Certain LOS values are deemed unacceptable, and increases in the V/C ratio which cause or contribute to the LOS being unacceptable are defined as a significant impact. Note that while the Caltrans guidelines for the preparation of traffic studies (see Reference 3 in Section 1.6) recommend the HCM 2010 method for the evaluation of State highway facilities, those guidelines do not include a threshold of significance criteria for the determination of a significant project impact that is based on the HCM 2010 methodologies. While the Caltrans guidelines do not identify specific impact criteria due to differences between rural and urban areas of the State, as well as differences between the northern, central, and southern regions, the local Caltrans Districts will determine the impact criteria based on the appropriate requirements of that District. In this case, while Caltrans District 7 generally does not consider Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to CEQA review, in light of the supplemental freeway analysis presented here, and the proposed mitigation, Caltrans District 7 has determined that the thresholds of significance criteria specified by the local agency are acceptable and, therefore, for the purpose of this planning study, the thresholds of significance criteria specified by the LA County CMP are utilized.

For the freeway system, the peak hour is the accepted time period used for impact evaluation and a number of techniques are available to establish suitable V/C ratios and define the corresponding LOS. These definitions and procedures are established by individual local jurisdictions, such as the County, the City of Santa Clarita, or by regional programs such as the CMP.

The freeway V/C calculation methodology and associated impact criteria for the study area freeway system are summarized in Table 1-4. The County CMP specifies that LOS E or existing LOS, whichever is worse, represents the performance standard for freeway segments, and Caltrans goal is to maintain no worse than LOS E in urban areas.

Table 1-4 Freeway Mainline Performance Criteria

V/C Calculation Methodology

Level of service to be based on peak hour V/C values calculated using the following assumptions for a planning level analysis:

Saturation/Service Flow Rates:

Mainline Mixed-flow/General Purpose Lane:	2,000 vehicles/hour/lane
Mainline Mixed-flow/General Purpose Lane on an Extended Uphill Grade:	1,600 vehicles/hour/lane
High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT Lane:	1,600[1] vehicles/hour/lane
Auxiliary Lane:	1,000 vehicles/hour/lane
Auxiliary Lane for Freeway to Freeway Connectors:	2,000 vehicles/hour/lane
Truck Lane:	1,600 vehicles/hour/lane
Truck Lane on Extended Uphill Grade:	1,200 vehicles/hour/lane

Saturation flow rates derived from Caltrans PeMS data and through discussions with Caltrans staff.

[1] For buffered or contiguous HOV facilities, LOS C occurs at approximately 1,650 vph, or less if there is significant bus volume or if there are physical constraints (source: High Occupancy Vehicle Guidelines for Planning, Design and Operations, Caltrans, 2003, Chapter 2, page 4). For the purpose of planning studies, Caltrans District 7 has specified a capacity of 1,600 vph based on the desire to maintain an operating condition for the HOV lanes that is better than for general purpose lanes. As such, a V/C ratio of 1.00 in the HOV lane represents a better operating condition than a V/C ratio of 1.00 in the general purpose lanes.

Impact Threshold

A freeway mainline segment is considered to be significantly impacted if each of the following conditions are met:

The segment is forecast to operate deficiently (i.e., worse than LOS E (urban areas) or existing LOS, whichever is worse).

Compared to the V/C in the no-project alternative, the V/C in the With Project alternative increases by greater than or equal to .02 (the impact threshold specified in the CMP).

Abbreviations:

V/C – Volume/Capacity Ratio
PeMS – Performance Monitoring System
LOS – Level of Service
CMP – Congestion Management Program

1.5 DEFINITION

Certain terms used throughout this report are defined below to clarify their intended meaning:

ADT	Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.
CMP	Congestion Management Program. A state mandated program administered by the Los Angeles County Metropolitan Transportation Authority (MTA) that provides a mechanism for coordinating land use and development decisions.
ICU	Intersection Capacity Utilization. A measure of the volume to capacity ratio for an intersection. Typically used to determine the peak hour level of service for a given set of intersection volumes.
LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments.
Peak Hour	This refers to the hour during the AM peak period (typically 7 AM - 9 AM) or the PM peak period (typically 3 PM - 6 PM) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.
V/C	Volume to Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.

1.6 REFERENCES

1. "Entrada South (VTTM 53295) Traffic Impact Analysis," Stantec Consulting Services, Inc., June 2014.
2. "Highway Capacity Manual 2010," Transportation Research Board, National Research Council, 2010.
3. "Guide for the Preparation of Traffic Impact Studies," Caltrans, December 2002.
4. "I-5 HOV/Truck Lanes Project SR-14 to Parker Road Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact" (SCH No. 2007051028), State of California Department of Transportation, September 2009.
5. "I-5 HOT Lane Project Supplemental EIR/Environmental Reevaluation" (SCH No. 2007051028), State of California Department of Transportation, May 2013.
6. "Guidelines for CMP Transportation Impact Analysis," from the 2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2010.
7. "SCAG Regional Travel Demand Model and 2008 Model Validation," Southern California Association of Governments, June 2012.

8. "Caltrans 2013 Traffic Volumes on California State Highways," State of California Transportation Agency Department of Transportation, 2014.
9. "Entrada South (VTTM 53295) Traffic Impact Analysis – June 2014 Castaic Junction Area" Final Review Letter, County of Los Angeles Department of Public Works, September 17, 2014.
10. "Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan Environmental Impact Statement/Environmental Impact Report," U.S. Army Corps of Engineers and California Department of Fish and Wildlife (SCH No. 2000011025), June 2010.

2.0 TRANSPORTATION SETTING

The following describes the transportation setting for the freeway traffic impact analysis. Existing freeway conditions are first discussed followed by a description of the freeway cumulative conditions traffic volumes.

2.1 EXISTING CONDITIONS

The I-5, located east of the Project Site, provides the regional travel in the north/south direction. The SR-14 provides access to the Antelope Valley, and the I-210 and I-405, which along with I-5, provide access to the region south of the Newhall Pass.

Freeway traffic volumes for existing (2013) conditions as reported by Caltrans are provided in Table 2-1 for average annual daily traffic (AADT). Table 2-2 and Table 2-3 list the freeway peak hour volumes and the corresponding V/C ratios. Peak hour volumes were obtained from the Caltrans Performance Measurement System (PeMS) over the period of one month for 2013 weekday conditions. These peak hour volumes represent the mean (average) weekday volume plus one standard deviation for weekdays for the month of October, 2013. The PeMS peak hour data was obtained for seven key segments and was used to calculate representative K (peak hour volume factor) and D (directional factor) values in the AM and PM peak periods (see Table 2-4) for each respective segment in order to calculate peak hour volumes by direction. These locations are as follows:

- I-5 at Templin Highway
- I-5 at Magic Mountain Parkway
- I-5 south of I-210 (Mainline)
- I-5 south of I-210 (HOV)
- I-210 at Roxford
- SR-14 at Placerita (Mainline)
- SR-14 at Placerita (HOV)

The calculated K and D factors were then applied to the 2013 AADT values shown in Table 2-1to determine the peak hour volumes shown in Table 2-2 and Table 2-3.

As shown on Table 2-2 and Table 2-3, the segments of I-5 generally between the Van Nuys Boulevard Interchange and the SR-170 Interchange are shown to be operating over capacity under existing conditions. However, HOV lanes that are fully funded and planned for completion in late 2014 are currently under construction between Buena Vista Street and SR-118 and would alleviate the traffic congestion in this area. In December of 2014, Caltrans completed construction of truck lanes from Pico Canyon Road/Lyons Avenue to SR-14. In the southbound direction the truck lane extends 3.7 miles from Pico Canyon Road/Lyons Avenue to SR-14, while

Table 2-1 Freeway AADT Volumes – Existing Conditions

No.	Segment	2013 AADT
400.	I-5 North of Templin Hwy	70,000
401.	I-5 Between Templin Hwy & Lake Hughes	70,000
402.	I-5 Between Lake Hughes & Parker	71,000
403.	I-5 Between Parker & Hasley Canyon	89,000
404.	I-5 Between Hasley Canyon & SR-126	109,000
405.	I-5 Between SR-126 & Rye Canyon	124,000
406.	I-5 Between Rye Cyn & Magic Mtn	134,000
407.	I-5 Between Magic Mtn & Valencia	148,000
408.	I-5 Between Valencia & McBean	169,000
409.	I-5 Between McBean & Pico/Lyons	180,000
410.	I-5 Between Pico/Lyons & Calgrove	192,000
411.	I-5 Between Calgrove & SR-14	193,000
412.	I-5 Between SR-14 & I-210	323,000
413.	I-5 Between I-210 & Roxford	245,000
414.	I-5 Between Roxford & I-405	264,000
415.	I-5 Between I-405 & S.F. Mission	136,000
416.	I-5 Between S.F. Mission & Brand	144,000
417.	I-5 Between Brand & SR-118	151,000
418.	I-5 Between SR-118 & Van Nuys	274,000
419.	I-5 Between Van Nuys & Terra Bella	286,000
420.	I-5 Between Terra Bella & Osborne	296,000
421.	I-5 Between Osborne & SR-170	289,000
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	173,000
423.	I-5 Between Laurel Cyn & Lankershim	176,000
424.	I-5 Between Lankershim & Tuxford	173,000
425.	I-5 Between Tuxford & Penrose	175,000
501.	SR-14 Between I-5 & Newhall	160,000
502.	SR-14 Between Newhall & Placerita Cyn	145,000
503.	SR-14 Between Placerita Cyn & Golden Valley	137,000
504.	SR-14 Between Golden Valley & Sierra Hwy	142,000
505.	SR-14 Between Sierra Hwy & Sand Cyn	109,000
506.	SR-14 Between Sand Cyn & Soledad	99,000
507.	SR-14 Between Soledad & Agua Dulce Cyn	95,000
601.	I-405 Between I-5 & Rinaldi	135,000
602.	I-405 Between Rinaldi & S.F. Mission	136,000
603.	I-405 Between S.F. Mission & SR-118	144,000
604.	I-405 Between SR-118 & Devonshire	214,000
605.	I-405 Between Devonshire & Nordhoff	216,000
606.	I-405 Between Nordhoff & Roscoe	216,000
701.	I-210 Between I-5 & Yarnell	80,000
702.	I-210 Between Yarnell & Roxford	77,000
703.	I-210 Between Roxford & Polk	76,000
704.	I-210 Between Polk & Hubbard	87,000
705.	I-210 Between Hubbard & Maclay	108,000

(Continued)

Table 2-1 Freeway AADT Volumes – Existing Conditions (Continued)

No.	Segment	2013 AADT
706.	I-210 Between Maclay & SR-118	122,000
801.	SR-170 Between I-5 & Sheldon/Arleta	124,000
802.	SR-170 Between Sheldon/Arleta & Roscoe	135,000
AADT – Annual Average Daily Traffic		

