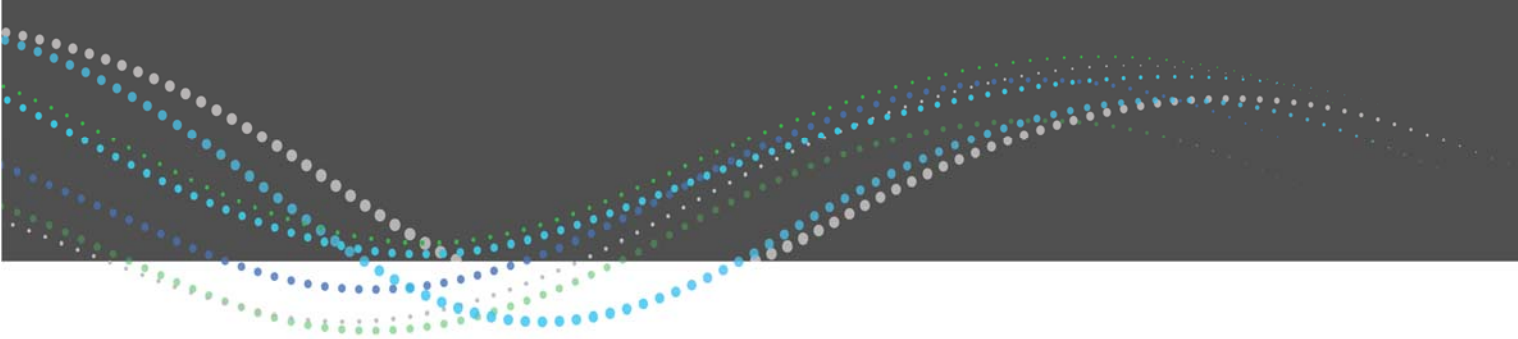




# Simi Valley Traffic Impact Fee Nexus Study Update

TECHNICAL APPENDIX



Submitted to:

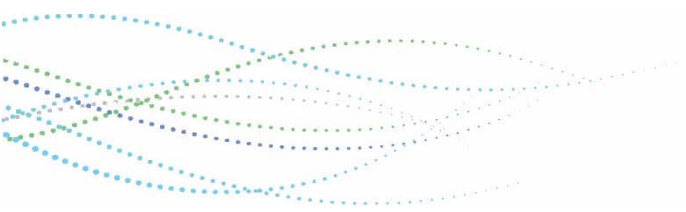


J# 10545 | Prepared by **Iteris, Inc.**

Innovating Through Informatics™

---

## APPENDIX A – CALIFORNIA MITIGATION FEE ACT



RESOLUTION NO. 2016-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
SIMI VALLEY AMENDING THE TRAFFIC IMPACT FEE  
PROGRAM AND REPEALING RESOLUTION NO. 2015-75

WHEREAS, the City Council of the City of Simi Valley finds that future development and redevelopment of property within the City will result in traffic volumes that exceed the capacity, at acceptable levels of service, of the existing City-wide circulation system; and

WHEREAS, the goals and policies of the Simi Valley General Plan require additional lanes and circulation amenities to be constructed to complete and to ensure the continuity of the arterial street system for the benefit of the entire City; and

WHEREAS, the City Council finds and declares that, in the absence of this resolution imposing a fair share traffic impact fee upon new development and redevelopment, existing and estimated future sources of revenue are inadequate to fund the transportation system improvements necessary to avoid unacceptable levels of service and congestion resulting from said development and to fund circulation amenities as required by the General Plan; and

WHEREAS, the State of California has adopted legislation, applicable to all cities, which governs the manner in which developer impact fees are to be imposed, collected, deposited, expended and accounted for, as set out in Government Code Section 66000 et seq., and the City's intent is to comply fully with such legislation; and

WHEREAS, the City has completed a study of the probable future impacts of residential, commercial, industrial and other development within the boundaries of the City, as anticipated in the 2012 Simi Valley General Plan Update, and compiled the conclusions of the study in the document entitled "*Simi Valley Traffic Impact Fee Nexus Study*, adopted in December 2014; and

WHEREAS, the improvements to be constructed from the proceeds of the traffic impact fee will reasonably benefit the development projects upon which the fee is imposed; and

WHEREAS, an Environmental Impact Report (EIR) was certified for the General Plan Update on June 4, 2012, and the EIR anticipated the traffic improvements that the traffic impact fee will implement; and

WHEREAS, on November 16, 2015, the City Council of the City of Simi Valley adopted Resolution No. 2015-75 continuing the Traffic Impact Fee program to December 1, 2025; and

WHEREAS, the City Council wishes to amend the Traffic Impact Fee program regarding the use of Traffic Impact Fees to address other traffic impacts of new development.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SIMI VALLEY DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Environmental Findings.