Table 2-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Existing Conditions

No.	Segment	Lanes	Cap	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
			Northbound				
400.	I-5 North of Templin Hwy	4M	8,000	1,351	.169	2,359	.295
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	1,351	.169	2,359	.295
402.	I-5 Between Lake Hughes & Parker	4M	8,000	1,463	.183	1,896	.237
403.	I-5 Between Parker & Hasley Canyon	4M	8,000	1,833	.229	2,376	.297
404.	I-5 Between Hasley Canyon & SR-126	4M + 1A	9,000	2,245	.249	2,910	.323
405.	I-5 Between SR-126 & Rye Canyon	4M	8,000	2,760	.345	3,578	.447
406.	I-5 Between Rye Cyn & Magic Mtn	4M	8,000	2,760	.345	3,578	.447
407.	I-5 Between Magic Mtn & Valencia	4M	8,000	3,049	.381	3,952	.494
408.	I-5 Between Valencia & McBean	4M	8,000	3,481	.435	4,512	.564
409.	I-5 Between McBean & Pico/Lyons	4M	8,000	3,708	.464	4,806	.601
410.	I-5 Between Pico/Lyons & Calgrove	4M	8,000	3,955	.494	5,126	.641
411.	I-5 Between Calgrove & SR-14	4M + 1T[C]	9,200	3,976	.432	5,153	.560
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	7,720	.460	12,694	.756
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	5,856	.505	9,629	.830
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	6,310	.464	10,375	.763
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	3,250	.428	5,345	.703
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	3,442	.400	5,659	.658
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	3,609	.311	5,934	.512
418.	I-5 Between SR-118 & Van Nuys	4M + 3A[F]	14,000	6,549	.468	10,768	.769
419.	I-5 Between Van Nuys & Terra Bella	4M + 2A	10,000	6,835	.684	11,240	**1.124**
420.	I-5 Between Terra Bella & Osborne	4M + 2A	10,000	7,074	.707	11,633	**1.163**
421.	I-5 Between Osborne & SR-170	4M + 2A[F]	12,000	6,907	.576	11,358	.946
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M	8,000	4,135	.517	6,799	.850
423.	I-5 Between Laurel Cyn & Lankershim	5M	10,000	4,206	.421	6,917	.692
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	4,135	.431	6,799	.708
425.	I-5 Between Tuxford & Penrose	4M + 1H	9,600	4,183	.436	6,878	.716

(Continued)

Table 2-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Existing Conditions (Continued)

No.	Segment	Lanes	Cap	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
Northbound (Continued)							
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	3,056	.263	8,032	.692
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	2,770	.364	7,279	.958
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	2,617	.344	6,877	.905
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	2,712	.315	7,128	.829
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,082	.274	5,472	.720
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	1,891	.338	4,970	.887
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	1,815	.239	4,769	.628
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	3,227	.425	5,306	.698
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	3,250	.428	5,345	.703
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	3,442	.325	5,659	.534
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	5,115	.376	8,410	.618
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	5,162	.538	8,489	.884
606.	I-405 Between Nordhoff & Roscoe	4M + 1H + 1A	10,600	5,162	.487	8,489	.801
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	2,964	.494	4,873	.812
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M	6,000	3,227	.538	5,306	.884
Eastbound							
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	4,856	.694	3,072	.439
702.	I-210 Between Yarnell & Roxford	3M	6,000	4,674	.779	2,957	.493
703.	I-210 Between Roxford & Polk	3M	6,000	4,613	.769	2,918	.486
704.	I-210 Between Polk & Hubbard	3M	6,000	5,281	.880	3,341	.557
705.	I-210 Between Hubbard & Maclay	3M	6,000	6,556	**1.093**	4,147	.691
706.	I-210 Between Maclay & SR-118	4M	8,000	7,405	.926	4,685	.586

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
Cap = Capcity
Vol = Volume
See Table 1-4 for lane capacities.
Bold = segment is operating over capacity (V/C > 1.000)

Table 2-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Existing Conditions

No.	Segment	Lanes	Cap	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
			Southbound				
400.	I-5 North of Templin Hwy	4M	8,000	1,309	.164	2,240	.280
401.	I-5 Between Templin Hwy and Lake Hughes	4M	8,000	1,309	.164	2,240	.280
402.	I-5 Between Lake Hughes & Parker	4M	8,000	1,803	.225	2,450	.306
403.	I-5 Between Parker & Hasley Canyon	4M	8,000	2,261	.283	3,071	.384
404.	I-5 Between Hasley Canyon & SR-126	4M	8,000	2,769	.346	3,761	.470
405.	I-5 Between SR-126 & Rye Canyon	4M	8,000	3,150	.394	4,278	.535
406.	I-5 Between Rye Cyn & Magic Mtn	4M	8,000	3,404	.425	4,623	.578
407.	I-5 Between Magic Mtn & Valencia	4M	8,000	3,759	.470	5,106	.638
408.	I-5 Between Valencia & McBean	4M	8,000	4,293	.537	5,831	.729
409.	I-5 Between McBean & Pico/Lyons	4M	8,000	4,572	.572	6,210	.776
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1T	9,600	4,877	.508	6,624	.690
411.	I-5 Between Calgrove & SR-14	4M + 2T[C]	10,400	4,902	.471	6,659	.640
412.	I-5 Between SR-14 & I-210	4M + 1H + 2A[F] + 2T	16,800	13,954	.831	9,238	.550
413.	I-5 Between I-210 & Roxford	5M + 1H	11,600	10,584	.912	7,007	.604
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	11,405	.839	7,550	.555
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	5,875	.773	3,890	.512
416.	I-5 Between S.F. Mission & Brand	4M + 1A	9,000	6,221	.691	4,118	.458
417.	I-5 Between Brand & SR-118	4M + 2A[F]	12,000	6,523	.544	4,319	.360
418.	I-5 Between SR-118 & Van Nuys	6M	12,000	11,837	.986	7,836	.653
419.	I-5 Between Van Nuys & Terra Bella	6M	12,000	12,355	**1.030**	8,180	.682
420.	I-5 Between Terra Bella & Osborne	6M + 1A	13,000	12,787	.984	8,466	.651
421.	I-5 Between Osborne & SR-170	4M + 2A[F]	12,000	12,485	**1.040**	8,265	.689
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M	8,000	7,474	.934	4,948	.618
423.	I-5 Between Laurel Cyn & Lankershim	4M + 1H	9,600	7,603	.792	5,034	.524
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	7,474	.779	4,948	.515
425.	I-5 Between Tuxford & Penrose	4M + 1H + 1A	10,600	7,560	.713	5,005	.472
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	8,592	.741	4,496	.388

(Continued)

Table 2-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Existing Conditions (Continued)

No.	Segment	Lanes	Cap	2013 AM Peak Hour		2013 PM Peak Hour	
				Vol	V/C	Vol	V/C
Southbound (Continued)							
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	7,787	**1.025**	4,075	.536
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	7,357	.968	3,850	.507
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	7,625	.887	3,990	.464
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	5,853	.770	3,063	.403
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	5,316	.949	2,782	.497
507.	SR-14 Between Soledad & Agua Dulce Cyn	2M + 1H	5,600	5,102	.911	2,670	.477
601.	I-405 Between I-5 & Rinaldi	3M + 1A	7,000	5,832	.833	3,861	.552
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	5,875	.773	3,890	.512
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	6,221	.587	4,118	.389
604.	I-405 Between SR-118 & Devonshire	6M + 1H	13,600	5,115	.376	8,410	.618
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	9,331	.972	6,178	.644
606.	I-405 Between Nordhoff & Roscoe	4M + 1H	9,600	9,331	.972	6,178	.644
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	5,357	.893	3,546	.591
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M + 1A	7,000	5,832	.833	3,861	.552
Westbound							
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,232	.319	5,208	.744
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,148	.358	5,013	.835
703.	I-210 Between Roxford & Polk	3M	6,000	2,120	.353	4,948	.825
704.	I-210 Between Polk & Hubbard	3M	6,000	2,427	.405	5,664	.944
705.	I-210 Between Hubbard & Maclay	3M	6,000	3,013	.502	7,031	**1.172**
706.	I-210 Between Maclay & SR-118	4M	8,000	3,404	.425	7,942	.993

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
Cap = Capacity
Vol = Volumes

See Table 1-4 for lane capacities.
Bold = segment is operating over capacity (V/C > 1.000)

Table 2-4 Freeway Peak Hour K & D Factors (Sample Locations)

Location	AM Period			PM Period		
	K	D	KD	K	D	KD
I-5 at Templin Highway	3.80%	50.87% (NB)	1.93%	6.57%	51.34% (NB)	3.37%
I-5 at Magic Mountain Parkway	4.61%	55.25% (SB)	2.54%	6.12%	56.34% (SB)	3.45%
I-5 south of I-210 (Mainline)	5.92%	62.00% (SB)	3.67%	5.95%	56.19% (NB)	3.34%
I-5 south of I-210 (HOV)	0.78%	82.62% (SB)	0.64%	0.84%	69.89% (NB)	0.59%
I-210 at Roxford	8.86%	68.53% (EB)	6.07%	10.34%	62.91% (WB)	6.51%
SR-14 at Placerita (Mainline)	6.09%	71.34% (SB)	4.35%	6.32%	62.34% (NB)	3.94%
SR-14 at Placerita (HOV)	1.18%	86.20% (SB)	1.02%	1.51%	71.33% (NB)	1.08%
Source: PeMS – October 2013 weekday volumes (mean plus one standard deviation)						

in the northbound direction, the truck lane extends from SR-14 to Gavin Canyon (1.4 miles). These improvements are incorporated in this existing conditions analysis.

Table 2-2 and Table 2-3 also show that segments on the SR-210 from the Hubbard Interchange to Maclay Interchange and on the SR-14 from the Newhall interchange to Placerita Canyon are also operating over capacity under existing conditions.

2.2 FUTURE CONDITIONS

The I-5 is currently built to eight lanes near the project, and Caltrans and the Metropolitan Transportation Authority (Metro) are in the process of expanding the freeway to provide additional capacity. In September 2009, Caltrans approved a Final Environmental Impact Report/Environmental Assessment for the I-5 High Occupancy Vehicle (HOV)/Truck Lanes Project SR-14 to Parker Road ("I-5 Improvement Project"). The project will add: one HOV lane in each direction on I-5 from the SR-14 Interchange north to Parker Road; truck climbing lanes in each direction from the SR-14 Interchange to Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound); and full auxiliary lanes within portions of the Project study area. In May 2013, Caltrans approved a Supplemental EIR/Environmental Reevaluation (EIR/ER) for the improvement project that replaces the planned HOV lanes with high occupancy toll (HOT) lanes (see References 4 and 5 in Section 1.6). The EIR/ER estimated completion of the truck lanes in 2014 (construction was completed and truck lanes were opened in December, 2014) and the HOT lanes in 2018. As a result, these improvements are included in both the 2024 and 2034 analysis scenarios. Specific to the HOT lanes, Metro staff currently is pursuing a design-build approach to expedite the project utilizing a combination of public financing and tolling funding strategy.

For the evaluation of impacts to the regional freeway system, the SCVCTM is used to derive the volume of project generated traffic that is anticipated to utilize the freeway. Project generated trips are then incrementally added to background condition freeway volumes derived as discussed in the following paragraphs.

In the Entrada South (VTTM 53295) Traffic Impact Analysis, background freeway volumes for future year (2024) cumulative conditions were derived by applying a uniform annual growth rate to factor existing conditions to the 2024 cumulative horizon year. The selected annual growth rate utilized for that report was two percent per year. This report updates those background freeway volumes for future year cumulative conditions using data and growth rates derived from the following three sources: Supplemental EIR/ER for the HOT lanes prepared by Caltrans (See Reference 5 in Section 1.6), Southern California Association of Government's (SCAG) Regional Transportation Model (RTM) and the 2010 CMP for Los Angeles County. The use of data from these sources allows for the derivation of long-range cumulative conditions forecasts for the project's buildout year of 2034 that are consistent with the regional traffic forecasts.

The first source for long-range cumulative conditions freeway volumes is the previously discussed Supplemental EIR/ER for the improvement project that replaces the planned HOV lanes with HOT

lanes. I-5 traffic volumes for the Santa Clarita Valley from the HOT Lane SEIR report were considered and average annual growth rates were derived from those volumes. That Supplemental EIR/ER only addresses the segments of I-5 within the Santa Clarita Valley and it presents traffic forecasts for the year 2035. For consistency with the 2034 horizon year utilized in the project's traffic study, those 2035 forecasts were factored down to represent 2034 conditions.

The second source for deriving long-range freeway volumes is the SCAG RTM. SCAG is the primary agency responsible for the development and maintenance of regional travel demand forecasting models for the SCAG region that includes six counties – Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial. Traffic model data was obtained from SCAG in June 2014, which includes updates to the RTM that was developed for use in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Average annual growth rates for freeway sections for the I-5 not addressed by the Caltrans HOT lanes study, as well as for the I-210 and I-405 freeways were derived based on SCAG's projected growth from their 2008 base year to their 2035 horizon year. Those growth rates were applied to the 2013 existing conditions traffic volumes discussed in the previous section to derive 2034 forecasts.

The third source for deriving long-range freeway volumes is the 2010 Los Angeles County Guidelines for CMP Transportation Impact Analysis (See Reference 6 in Section 1.6). The CMP Guidelines present general traffic volume growth factors by Regional Statistical Areas (RSA), such as the Santa Clarita Valley. Volume growth rates for that RSA were used to derive average annual growth rates for segments of SR-14 and SR-170 within the study area.

Table 2-5 summarizes the average annual growth rates assumed in this analysis for 2024 Cumulative Conditions and 2034 Cumulative Conditions. The average annual growth rates are applied consistently for estimating 2024 and 2034 conditions, with the exception of the SR-14 freeway where varying CMP growth rates are utilized since the CMP reports growth rates at five year intervals. The growth rates were applied to the 2013 traffic counts presented in the prior section, with the exception of the freeway segments addressed by the HOT Lanes SEIR, for which the SEIR 2035 forecasts were factored down to represent 2034 and 2024 conditions, respectively.

Table 2-5 Average Annual Growth Rates

Segment	Description	Average Annual Growth Rate 2024	Average Annual Growth Rate 2034	Source:
I-5				
400	North of Templin Hwy	3.06%	3.06%	SCAG
401	Between Templin Hwy & Lake Hughes	3.06%	3.06%	SCAG
402	Between Lake Hughes & Parker	4.44%	n/a[1]	HOT Lane SEIR
403	Between Parker & Hasley Canyon	3.54%		HOT Lane SEIR
404	Between Hasley Canyon & SR-126	2.45%		HOT Lane SEIR
405	Between SR-126 & Rye Canyon	1.87%		HOT Lane SEIR
406	Between Rye Cyn & Magic Mtn	1.57%		HOT Lane SEIR
407	Between Magic Mtn & Valencia	1.40%		HOT Lane SEIR
408	Between Valencia & McBean	1.24%		HOT Lane SEIR
409	Between McBean & Pico/Lyons	0.97%		HOT Lane SEIR
410	Between Pico/Lyons & Calgrove	1.23%		HOT Lane SEIR
411	Between Calgrove & SR-14	1.22%		HOT Lane SEIR
412	Between SR-14 & I-210	0.82%	0.82%	SCAG
413	Between I-210 & Roxford	0.73%	0.73%	SCAG
414	Between Roxford & I-405	0.64%	0.64%	SCAG
415	Between I-405 & S.F. Mission	0.78%	0.78%	SCAG
416	Between S.F. Mission & Brand	0.74%	0.74%	SCAG
417	Between Brand & SR-118	0.68%	0.68%	SCAG
418	Between SR-118 & Van Nuys	0.37%	0.37%	SCAG
419	Between Van Nuys & Terra Bella	0.34%	0.34%	SCAG
420	Between Terra Bella & Osborne	0.31%	0.31%	SCAG
421	Between Osborne & SR-170	0.29%	0.29%	SCAG
422	Between SR-170 & Sheldon/Laurel Cyn	0.40%	0.40%	SCAG
423	Between Laurel Cyn & Lankershim	0.49%	0.49%	SCAG
424	Between Lankershim & Tuxford	0.56%	0.56%	SCAG
425	Between Tuxford & Penrose	0.50%	0.50%	SCAG
SR-14				
501	Between I-5 & Newhall	2.30%	1.80%	CMP
502	Between Newhall & Placerita Cyn	2.30%	1.80%	CMP
503	Between Placerita Cyn & Golden Valley	2.30%	1.80%	CMP
504	Between Golden Valley & Sierra Hwy	2.30%	1.80%	CMP
505	Between Sierra Hwy & Sand Cyn	2.30%	1.80%	CMP
506	Between Sand Cyn & Soledad	2.30%	1.80%	CMP
507	Between Soledad & Agua Dulce Cyn	2.30%	1.80%	CMP
I-210				
701	Between I-5 & Yarnell	0.43%	0.43%	SCAG
702	Between Yarnell & Roxford	0.45%	0.45%	SCAG
703	Between Roxford & Polk	0.39%	0.39%	SCAG
704	Between Polk & Hubbard	0.32%	0.32%	SCAG
705	Between Hubbard & Maclay	0.20%	0.20%	SCAG
706	Between Maclay & SR-118	0.10%	0.10%	SCAG

(Continued)

Table 2-5 Average Annual Growth Rates (Continued)

Segment	Description	Average Annual Growth Rate		Source:
		2024	2034	
I-405				
601	Between I-5 & Rinaldi	0.51%	0.51%	SCAG
602	Between Rinaldi & S.F. Mission	0.37%	0.37%	SCAG
603	Between S.F. Mission & SR-118	0.33%	0.33%	SCAG
605	Between SR-118 & Devonshire	0.29%	0.29%	SCAG
606	Between Devonshire & Nordhoff	0.29%	0.29%	SCAG
607	Between Nordhoff & Roscoe	0.29%	0.29%	SCAG
SR-170				
801	Between I-5 to Sheldon/Arleta	0.40%	0.40%	CMP
802	Between Sheldon/Arleta to Roscoe	0.40%	0.40%	CMP

[1] 2034 volumes for these segments are derived from forecasts shown in the Caltrans HOT lanes SEIR (see Reference 5 in Section 1.5)

3.0 IMPACT ANALYSIS

This chapter presents cumulative conditions freeway traffic volumes and identifies potential traffic impacts of the proposed Project on the regional freeway system. Project impacts are identified using the criteria outlined in Chapter 1.0.

3.1 2024 CUMULATIVE CONDITIONS

Freeway AADT volumes for conditions with and without the Project are provided in Table 3-1. Table 3-2 and Table 3-3 list the freeway peak hour volumes and the corresponding V/C ratios for conditions with and without the Project.

As shown, the following segments are shown to exceed capacity under both without and with-project conditions:

419. I-5 Northbound Between Van Nuys & Terra Bella (PM Peak Hour)
420. I-5 Northbound Between Terra Bella & Osborne (PM Peak Hour)
502. SR-14 Northbound Between Newhall & Placerita Cyn (PM Peak Hour)
503. SR-14 Northbound Between Placerita Cyn & Golden Valley (PM Peak Hour)
504. SR-14 Northbound Between Golden Valley & Sierra Hwy (PM Peak Hour)
506. SR-14 Northbound Between Sand Cyn & Soledad (PM Peak Hour)
502. SR-14 Southbound Between Newhall & Placerita Cyn (AM Peak Hour)
503. SR-14 Southbound Between Placerita Cyn & Golden Valley (AM Peak Hour)
504. SR-14 Southbound Between Golden Valley & Sierra Hwy (AM Peak Hour)
506. SR-14 Southbound Between Sand Cyn & Soledad (AM Peak Hour)
507. SR-14 Southbound Between Soledad & Agua Dulce Cyn (AM Peak Hour)
605. I-405 Southbound Between Devonshire & Nordhoff (AM Peak Hour)
606. I-405 Southbound Between Nordhoff & Roscoe (AM Peak Hour)
705. I-210 Eastbound Between Hubbard and Maclay (AM Peak Hour)
705. I-210 Westbound Between Hubbard and Maclay (PM Peak Hour)
706. I-210 Westbound Between Maclay and SR-118 (PM Peak Hour)

While traffic volumes on the freeway segments listed above would exceed the capacity of the highway under "with-project" conditions, the amount of increased traffic due to the Project would not exceed the applicable threshold of significance since the V/C increase due to the project would be less than 0.02 at each location. Therefore, the project's impacts under the 2024 Cumulative Conditions scenario would be less than significant.

Table 3-1 Freeway AADT Summary – Cumulative Conditions (2024) with and without Project

No.	Segment	Without Project	With Project
400.	I-5 North of Templin Hwy	94,000	94,000
401.	I-5 Between Templin Hwy & Lake Hughes	94,000	94,000
402.	I-5 Between Lake Hughes & Parker	106,000	107,000
403.	I-5 Between Parker & Hasley Canyon	124,000	125,000
404.	I-5 Between Hasley Canyon & SR-126	138,000	139,000
405.	I-5 Between SR-126 & Rye Canyon	150,000	152,000
406.	I-5 Between Rye Cyn & Magic Mtn	157,000	158,000
407.	I-5 Between Magic Mtn & Valencia	171,000	176,000
408.	I-5 Between Valencia & McBean	192,000	197,000
409.	I-5 Between McBean & Pico/Lyons	199,000	203,000
410.	I-5 Between Pico/Lyons & Calgrove	218,000	221,000
411.	I-5 Between Calgrove & SR-14	219,000	221,000
412.	I-5 Between SR-14 & I-210	352,000	354,000
413.	I-5 Between I-210 & Roxford	265,000	266,000
414.	I-5 Between Roxford & I-405	283,000	284,000
415.	I-5 Between I-405 & S.F. Mission	148,000	149,000
416.	I-5 Between S.F. Mission & Brand	156,000	157,000
417.	I-5 Between Brand & SR-118	162,000	163,000
418.	I-5 Between SR-118 & Van Nuys	285,000	286,000
419.	I-5 Between Van Nuys & Terra Bella	297,000	298,000
420.	I-5 Between Terra Bella & Osborne	306,000	307,000
421.	I-5 Between Osborne & SR-170	298,000	299,000
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	181,000	181.000
423.	I-5 Between Laurel Cyn & Lankershim	185,000	185,000
424.	I-5 Between Lankershim & Tuxford	184,000	184,000
425.	I-5 Between Tuxford & Penrose	185,000	185,000
501.	SR-14 Between I-5 & Newhall	200,000	201,000
502.	SR-14 Between Newhall & Placerita Cyn	182,000	183,000
503.	SR-14 Between Placerita Cyn & Golden Valley	172,000	173,000
504.	SR-14 Between Golden Valley & Sierra Hwy	178,000	178,000
505.	SR-14 Between Sierra Hwy & Sand Cyn	137,000	137,000
506.	SR-14 Between Sand Cyn & Soledad	124,000	124,000
507.	SR-14 Between Soledad & Agua Dulce Cyn	119,000	119,000
601.	I-405 Between I-5 & Rinaldi	143,000	144,000
602.	I-405 Between Rinaldi & S.F. Mission	142,000	143,000
603.	I-405 Between S.F. Mission & SR-118	149,000	150,000
604.	I-405 Between SR-118 & Devonshire	221,000	221,000
605.	I-405 Between Devonshire & Nordhoff	223,000	223,000
606.	I-405 Between Nordhoff & Roscoe	223,000	223,000
701.	I-210 Between I-5 & Yarnell	84,000	84,000
702.	I-210 Between Yarnell & Roxford	81,000	81,000
703.	I-210 Between Roxford & Polk	79,000	79,000