The City Council hereby approves the environmental findings contained in the staff report dated November 16, 2015, supporting the determination that no subsequent environmental document is required for the project.

SECTION 2. Purpose.

A. Purpose, Use and Need. The City Council finds and declares the following:

- (1) The purpose of the traffic impact fee is to defray the cost of circulation system improvements related to the traffic impacts of development projects.
- (2) The traffic impact fee will be used to finance, in whole or in part, circulation system improvements and other transportation related functions as identified in the *Simi Valley Traffic Impact Fee Nexus Study*.
- (3) The traffic impact fee will be used to finance only those circulation system improvements which are related to the type of development that will generate an increase in traffic.
- (4) The circulation system improvements to be financed by the traffic impact fee are those needed to provide additional capacity to accommodate the increased traffic demands of new development. The type of development on which the fee will be imposed is any development that will generate an increase in traffic.

B. The City Council finds and declares that this resolution contains a fair and equitable method of determining the extent to which the development and redevelopment of land will generate traffic volumes impacting the roadway system, and establishes a fair and equitable method for distribution of the costs of transportation system improvements necessary to accommodate the traffic volumes generated by such development. The City Council further finds and declares that a fair and equitable cost distribution may take into account the complex interrelationships between different land uses, traffic impacts, the relative benefit of particular improvements to different land uses, the General Plan, and local and regional social, economic, and commercial needs.

C. The City Council finds and declares that this resolution and the actions taken pursuant to its terms are necessary to assure that development and redevelopment take place in a manner consistent with the General Plan, and that this resolution is necessary to assist in implementing the General Plan.

D. The City Council finds and declares that this resolution and the actions taken pursuant to its terms are necessary to provide a fair and equitable method of mitigating the significant cumulative environmental impacts of traffic generated by development and redevelopment within the City. The City Council further finds that all discretionary projects subject to this resolution may cause potentially significant cumulative traffic impacts which can be feasibly mitigated through the imposition of a traffic impact fee. This resolution shall not preclude the imposition of additional mitigation measures to address significant direct impacts of any development or redevelopment, or to address otherwise unfunded transportation improvements, nor shall this resolution preclude adoption of statements of overriding considerations where desirable and appropriate.

SECTION 3. Definitions.

A. "Change in use" shall mean a change in land use or building category where additional vehicle trips are generated as a result of the change.

B. "Daily trips" shall mean the 24-hour total vehicle trips, in both directions, generated on an average weekday.

C. "Future growth" shall mean the level of future development and redevelopment anticipated in Simi Valley consistent with the General Plan.

D. "Project, development and redevelopment" shall include any discretionary or ministerial action by the City resulting in the issuance of grading, building, plumbing, mechanical, or electrical permits, conditional use or other land use entitlement permits or certificates of occupancy issued by the City to construct, change, or make lawful the use of a building or property. Project, development or redevelopment shall not include entitlements or permits issued to any public entity, room additions or remodeling of any single family dwelling unit, or modifications which do not increase the trip generation or total daily trips from an originally-approved action, and these projects are exempt from the provisions of this resolution.

E. "Roadway improvements" shall include those improvements and related actions necessary to increase the capacity of the circulation system to accommodate traffic that will be generated by all types of new development and redevelopment and shall include but not be limited to additional through traffic lanes, turn lanes, intersection improvements, paving, curb and gutter, sidewalks, medians with or without landscaping, drainage facilities, traffic signals, street lighting, signing, striping, noise walls, rights-of-way, and other improvements.