(Continued)

Table 3-1 Freeway AADT Summary – Cumulative Conditions (2024) with and without Project (Continued)

No.	Segment	Without Project	With Project
704.	I-210 Between Polk & Hubbard	90,000	90,000
705.	I-210 Between Hubbard & Maclay	110,000	110,000
706.	I-210 Between Maclay & SR-118	123,000	123,000
801.	SR-170 Between I-5 & Sheldon/Arleta	129,000	129,000
802.	SR-170 Between Sheldon/Arleta & Roscoe	141,000	141,000
AADT – Annual Average Daily Traffic			

Table 3-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2024) Conditions with and without Project

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Northbound													
400.	I-5 North of Templin Hwy	4M	8,000	3,275	.409	4,865	.608	3,285	.411	4,895	.612	0.002	0.004
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	3,275	.409	4,865	.608	3,285	.411	4,895	.612	0.002	0.004
402.	I-5 Between Lake Hughes & Parker	4M	8,000	3,699	.462	5,496	.687	3,716	.465	5,556	.694	0.003	0.007
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	4,327	.451	6,305	.657	4,349	.453	6,383	.665	0.002	0.008
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H + 1A	10,600	4,841	.457	6,916	.652	4,866	.459	6,998	.660	0.002	0.008
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H	9,600	5,188	.540	6,917	.721	5,213	.543	7,001	.729	0.003	0.008
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H	9,600	5,188	.540	6,917	.721	5,213	.543	7,001	.729	0.003	0.008
407.	I-5 Between Magic Mtn & Valencia	4M + 1H + 1A	10,600	5,633	.531	7,170	.676	5,763	.544	7,319	.690	0.013	0.014
408.	I-5 Between Valencia & McBean	4M + 1H	9,600	6,338	.660	8,066	.840	6,468	.674	8,228	.857	0.014	0.017
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	6,576	.685	8,369	.872	6,706	.699	8,530	.889	0.014	0.017
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1A	10,600	7,192	.678	8,936	.843	7,303	.689	9,052	.854	0.011	0.011
411.	I-5 Between Calgrove & SR-14	4M + 1H + 1T[C]	10,800	7,223	.669	8,974	.831	7,326	.678	9,079	.841	0.009	0.010
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	8,414	.501	13,836	.824	8,473	.504	13,911	.828	0.003	0.004
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	6,326	.545	10,402	.897	6,375	.550	10,464	.902	0.005	0.005
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	6,755	.497	11,108	.817	6,802	.500	11,168	.821	0.003	0.004
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	3,529	.464	5,802	.763	3,551	.467	5,830	.767	0.003	0.004

(Continued)

Table 3-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Northbound (Continued)													
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	3,723	.433	6,122	.712	3,744	.435	6,148	.715	0.002	0.003
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	3,878	.334	6,376	.550	3,899	.336	6,402	.552	0.002	0.002
418.	I-5 Between SR-118 & Van Nuys	4M + 1H + 3A[F]	15,600	6,817	.437	11,210	.719	6,837	.438	11,235	.720	0.001	0.001
419.	I-5 Between Van Nuys & Terra Bella	4M + 1H + 2A	11,600	7,090	.611	11,659	**1.005**	7,110	.613	11,684	**1.007**	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	4M + 1H + 2A	11,600	7,315	.631	12,029	**1.037**	7,335	.632	12,054	**1.039**	0.001	0.002
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	7,130	.524	11,724	.862	7,148	.526	11,747	.864	0.002	0.002
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	4,318	.450	7,101	.740	4,328	.451	7,114	.741	0.001	0.001
423.	I-5 Between Laurel Cyn & Lankershim	5M	10,000	4,433	.443	7,290	.729	4,442	.444	7,302	.730	0.001	0.001
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	4,389	.457	7,218	.752	4,397	.458	7,229	.753	0.001	0.001
425.	I-5 Between Tuxford & Penrose	4M + 1H	9,600	4,413	.460	7,256	.756	4,420	.460	7,266	.757	0.000	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	3,829	.330	10,064	.868	3,844	.331	10,130	.873	0.001	0.005
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	3,470	.457	9,121	**1.200**	3,485	.459	9,186	**1.209**	0.002	0.009
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	3,279	.431	8,617	**1.134**	3,293	.433	8,680	**1.142**	0.002	0.008
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	3,398	.395	8,932	**1.039**	3,408	.396	8,988	**1.045**	0.001	0.006
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,609	.343	6,856	.902	2,617	.344	6,895	.907	0.001	0.005

(Continued)

Table 3-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Northbound (Continued)													
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	2,369	.423	6,227	**1.112**	2,375	.424	6,259	**1.118**	0.001	0.006
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	2,274	.299	5,976	.786	2,279	.300	6,003	.790	0.001	0.004
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	3,407	.448	5,602	.737	3,432	.452	5,634	.741	0.004	0.004
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	3,382	.445	5,561	.732	3,405	.448	5,590	.736	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	3,567	.336	5,865	.553	3,590	.339	5,894	.556	0.003	0.003
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	5,270	.388	8,666	.637	5,288	.389	8,688	.639	0.001	0.002
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	5,320	.554	8,747	.911	5,337	.556	8,768	.913	0.002	0.002
606.	I-405 Between Nordhoff & Roscoe	4M + 1H + 1A	10,600	5,320	.502	8,747	.825	5,335	.503	8,765	.827	0.001	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	3,094	.516	5,088	.848	3,102	.517	5,098	.850	0.001	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M	6,000	3,368	.561	5,539	.923	3,376	.563	5,549	.925	0.002	0.002
Eastbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	5,084	.726	3,216	.459	5,094	.728	3,229	.461	0.002	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	4,905	.818	3,103	.517	4,914	.819	3,115	.519	0.001	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	4,810	.802	3,043	.507	4,818	.803	3,054	.509	0.001	0.002
704.	I-210 Between Polk & Hubbard	3M	6,000	5,464	.911	3,457	.576	5,471	.912	3,467	.578	0.001	0.002

(Continued)

Table 3-2 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Eastbound (Continued)													
705.	I-210 Between Hubbard & Maclay	3M	6,000	6,702	**1.117**	4,240	.707	6,708	**1.118**	4,249	.708	0.001	0.001
706.	I-210 Between Maclay & SR-118	4M	8,000	7,486	.936	4,736	.592	7,492	.937	4,744	.593	0.001	0.001

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
Cap = Capacity
Vol - Volume

See Table 1-4 for lane capacities and significant impact thresholds of significance.
Bold = segment is operating over capacity (V/C > 1.000)

Table 3-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2024) Conditions with and without Project

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Southbound													
400.	I-5 North of Templin Hwy	4M	8,000	5,052	.632	3,088	.386	5,075	.634	3,106	.388	0.002	0.002
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	5,052	.632	3,088	.386	5,075	.634	3,106	.388	0.002	0.002
402.	I-5 Between Lake Hughes & Parker	4M	8,000	5,707	.713	3,488	.436	5,738	.717	3,522	.440	0.004	0.004
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	6,552	.682	4,079	.425	6,609	.688	4,122	.429	0.006	0.004
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H	9,600	7,193	.749	4,565	.475	7,272	.757	4,623	.482	0.008	0.007
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H + 1A	10,600	7,179	.677	5,235	.494	7,262	.685	5,293	.499	0.008	0.005
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H + 1A	10,600	6,917	.653	5,817	.549	6,917	.653	5,855	.552	0.000	0.003
407.	I-5 Between Magic Mtn & Valencia	4M + 1H	9,600	7,170	.747	6,146	.640	7,373	.768	6,400	.667	0.021	0.027
408.	I-5 Between Valencia & McBean	4M + 1H + 1A	10,600	8,066	.761	6,914	.652	8,230	.776	7,168	.676	0.015	0.024
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	8,369	.872	6,775	.706	8,492	.885	6,989	.728	0.013	0.022
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1T	11,200	9,153	.817	6,974	.623	9,244	.825	7,139	.637	0.008	0.014
411.	I-5 Between Calgrove & SR-14	4M + 1H + 2T[C]	12,000	9,630	.803	7,004	.584	9,708	.809	7,159	.597	0.006	0.013
412.	I-5 Between SR-14 & I-210	4M + 1H + 2A[F] + 2T	16,800	15,209	.905	10,069	.599	15,272	.909	10,151	.604	0.004	0.005
413.	I-5 Between I-210 & Roxford	5M + 1H	11,600	11,434	.986	7,570	.653	11,487	.990	7,639	.658	0.004	0.005
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	12,210	.898	8,084	.594	12,262	.902	8,151	.599	0.004	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	6,378	.839	4,223	.556	6,405	.843	4,258	.560	0.004	0.004

(Continued)

Table 3-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Southbound (Continued)													
416.	I-5 Between S.F. Mission & Brand	4M + 1H +1A	10,600	6,730	.635	4,455	.420	6,756	.637	4,488	.423	0.002	0.003
417.	I-5 Between Brand & SR-118	4M + 1H +2A[F]	13,600	7,009	.515	4,640	.341	7,035	.517	4,673	.344	0.002	0.003
418.	I-5 Between SR-118 & Van Nuys	6M + 1H	13,600	12,323	.906	8,158	.600	12,348	.908	8,189	.602	0.002	0.002
419.	I-5 Between Van Nuys & Terra Bella	6M + 1H	13,600	12,816	.942	8,485	.624	12,841	.944	8,516	.626	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	6M + 1H + 1A	14,600	13,223	.906	8,754	.600	13,248	.907	8,785	.602	0.001	0.002
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	12,888	.948	8,532	.627	12,911	.949	8,561	.630	0.001	0.003
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	7,806	.813	5,168	.538	7,819	.814	5,184	.540	0.001	0.002
423.	I-5 Between Laurel Cyn & Lankershim	4M + 1H	9,600	8,013	.835	5,305	.553	8,025	.836	5,320	.554	0.001	0.001
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	7,934	.826	5,253	.547	7,945	.828	5,267	.549	0.002	0.002
425.	I-5 Between Tuxford & Penrose	4M + 1H + 1A	10,600	7,976	.752	5,280	.498	7,987	.753	5,294	.499	0.001	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	10,766	.928	5,633	.486	10,810	.932	5,663	.488	0.004	0.002
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	9,757	**1.284**	5,105	.672	9,800	**1.289**	5,133	.675	0.005	0.003
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	9,218	**1.213**	4,824	.635	9,259	**1.218**	4,847	.638	0.005	0.003
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	9,555	**1.111**	5,000	.581	9,594	**1.116**	5,021	.584	0.005	0.003
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	7,353	.968	3,838	.505	7,385	.972	3,853	.507	0.004	0.002

(Continued)

Table 3-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Southbound (Continued)													
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	6,661	**1.190**	3,486	.622	6,684	**1.194**	3,497	.624	0.004	0.002
507.	SR-14 Between Soledad & Agua Dulce Cyn	2M + 1H	5,600	6,392	**1.142**	3,345	.597	6,414	**1.145**	3,355	.599	0.003	0.002
601.	I-405 Between I-5 & Rinaldi	3M + 1A	7,000	6,158	.880	4,077	.582	6,183	.883	4,109	.587	0.003	0.005
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	6,113	.804	4,047	.532	6,136	.807	4,077	.536	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	6,447	.608	4,268	.403	6,470	.610	4,298	.405	0.002	0.002
604.	I-405 Between SR-118 & Devonshire	6M + 1H	13,600	9,526	.700	6,307	.464	9,543	.702	6,330	.465	0.002	0.001
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	9,615	**1.002**	6,366	.663	9,631	**1.003**	6,388	.665	0.001	0.002
606.	I-405 Between Nordhoff & Roscoe	4M + 1H	9,600	9,615	**1.002**	6,366	.663	9,629	**1.003**	6,385	.665	0.001	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	5,593	.932	3,703	.617	5,603	.934	3,716	.619	0.002	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M + 1A	7,000	6,089	.870	4,031	.576	6,099	.871	4,044	.578	0.001	0.002
Westbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,337	.334	5,452	.779	2,347	.335	5,465	.781	0.001	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,255	.376	5,261	.877	2,264	.377	5,273	.879	0.001	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	2,211	.369	5,159	.860	2,219	.370	5,169	.862	0.001	0.002

(Continued)

Table 3-3 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2024) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Westbound (Continued)													
704.	I-210 Between Polk & Hubbard	3M	6,000	2,512	.419	5,860	.977	2,519	.420	5,869	.978	0.001	0.001
705.	I-210 Between Hubbard & Maclay	3M	6,000	3,081	.513	7,188	1.198	3,087	0.514	7,196	1.199	0.001	0.001
706.	I-210 Between Maclay & SR-118	4M	8,000	3,441	.430	8,029	1.004	3,447	0.431	8,036	1.004	0.001	0.000

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
Cap = Capacity
Vol = Volume

See Table 1-4 for lane capacities and significant impact thresholds of significance.
Bold = segment is operating over capacity (V/C > 1.000)

3.2 2034 CUMULATIVE CONDITIONS

Freeway AADT volumes for conditions with and without the Project are provided in Table 3-4. Table 3-5 and Table 3-6 list the freeway peak hour volumes and the corresponding V/C ratios for conditions with and without the Project.

The following segments are shown to exceed capacity under 2034 (without project and with-project) Cumulative Conditions:

419. I-5 Northbound Between Van Nuys & Terra Bella (PM Peak Hour)
420. I-5 Northbound Between Terra Bella & Osborne (PM Peak Hour)
502. SR-14 Northbound Between Newhall & Placerita Cyn (PM Peak Hour)
503. SR-14 Northbound Between Placerita Cyn & Golden Valley (PM Peak Hour)
504. SR-14 Northbound Between Golden Valley & Sierra Hwy (PM Peak Hour)
506. SR-14 Northbound Between Sand Cyn & Soledad (PM Peak Hour)
402. I-5 Southbound Between Lake Hughes & Parker (AM Peak Hour)
413. I-5 Southbound Between I-210 & Roxford (AM Peak Hour)
501. SR-14 Southbound Between I-5 & Newhall (AM Peak Hour)
502. SR-14 Southbound Between Newhall & Placerita Cyn (AM Peak Hour)
503. SR-14 Southbound Between Placerita Cyn & Golden Valley (AM Peak Hour)
504. SR-14 Southbound Between Golden Valley & Sierra Hwy (AM Peak Hour)
505. SR-14 Southbound Between Sierra Hwy & Sand Cyn (AM Peak Hour)
506. SR-14 Southbound Between Sand Cyn & Soledad (AM Peak Hour)
507. SR-14 Southbound Between Soledad & Agua Dulce Cyn (AM Peak Hour)
605. I-405 Southbound Between Devonshire & Nordhoff (AM Peak Hour)
606. I-405 Southbound Between Nordhoff & Roscoe (AM Peak Hour)
705. I-210 Eastbound Between Hubbard & Maclay (AM Peak Hour)
704. I-210 Westbound Between Polk & Hubbard (PM Peak Hour)
705. I-210 Westbound Between Hubbard & Maclay (PM Peak Hour)
706. I-210 Westbound Between Mcclay & SR-118 (PM Peak Hour)

While volumes on the freeway segments listed above would exceed the capacity of the highway under "with-project" conditions, the amount of increased traffic due to the Project would not exceed the applicable threshold of significance since the V/C increase due to the project would be less than 0.02 at each location. Therefore, the project's impacts under the 2034 Cumulative Conditions scenario would be less than significant.

Table 3-4 Freeway AADT Summary – Cumulative Conditions (2034) with and without Project

No.	Segment	Without Project	With Project
400.	I-5 North of Templin Hwy	115,000	115,000
401.	I-5 Between Templin Hwy & Lake Hughes	115,000	115,000
402.	I-5 Between Lake Hughes & Parker	150,000	151,000
403.	I-5 Between Parker & Hasley Canyon	168,000	169,000
404.	I-5 Between Hasley Canyon & SR-126	169,000	170,000
405.	I-5 Between SR-126 & Rye Canyon	174,000	176,000
406.	I-5 Between Rye Cyn & Magic Mtn	181,000	182,000
407.	I-5 Between Magic Mtn & Valencia	191,000	196,000
408.	I-5 Between Valencia & McBean	214,000	219,000
409.	I-5 Between McBean & Pico/Lyons	220,000	224,000
410.	I-5 Between Pico/Lyons & Calgrove	250,000	253,000
411.	I-5 Between Calgrove & SR-14	252,000	254,000
412.	I-5 Between SR-14 & I-210	376,000	378,000
413.	I-5 Between I-210 & Roxford	282,000	283,000
414.	I-5 Between Roxford & I-405	299,000	300,000
415.	I-5 Between I-405 & S.F. Mission	157,000	158,000
416.	I-5 Between S.F. Mission & Brand	165,000	166,000
417.	I-5 Between Brand & SR-118	171,000	172,000
418.	I-5 Between SR-118 & Van Nuys	294,000	295,000
419.	I-5 Between Van Nuys & Terra Bella	305,000	306,000
420.	I-5 Between Terra Bella & Osborne	314,000	315,000
421.	I-5 Between Osborne & SR-170	306,000	307,000
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	188,000	188,000
423.	I-5 Between Laurel Cyn & Lankershim	195,000	195,000
424.	I-5 Between Lankershim & Tuxford	194,000	194,000
425.	I-5 Between Tuxford & Penrose	194,000	194,000
501.	SR-14 Between I-5 & Newhall	219,000	220,000
502.	SR-14 Between Newhall & Placerita Cyn	199,000	200,000
503.	SR-14 Between Placerita Cyn & Golden Valley	188,000	189,000
504.	SR-14 Between Golden Valley & Sierra Hwy	196,000	196,000
505.	SR-14 Between Sierra Hwy & Sand Cyn	150,000	150,000
506.	SR-14 Between Sand Cyn & Soledad	136,000	136,000
507.	SR-14 Between Soledad & Agua Dulce Cyn	131,000	131,000
601.	I-405 Between I-5 & Rinaldi	148,000	149,000
602.	I-405 Between Rinaldi & S.F. Mission	145,000	146,000
603.	I-405 Between S.F. Mission & SR-118	153,000	154,000
604.	I-405 Between SR-118 & Devonshire	227,000	227,000
605.	I-405 Between Devonshire & Nordhoff	229,000	229,000
606.	I-405 Between Nordhoff & Roscoe	229,000	229,000
701.	I-210 Between I-5 & Yarnell	87,000	87,000
702.	I-210 Between Yarnell & Roxford	84,000	84,000
703.	I-210 Between Roxford & Polk	82,000	82,000

(Continued)

Table 3-4 Freeway AADT Summary – Cumulative Conditions (2034) with and without Project (Continued)

No.	Segment	Without Project	With Project
704.	I-210 Between Polk & Hubbard	93,000	93,000
705.	I-210 Between Hubbard & Maclay	113,000	113,000
706.	I-210 Between Maclay & SR-118	125,000	125,000
801.	SR-170 Between I-5 & Sheldon/Arleta	134,000	134,000
802.	SR-170 Between Sheldon/Arleta & Roscoe	146,000	146,000
AADT – Annual Average Daily Traffic			

Table 3-5 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2034) Conditions with and without Project

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Northbound													
400.	I-5 North of Templin Hwy	4M	8,000	4,014	.502	5,949	.744	4,024	.503	5,979	.747	0.001	0.003
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	4,014	.502	5,949	.744	4,024	.503	5,979	.747	0.001	0.003
402.	I-5 Between Lake Hughes & Parker	4M	8,000	5,277	.660	7,805	.976	5,294	.662	7,865	.983	0.002	0.007
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	5,894	.614	8,542	.890	5,916	.616	8,620	.898	0.002	0.008
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H + 1A	10,600	5,917	.558	8,406	.793	5,942	.561	8,488	.801	0.003	0.008
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H	9,600	5,995	.624	7,943	.827	6,020	.627	8,027	.836	0.003	0.009
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H	9,600	5,995	.624	7,943	.827	6,020	.627	8,027	.836	0.003	0.009
407.	I-5 Between Magic Mtn & Valencia	4M + 1H + 1A	10,600	6,322	.596	8,062	.761	6,452	.609	8,211	.775	0.013	0.014
408.	I-5 Between Valencia & McBean	4M + 1H	9,600	7,110	.741	9,053	.943	7,240	.754	9,215	.960	0.013	0.017
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	7,265	.757	9,250	.964	7,395	.770	9,411	.980	0.013	0.016
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1A	10,600	8,239	.777	10,259	.968	8,350	.788	10,375	.979	0.011	0.011
411.	I-5 Between Calgrove & SR-14	4M + 1H + 1T(C)	10,800	8,275	.766	10,304	.954	8,378	.776	10,409	.964	0.010	0.010
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	8,987	.535	14,800	.881	9,046	.538	14,875	.885	0.003	0.004
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	6,704	.578	11,042	.952	6,753	.582	11,104	.957	0.004	0.005
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	7,113	.523	11,714	.861	7,160	.526	11,774	.866	0.003	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	3,759	.495	6,190	.814	3,781	.498	6,218	.818	0.003	0.004

(Continued)

Table 3-5 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2034) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Northbound (Continued)													
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	3,958	.460	6,517	.758	3,979	.463	6,543	.761	0.003	0.003
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	4,101	.354	6,752	.582	4,122	.355	6,778	.584	0.001	0.002
418.	I-5 Between SR-118 & Van Nuys	5M + 1H	11,600	7,042	.451	11,587	.743	7,062	.453	11,612	.744	0.002	0.001
419.	I-5 Between Van Nuys & Terra Bella	3M + 1H	7,600	7,302	.630	12,015	**1.036**	7,322	.631	12,040	**1.038**	0.001	0.002
420.	I-5 Between Terra Bella & Osborne	3M + 1H	7,600	7,514	.648	12,364	**1.066**	7,534	.650	12,389	**1.068**	0.002	0.002
421.	I-5 Between Osborne & SR-170	3M + 1H + 1A	8,600	7,315	.538	12,035	.885	7,333	.539	12,058	.887	0.001	0.002
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	4,488	.468	7,384	.769	4,498	.469	7,397	.770	0.001	0.001
423.	I-5 Between Laurel Cyn & Lankershim	5M	10,000	4,643	.464	7,638	.764	4,652	.465	7,650	.765	0.001	0.001
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	4,626	.482	7,608	.793	4,634	.483	7,619	.794	0.001	0.001
425.	I-5 Between Tuxford & Penrose	4M + 1H	9,600	4,628	.482	7,611	.793	4,635	.483	7,621	.794	0.001	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	4,196	.362	11,002	.948	4,211	.363	11,068	.954	0.001	0.006
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	3,801	.500	9,965	**1.311**	3,816	.502	10,030	**1.320**	0.002	0.009
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	3,592	.473	9,414	**1.239**	3,606	.474	9,477	**1.247**	0.001	0.008
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	3,727	.433	9,767	**1.136**	3,737	.435	9,823	**1.142**	0.002	0.006
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,861	.376	7,501	.987	2,869	.377	7,540	.992	0.001	0.005

(Continued)

Table 3-5 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2034) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Northbound (Continued)													
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	2,600	.464	6,816	**1.217**	2,606	.465	6,848	**1.223**	0.001	0.006
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	2,495	.328	6,545	.861	2,500	.329	6,572	.865	0.001	0.004
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	3,546	.467	5,840	.768	3,571	.470	5,872	.773	0.003	0.005
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	3,478	.458	5,728	.754	3,501	.461	5,757	.758	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	3,657	.345	6,022	.568	3,680	.347	6,051	.571	0.002	0.003
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	5,419	.398	8,918	.656	5,437	.400	8,940	.657	0.002	0.001
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	5,467	.569	8,997	.937	5,484	.571	9,018	.939	0.002	0.002
606.	I-405 Between Nordhoff & Roscoe	4M + 1H + 1A	10,600	5,469	.516	9,000	.849	5,484	.517	9,018	.851	0.001	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	3,213	.535	5,283	.880	3,221	.537	5,293	.882	0.002	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M	6,000	3,498	.583	5,751	.959	3,506	.584	5,761	.960	0.001	0.001
Eastbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	5,281	.754	3,334	.476	5,291	.756	3,347	.478	0.002	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	5,107	.851	3,224	.537	5,116	.853	3,236	.539	0.002	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	4,982	.830	3,146	.524	4,990	.832	3,157	.526	0.002	0.002
704.	I-210 Between Polk & Hubbard	3M	6,000	5,624	.937	3,552	.592	5,631	.938	3,562	.594	0.001	0.002

(Continued)

Table 3-5 Freeway Peak Hour Volumes and V/C Summary (Northbound & Eastbound Directions) – Cumulative (2034) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Eastbound (Continued)													
705.	I-210 Between Hubbard & Maclay	3M	6,000	6,831	**1.138**	4,316	.719	6,837	**1.139**	4,325	.721	0.001	0.002
706.	I-210 Between Maclay & SR-118	4M	8,000	7,554	.944	4,775	.597	7,560	.945	4,783	.598	0.001	0.001

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
Cap = Capacity
Vol = Volume

See Table 1-4 for lane capacities and significant impact thresholds of significance.
Bold = segment is operating over capacity (V/C > 1.000)

Table 3-6 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2034) Conditions with and without Project

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Southbound													
400.	I-5 North of Templin Hwy	4M	8,000	6,186	.773	3,776	.472	6,209	.776	3,794	.474	0.003	0.002
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	6,186	.773	3,776	.472	6,209	.776	3,794	.474	0.003	0.002
402.	I-5 Between Lake Hughes & Parker	4M	8,000	8,137	**1.017**	4,957	.620	8,168	**1.021**	4,991	.624	0.004	0.004
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	8,901	.927	5,535	.577	8,958	.933	5,578	.581	0.006	0.004
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H	9,600	8,749	.911	5,544	.578	8,828	.920	5,602	.584	0.009	0.006
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H + 1A	10,600	8,356	.788	6,096	.575	8,439	.796	6,154	.581	0.008	0.006
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H + 1A	10,600	8,027	.757	6,712	.633	8,027	.757	6,750	.637	0.000	0.004
407.	I-5 Between Magic Mtn & Valencia	4M + 1H	9,600	8,008	.834	6,784	.707	8,211	.855	7,038	.733	0.021	0.026
408.	I-5 Between Valencia & McBean	4M + 1H + 1A	10,600	9,051	.854	7,644	.721	9,215	.869	7,898	.745	0.015	0.024
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	9,288	.968	7,405	.771	9,411	.980	7,619	.794	0.012	0.023
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1T	11,200	10,537	.941	7,932	.708	10,628	.949	8,097	.723	0.008	0.015
411.	I-5 Between Calgrove & SR-14	4M + 1H + 2T[C]	12,000	11,093	.924	7,969	.664	11,171	.931	8,124	.677	0.007	0.013
412.	I-5 Between SR-14 & I-210	4M + 1H + 2A[F] + 2T	16,800	16,288	.970	10,743	.639	16,351	.973	10,825	.644	0.003	0.005
413.	I-5 Between I-210 & Roxford	5M + 1H	11,600	12,153	**1.048**	8,012	.691	12,206	**1.052**	8,081	.697	0.004	0.006
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	12,890	.948	8,501	.625	12,942	.952	8,568	.630	0.004	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	6,808	.896	4,490	.591	6,835	.899	4,525	.595	0.003	0.004

(Continued)

Table 3-6 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2034) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Southbound (Continued)													
416.	I-5 Between S.F. Mission & Brand	4M + 1H +1A	10,600	7,166	.676	4,729	.446	7,192	.679	4,762	.449	0.003	0.003
417.	I-5 Between Brand & SR-118	4M + 1H +2A[F]	13,600	7,425	.546	4,900	.360	7,451	.548	4,933	.363	0.002	0.003
418.	I-5 Between SR-118 & Van Nuys	6M + 1H	13,600	12,740	.937	8,420	.619	12,765	.939	8,451	.621	0.002	0.002
419.	I-5 Between Van Nuys & Terra Bella	6M + 1H	13,600	13,210	.971	8,731	.642	13,235	.973	8,762	.644	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	6M + 1H + 1A	14,600	13,593	.931	8,985	.615	13,618	.933	9,016	.618	0.002	0.003
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	13,232	.973	8,746	.643	13,255	.975	8,775	.645	0.002	0.002
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	8,118	.846	5,367	.559	8,131	.847	5,383	.561	0.001	0.002
423.	I-5 Between Laurel Cyn & Lankershim	4M + 1H	9,600	8,397	.875	5,552	.578	8,409	.876	5,567	.580	0.001	0.002
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	8,365	.871	5,531	.576	8,376	.872	5,545	.578	0.001	0.002
425.	I-5 Between Tuxford & Penrose	4M + 1H + 1A	10,600	8,366	.789	5,532	.522	8,377	.790	5,546	.523	0.001	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	11,796	**1.017**	6,165	.532	11,840	**1.021**	6,195	.534	0.004	0.002
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	10,687	**1.406**	5,587	.735	10,730	**1.412**	5,615	.739	0.006	0.004
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	10,097	**1.329**	5,282	.695	10,138	**1.334**	5,305	.698	0.005	0.003
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	10,469	**1.217**	5,478	.637	10,508	**1.222**	5,499	.639	0.005	0.002
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	8,053	**1.060**	4,206	.553	8,085	**1.064**	4,221	.555	0.004	0.002

(Continued)

Table 3-6 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2034) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Southbound (Continued)													
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	7,303	**1.304**	3,822	.683	7,326	**1.308**	3,833	.685	0.004	0.002
507.	SR-14 Between Soledad & Agua Dulce Cyn	2M + 1H	5,600	7,008	**1.251**	3,669	.655	7,030	**1.255**	3,679	.657	0.004	0.002
601.	I-405 Between I-5 & Rinaldi	3M + 1A	7,000	6,430	.919	4,241	.606	6,455	.922	4,273	.610	0.003	0.004
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	6,305	.830	4,160	.547	6,328	.833	4,190	.551	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	6,629	.625	4,374	.413	6,652	.628	4,404	.415	0.003	0.002
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	9,810	.721	6,483	.477	9,827	.723	6,506	.478	0.002	0.001
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	9,897	**1.031**	6,541	.681	9,913	**1.033**	6,563	.684	0.002	0.003
606.	I-405 Between Nordhoff & Roscoe	4M + 1H	9,600	9,899	**1.031**	6,544	.682	9,913	**1.033**	6,563	.684	0.002	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	5,807	.968	3,844	.641	5,817	.969	3,857	.643	0.001	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M + 1A	7,000	6,322	.903	4,185	.598	6,332	.905	4,198	.600	0.002	0.002
Westbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,422	.346	5,662	.809	2,432	.347	5,675	.811	0.001	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,342	.390	5,475	.912	2,351	.392	5,487	.914	0.002	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	2,285	.381	5,341	.890	2,293	.382	5,351	.892	0.001	0.002
704.	I-210 Between Polk & Hubbard	3M	6,000	2,581	.430	6,030	**1.005**	2,588	.431	6,039	**1.007**	0.001	0.002

(Continued)

Table 3-6 Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions) – Cumulative (2034) Conditions with and without Project (Continued)

No.	Segment	Lanes	Cap.	Without Project				With Project				Project Increment	
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
				Vol.	V/C	Vol.	V/C	Vol.	V/C	Vol.	V/C	AM	PM
Westbound (Continued)													
705.	I-210 Between Hubbard & Maclay	3M	6,000	3,136	.523	7,324	**1.221**	3,142	.524	7,332	**1.222**	0.001	0.001
706.	I-210 Between Maclay & SR-118	4M	8,000	3,469	.434	8,101	**1.013**	3,475	.434	8,108	**1.014**	0.000	0.001

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
Cap = Capacity
Vol = Volume

See Table 1-4 for lane capacities and significant impact thresholds of significance.
Bold = segment is operating over capacity (V/C > 1.000)

The potential traffic impacts of the Entrada South project also were analyzed as part of the larger Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan (RMDP/SCP) project. The RMDP/SCP project was evaluated in a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR; SCH No. 2000011025) prepared by the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife. The EIS/EIR analyzed the potential impacts associated with buildout of the Newhall Ranch Specific Plan, the Valencia Commerce Center, and the Entrada developments, including Entrada South. The EIS/EIR determined that the development facilitated by the RMDP/SCP project would result in potentially significant cumulative impacts to I-5 and includes mitigation measures requiring that the project applicant contribute its fair-share of the costs to implement the I-5 Improvement Project. (RMDP/SCP EIS/EIR Section 4.8, Traffic, Mitigation Measures TR-10 through TR-18. See Reference 10 in Section 1.6. Relevant portions of RMDP/SCP EIS/EIR Section 4.8 are included in Appendix A.) Thus, as identified in the EIS/EIR, when Entrada South traffic is considered as part of the larger volume of traffic that would be generated by the Newhall Ranch Specific Plan and other Westside development, the traffic generated by that larger project, in combination with other cumulative development within the Santa Clarita Valley and the surrounding areas, would result in significant cumulative impacts.

To implement the mitigation measures set forth in the EIS/EIR relative to Entrada South, and to ensure that the County is able to monitor and enforce such measures as they relate to the Entrada South project, this traffic study includes the following mitigation measure, which requires the applicant to enter into an agreement with Caltrans to either construct or pay an equitable share of the costs to implement appropriate improvements:

> The applicant shall work cooperatively with Caltrans to determine and provide transportation mitigation needed on State Highway facilities. The applicant shall construct mitigation improvements or pay an equitable share for mitigation projects to the satisfaction of Caltrans. The applicant shall enter into a traffic mitigation agreement with Caltrans before or within six months of certification of the EIR.

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4.0 SUMMARY OF FINDINGS

The results of the freeway mainline analysis show that under existing conditions, two freeway segments on the I-5 in the northbound direction are operating over capacity. In the southbound direction, three freeway segments on the I-5 are operating over capacity. One segment on the SR-14 in the southbound direction is operating over capacity as is one segment on the I-210 in the eastbound direction.

Under 2024 Cumulative Conditions, two freeway segments on the I-5 in the northbound direction would operate over capacity. Four freeway segments on the SR-14 in the northbound direction would operate over capacity as well. In the southbound direction, five freeway segments on the SR-14 would operate over capacity. Additionally, one segment on the I-210 in the eastbound direction and two segments on the I-210 in the westbound direction would operate over capacity. In all cases, the identified segments would operate over capacity under both "without" and "with-project" conditions.

Under 2034 Cumulative Conditions, two freeway segments on the I-5 and four freeway segments on the SR-14, all in the northbound direction, would operate over capacity. In the southbound direction, two freeway segments on the I-5 would operate over capacity and seven freeway segments on the SR-14 would also operate over capacity. One segment on the I-210 in the eastbound direction and three segments in the westbound direction would also operate over capacity. Lastly, two freeway segments on the I-405 in the southbound direction would operate over capacity. As under 2024 Cumulative Conditions, in all cases under this scenario the identified segments would operate over capacity under both "without" and "with-project" conditions.

Although the freeway segments identified above would operate deficiently under 2024 Cumulative Conditions and 2034 Cumulative Conditions, the amount of increased traffic due to the Project would not exceed the applicable threshold of significance since the V/C increase due to the project would be less than 0.02 at each location. Therefore, the project's impacts under both 2024 and 2034 Cumulative Conditions would be less than significant.

However, as identified in the Newhall Ranch RMDP/SCP EIS/EIR, when project traffic is considered as part of the larger volume of traffic that would be generated by the Newhall Ranch Specific Plan and other Westside development, the traffic generated by that larger project, in combination with other cumulative development within the Santa Clarita Valley and the surrounding areas, would result in significant cumulative impacts. To implement the mitigation measures set forth in the EIS/EIR relative to Entrada South, mitigation is included here requiring the applicant to enter into an agreement with Caltrans for fair-share mitigation towards agreed upon improvements.

Appendix A EXCERPT FROM THE RMDP/SCP EIS/EIR

The following pages are an excerpt from the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan (RMDP/SCP) Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR; SCH No. 2000011025).

This section has been revised in response to comments received on the Draft EIS/EIR (April 2009), and based on additional independent review by the lead agencies (U.S. Army Corps of Engineers and California Department of Fish and Game). The revised or additional text is shown in double-underline; deleted text is shown in ~~strikeout~~. Revised figures or tables (if applicable) are indicated by the addition of the following text to the figure or table title: **(Revised)** or **(New)**. Unless otherwise noted, the revised figures are from the Newhall Ranch RMDP and SCP EIR/EIS Traffic Analysis (December 2008) prepared by Austin-Foust Associates, Inc., and included in the Draft EIS/EIR (April 2009) **Appendix 4.8.**

4.8.1 INTRODUCTION

This section describes the existing traffic infrastructure and conditions within the Project area and its vicinity. The section also assesses a "No Action/No Project Alternative" (Alternative 1), the proposed Project (Alternative 2), and the five other Project alternatives (Alternatives 3-7). The section describes the study area roadway segments, reports existing daily roadway traffic volume information, and summarizes level of service (LOS) analysis results of the Project alternatives identified in this EIS/EIR. The traffic assessment for all alternatives was analyzed based on roadway levels of service due to the long-term projected full build-out of the proposed Project. In addition, the section identifies potential significant traffic impacts resulting from each alternative, and describes the applicable mitigation measures proposed by this EIS/EIR.

The study area for the traffic analysis includes the immediate vicinity of the Specific Plan site and the surrounding roadways within Los Angeles and Ventura counties that potentially could be affected by traffic generated by the Project alternatives. The traffic impact analysis uses traffic counts, published Average Daily Traffic (ADT) and peak hour volumes, and Los Angeles County and Ventura County traffic model data.

The analysis presented in this section is based on the "Newhall Ranch RMDP and SCP EIR/EIS Traffic Analysis," (December 2008), prepared for this EIS/EIR by Austin-Foust Associates, Inc. (2008 Traffic Report), and the previous traffic reports prepared by Austin-Foust in January 1999, "Newhall Ranch Traffic Analysis" (1999 Traffic Report), and February 2001, "Newhall Ranch Supplemental Traffic Analysis: Ventura County Impact Analysis" (2001 Traffic Report), as part of the Newhall Ranch Specific Plan Program EIR. The December 2008, January 1999, and February 2001 Traffic Reports are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR.

4.8.1.1 Relationship of Proposed Project to Newhall Ranch Specific Plan Program EIR

This section (**Section 4.8**) represents a stand-alone assessment of the potential significant impacts to traffic and access associated with the proposed Project; however, the previously certified Newhall Ranch environmental documentation provides important information and analysis for the RMDP and SCP components of the proposed Project. The Project components would require federal and state permitting, consultation, and agreements that are needed to facilitate development of the approved land uses within the Specific Plan site and that would establish spineflower preserves within the Project area, also facilitating development in the Specific Plan, VCC, and a portion of the Entrada planning area. Due to this relationship, the Newhall Ranch environmental documentation, findings, and mitigation, as they relate to traffic and access, are summarized below to provide context for the proposed Project and alternatives.

VCC-TR-14 Entering into a secured agreement with the Department of Public Works to contribute to the cost of installing signals at the following intersections:

- Backer Road/Biscailuz Drive;
- The Old Road/Biscailuz Drive;
- The Old Road/Hasley Canyon Road;
- I-5 southbound ramps/SR-126; and
- I-5 northbound ramps/SR-126

VCC-TR-15 Payment of appropriate Bridge and Thoroughfare District fees.

VCC-TR-16 Supplemental traffic studies will be prepared as part of the individual tentative map processing.

VCC-TR-17 Vacation of Hasley Canyon Road so that there is no through traffic between Backer and The Old Road.

4.8.9.3 Mitigation Measures Relating to the Entrada Planning Area

The County of Los Angeles has not yet prepared or released a draft EIR for the proposed development within the portion of the Entrada planning area that would be facilitated by approval of the SCP component of the proposed Project. As a result, there are no previously adopted mitigation measures for the Entrada planning area. However, the adoption and implementation of measures similar to those previously adopted for the Specific Plan area and/or recommended for the proposed Project would ensure that potential impacts to traffic/access within the Entrada planning area are reduced to the extent feasible.

4.8.9.4 Additional Mitigation Measures Proposed by this EIS/EIR

Based on the analysis presented above, the following mitigation measures, which are in addition to those previously adopted by the County of Los Angeles in connection with its approval of the Specific Plan, WRP, and VCC projects, are proposed to provide additional capacity at the impacted roadways throughout the Project study area. Additional capacity may be provided by constructing additional lanes, re-striping existing lanes, or implementing other roadway improvements. It should be noted that not all of the proposed mitigation measures are applicable to all of the Project alternatives. The applicability of each mitigation measure is noted in parentheses following the text of the mitigation measure. **Table 4.8-27**, Mitigation Measure Fair-Share Percentages, below, lists the applicable percentage contribution required of each Project alternative relative to each mitigation measure. The percentage is a calculation of the Project's share of the forecast increases in traffic at the identified location. (See **Appendix 4.8**, 2008 Traffic Report, Appendix E.) Each of the impacted locations is within an established (or in the case of the Westside, a proposed) bridge and thoroughfare assessment district, or within the limits of the planned I-5 improvement project. The additional measures are preceded by "TR," to designate that they are traffic-related mitigation.

Table 4.8-27
Mitigation Measure Fair-Share Percentages

Location/County	Fair-Share Percentages by Alternative					
	2	3	4	5	6	7
Magic Mtn west of Westridge/Los Angeles	n/a[1]	n/a[1]	n/a[1]	n/a[1]	100.0%	n/a[1]
Magic Mtn west of The Old Road/Los Angeles	n/a[1]	n/a[1]	n/a[1]	n/a[1]	55.6%	52.0%
The Old Road north of Rye Cyn/Los Angeles	n/a[1]	n/a[1]	n/a[1]	n/a[1]	33.3%	30.4%
The Old Road north of Magic Mtn/Los Angeles	33.3%	33.3%	n/a[1]	n/a[1]	61.0%	51.5%
Rye Cyn east of The Old Road/Los Angeles	37.5%	37.5%	33.3%	33.3%	44.4%	37.5%
Via Princessa east of Santa Clarita/Los Angeles	1.5%	1.5%	1.5%	1.5%	n/a[1]	n/a[1]
McBean south of Avenue Scott	n/a[1]	n/a[1]	n/a[1]	n/a[1]	33.3%	n/a[1]
I-5 south of Parker/Los Angeles	2.5%	2.5%	n/a[1]	n/a[1]	n/a[1]	n/a[1]
I-5 south of Hasley/Los Angeles	1.3%	1.3%	n/a[1]	n/a[1]	2.0%	0.7%
I-5 south of SR-126/Los Angeles	0.9%	1.8%	0.9%	n/a[1]	4.4%	0.9%
I-5 south of Rye Canyon/Los Angeles	4.1%	4.1%	n/a[1]	n/a[1]	n/a[1]	n/a[1]
I-5 south of Magic Mtn/Los Angeles	4.7%	4.7%	n/a[1]	n/a[1]	n/a[1]	n/a[1]
I-5 south of Valencia/Los Angeles	7.9%	7.9%	4.7%	n/a[1]	3.5%	n/a[1]
I-5 south of McBean/Los Angeles	6.4%	6.4%	4.3%	3.3%	3.3%	n/a[1]
I-5 south of Lyons/Los Angeles	15.9%	14.8%	12.7%	12.7%	11.5%	n/a[1]
I-5 south of Calgrove/Los Angeles	14.8%	14.8%	12.8%	10.7%	10.7%	5.1%

Notes:
[1] Not Applicable (no impact for this alternative at this location)
See Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report, for summary of ADT share calculation.

Source: Austin-Foust Associates, Inc. - December 2008

TR-1 The Project applicant shall design and construct Magic Mountain Parkway west of Westridge Parkway in a manner that increases the planned six-lane augmented roadway to an eight-lane roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-2 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Magic Mountain Parkway west of The Old Road by increasing the planned eight-lane augmented roadway to a 10-lane roadway. (This mitigation measure is applicable to Alternative 7 only.)

TR-3 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Magic Mountain Parkway west of The Old Road by increasing the planned eight-lane augmented roadway to a 10-lane augmented roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-4 The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Rye Canyon Road by increasing the planned six-lane roadway to a six-lane augmented roadway. (This mitigation measure is applicable to Alternatives 6 and 7 only.)

TR-5 The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Magic Mountain Parkway by increasing the planned six-lane roadway to a six-lane augmented roadway. (This mitigation measure is applicable to Alternatives 2, 3, and 7 only.)

TR-6 The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Magic Mountain Parkway by increasing the planned six-lane roadway to an eight-lane augmented roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-7 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Rye Canyon Road east of The Old Road by increasing the existing six-lane roadway to a six-lane augmented roadway. (This mitigation measure is applicable to Alternatives 2 through 7.)

TR-8 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Via Princessa east of Santa Clarita Road by increasing the planned six-lane roadway to a six-lane roadway. (This mitigation measure is applicable to Alternatives 2, 3, 4 and 5 only.)

TR-9 The Project applicant shall contribute its fair-share of the costs to add additional capacity to McBean Parkway south of Avenue Scott by increasing the planned eight-lane roadway to an eight-lane augmented roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-10 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Parker. (This mitigation measure is applicable to Alternatives 2 and 3.)

TR-11 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Hasley. (This mitigation measure is applicable to Alternatives 2, 3, 6 and 7 only.)

TR-12 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of SR-126. (This mitigation measure is applicable to Alternatives 2, 3, 4, 6 and 7 only.)

TR-13 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Rye Canyon. (This mitigation measure is applicable to Alternatives 2 and 3 only.)

TR-14 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Magic Mountain Parkway. (This mitigation measure is applicable to Alternatives 2 and 3 only.)

TR-15 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Valencia Boulevard. (This mitigation measure is applicable to Alternatives 2, 3, 4 and 6 only.)

TR-16 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of McBean Parkway. (This mitigation measure is applicable to Alternatives 2, 3, 4, 5 and 6 only.)

TR-17 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction, and one truck lane in the southbound direction, to the segment of I-5 south of Lyons Avenue. (This mitigation measure is applicable to Alternatives 2, 3, 4, 5 and 6 only.)

TR-18 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction, two truck lanes in the southbound direction, and one truck lane in the northbound direction to the segment of I-5 south of Calgrove Avenue. (This mitigation measure is applicable to Alternatives 2 through 7.)

With respect to Mitigation Measures TR-10 through TR-18, Caltrans presently is implementing the I-5 HOV + Truck Lanes - SR-14 to Parker Road project, which will add the identified HOV and truck lanes to I-5. Caltrans certified the Final EIR and approved the I-5 project in September 2009 ~~is undergoing~~ The preliminary engineering and environmental studies for the project have been completed, the project is fully funded and included in the 2008 Regional Transportation Plan, and construction is anticipated to begin in 2011 and be completed ~~between 2014 and~~ in 2015. For additional information, please see Final EIS/EIR, **Appendix F4.8**, I-5 HOV/Truck Lanes Project SR-14 to Parker Road, Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact (September 2009). The selected Project alternative, and other cumulative development, would be required to contribute its fair-share to the I-5 project, which will add: (1) one HOV lane in each direction on I-5 from the SR-14 interchange north to Parker Road; (2) truck climbing lanes in each direction from the SR-14 interchange to Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound); and (3) full auxiliary lanes within portions of the Project study area. (See (Revised) **Figure 4.8-40**, Long-Range Freeway System for the Los Angeles County Area, and Draft EIS/EIR, **Appendix 4.8**, 2007 I-5 Improvement Project Study, and Transportation Concept Report, Caltrans, November 1998.)

4.8.9.5 Existing Plus Project Impacts Mitigation

Based on the existing plus project analysis presented herein, 14 roadway segments and one freeway segment would be significantly impacted under the proposed Project; a subset of these road segments would be significantly impacted under each of the Project alternatives.

Each of the significantly impacted segments is located within the Santa Clarita Valley portion of the study area, and each would be mitigated with: (i) construction of the new and expanded roadways built as part of the city of Santa Clarita and County of Los Angeles highway plans through the applicable Bridge and Thoroughfare Districts; (ii) construction of the roads to be built as part of the access for the proposed Project (see Draft EIS/EIR, **Appendix 4.8**, 2008 Traffic Report, Appendix B); and (iii) implementation of the specific mitigation measures identified in **Subsection 4.8.9.4**, Additional Mitigation Measures Proposed by this EIS/EIR.

Appendix 5.20D

Entrada South City Recommended Mitigation ICU Worksheets Memo

Stantec Consulting Services, Inc.

April 9, 2015

Stantec

Memo

To:	Miles Helfrich	From:	Maria Manalili
	Newhall Land		Stantec
File:	2073007070	Date:	April 9, 2015

Reference: Entrada South City Recommended Mitigation ICU Worksheets

This memorandum contains intersection capacity utilization (ICU) worksheets for two intersections in the City of Santa Clarita; Wiley Canyon at Lyons and Bouquet Canyon at Soledad Canyon. This information is intended to supplement the mitigation measures shown (for the two aforementioned intersections) in the Entrada South Draft (VTTM 053295) Traffic Impact Analysis.

The attached ICU worksheets incorporate mitigation measures recommended by the City of Santa Clarita for Wiley Canyon at Lyons intersection (impact under Cumulative 2024 conditions) and Bouquet Canyon at Soledad intersection (impact under Cumulative 2034 conditions). As shown, the City's recommended improvements will fully mitigate the project's impacts.

STANTEC CONSULTING SERVICES INC.

Maria Manalili, PTP
Transportation Planner
Phone: (949) 923-6072
Maria.Manalili@stantec.com

Attachment: ICU Worksheets for Wiley Canyon at Lyons and Bouquet Canyon at Soledad Canyon

c. Corey Harpole, Newhall Land
Daryl Zerfass, Stantec

51. Wiley Cyn & Lyons

Cumulative (2024) without Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	260	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1	1750	130	.07	410	.23*
SBT	2	3500	400	.11*	190	.05
SBR	1	1750	390	.22	250	.14
EBL	2	3500	120	.03	340	.10*
EBT	3	5250	940	.20*	1290	.25
EBR	0	0	90		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	710	.15	1260	.26*
WBR	0	0	100		130	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .84

Cumulative (2024) + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	250	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1	1750	130	.07	420	.24*
SBT	2	3500	390	.11*	180	.05
SBR	1	1750	380	.22	260	.15
EBL	2	3500	120	.03	360	.10*
EBT	3	5250	960	.20*	1320	.26
EBR	0	0	80		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	720	.16	1280	.27*
WBR	0	0	110		130	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .86

Cumulative (2024) + Project + Traffic Study Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	250	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	1.5		130	.07	420	.12*
SBT	1.5	5250	390	.11*	180	.10
SBR	1	1750	380	.22	260	.15
EBL	2	3500	120	.03	360	.10*
EBT	3	5250	960	.20*	1320	.26
EBR	0	0	80		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	720	.16	1280	.27*
WBR	0	0	110		130	
Clearance Interval				.10*		.10*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .63 .74

Cumulative (2024) + Project + City Recommended. Mit

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	160	.09*	130	.07
NBT	2	3500	250	.07	520	.15*
NBR	1	1750	170	.10	270	.15
SBL	2	3500	130	.04	420	.12*
SBT	2	3500	390	.11*	180	.05
SBR	1	1750	380	.22	260	.15
EBL	2	3500	120	.03	360	.10*
EBT	3	5250	960	.20*	1320	.26
EBR	0	0	80		20	
WBL	1	1750	230	.13*	160	.09
WBT	3	5250	720	.16	1280	.27*
WBR	0	0	110		130	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .63 .74

65. Bouquet Canyon & Soledad Canyon

Cumulative (2034) wo Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	570	.11	2220	.42*
NBR	1	1750	270	.15	330	.19
SBL	3	5250	680	.13	390	.07*
SBT	2.5	7000	1840	{.45}*	1650	{.31}
SBR	1.5		1450		590	{.20}
EBL	3	5250	350	.07	930	.18*
EBT	3	5250	1000	.20*	1370	.28
EBR	0	0	40		90	
WBL	3	5250	200	.04*	350	.07
WBT	3	5250	790	.15	1030	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.03*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.00

Cumulative (2034) + Project wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	580	.11	2190	.42*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1820	{.45}*	1640	{.31}
SBR	1.5		1440		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1400	.27
EBR	0	0	40		20	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	810	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.01

Cumulative (2034) + Proj + Traffic Study Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	580	.11	2190	.36*
NBR	0	0	280	.16	320	
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1820	{.45}*	1640	{.31}
SBR	1.5		1440		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1400	.27
EBR	0	0	40		20	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	810	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .95

Cumulative (2034) + Proj + City Rec. Mit wo Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	580	.08	2190	.31*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1820	{.45}*	1640	{.31}
SBR	1.5		1440		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1400	.27
EBR	0	0	40		20	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	810	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .90

65. Bouquet Canyon & Soledad Canyon

Cumulative (2034) wo Project + Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	560	.11	2220	.42*
NBR	1	1750	270	.15	330	.19
SBL	3	5250	680	.13	410	.08*
SBT	2.5	7000	1830	{.45}*	1640	{.31}
SBR	1.5		1440		590	{.20}
EBL	3	5250	350	.07	930	.18*
EBT	3	5250	1000	.20*	1350	.27
EBR	0	0	40		90	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	770	.15	1030	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.00

Cumulative (2034) + Project + Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	3	5250	590	.11	2220	.42*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1810	{.45}*	1620	.31
SBR	1.5		1430		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1380	.27
EBR	0	0	40		50	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	800	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 1.01

Cumulative (2034) + Proj + Traffic Study Mit + Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	590	.11	2220	.36*
NBR	0	0	280	.16	320	
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1810	{.45}*	1620	.31
SBR	1.5		1430		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1380	.27
EBR	0	0	40		50	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	800	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .95

Cumulative (2034) + Proj + City Rec. Mit + Pico

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	4	7000	590	.08	2220	.32*
NBR	1	1750	280	.16	320	.18
SBL	3	5250	700	.13	340	.06*
SBT	2.5	7000	1810	{.45}*	1620	.31
SBR	1.5		1430		570	{.18}
EBL	3	5250	330	.06	980	.19*
EBT	3	5250	1000	.20*	1380	.27
EBR	0	0	40		50	
WBL	3	5250	190	.04*	350	.07
WBT	3	5250	800	.15	1060	.20*
WBR	1	1750	420	.24	530	.30
Right Turn Adjustment					WBR	.04*
Clearance Interval				.10*		.10*

Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .80 .91