F. "Trip generation rate" shall mean the number of daily vehicle trips

generated by a particular land use or project. For this purpose, and to resolve appeals under Section 8, the Director of Public Works may exercise reasonable discretion to establish recommended trip generation rates for land use categories consisting of groupings of land uses having similar use and functional characteristics or similar trip generation rates. Individual project traffic impact studies may be required to determine the specific trip generation rates and potential direct traffic impacts of proposed projects unless adequate information regarding the project traffic impacts is otherwise available.

#### SECTION 4. Establishment of Traffic Impact Fee.

A. **Applicability.** Except as otherwise provided herein, the provisions of this resolution shall apply to all new development, and to the redevelopment of any existing building or parcel, which will generate additional vehicle trips.

B. **Basis of Fee.** The traffic impact fee is based upon the cost of the roadway improvements needed to increase the capacity of the traffic circulation system for future development, the number of daily trips anticipated to result from future growth, the number of existing daily trips on the existing circulation system, and the trip generation rates of particular land uses. The City Council expressly reserves its full legislative discretion to adjust the traffic impact fee to be applied to a project to the maximum extent permitted by law.

#### SECTION 5. Payment of Fee.

A. **Requirement to Pay.** All projects not exempted herein which are determined by the Director of Public Works to have the potential to generate additional vehicle trips are required to pay the traffic impact fee established under Section 4.

B. **Time of Payment.** Except as otherwise provided by law, the traffic impact fee shall be paid prior to the issuance of a zone clearance for any development required to pay such a fee, except that in the case of a development which is not required to secure a building permit, the fee shall be paid prior to initiation of a changed use which generates an increase in daily trips. A fee payment and fee instrument schedule may be established, including various financial instruments (such as letters of credit, certificates of deposit, etc.), as long as the entire fee is paid prior to occupancy of the project. This schedule will be subject to the review and approval of the Director of Public Works.

#### SECTION 6. Credit.

A. **Credit for Certain Developer-Installed Street Improvements.** In-lieu improvement credit will be given against, but not to exceed, the amount of the traffic impact fee due if the developer constructs, or contributes toward, roadway improvements and other transportation related functions which are contained in the *Simi Valley Traffic Impact Fee Nexus Study*. The in-lieu improvement credit will be the cost of the improvements constructed as determined by the Director of Public Works, or the amount of the contribution. Under no circumstances will the amount of the credit exceed the amount of the traffic impact fee due.

B. Credit for Certain Developer-Paid Assessments. Where a property has participated or is participating in an assessment district, benefit area, or comparable mechanism to accomplish improvements or other transportation related functions identified in the *Simi Valley Traffic Impact Fee Nexus Study*, pro rata credit will be allowed against the traffic impact fee to the extent of such participation as determined by the Director of Public Works, but shall not exceed the amount of the traffic impact fee due.

C. Burden of Establishing Entitlement to Credit. The City will utilize its best efforts to maintain records for purposes of determining credits that may be due to any particular property. However, except as otherwise specifically provided by law, the ultimate burden and responsibility for establishing entitlement to any credit shall rest with the person claiming entitlement to a credit.

#### SECTION 7. Use of Funds.

A. The City maintains a segregated Traffic Impact Fee Fund to which all traffic impact fees collected shall be deposited. The fees placed in the Fund shall not be commingled with any other funds or revenues of the City, except for purposes of investment; but, provided that all such funds shall be separately accounted for. The fees paid pursuant to the provisions of this resolution will be used solely for the purpose of funding projects or other transportation related functions identified in the *Simi Valley Traffic Impact Fee Nexus Study*, or other transportation related improvements of similar or proportional scope not specifically identified in the study, but that address similar impacts to the area that are deemed necessary to mitigate traffic impacts from new development. as determined by the Director of Public Works. Fees deposited shall be deemed to be allocated to any project or other transportation related functions identified in the *Simi Valley Traffic Impact Fee Nexus Study*, or other transportation related improvements necessary to mitigate traffic impacts from new development. as determined by the Director of Public Works. During budget review, the City Council will review the Fund balance and required roadway improvements and make a determination for use of the Fund for the coming fiscal year as part of the ongoing Five-Year Capital Improvement Program.

B. The Traffic Impact Fee Fund account shall be interest-bearing, and the accumulated interest shall become a part of the Fund.

C. All developer contributions for roadway improvements associated with projects or other transportation related functions identified in the *Simi Valley Traffic Impact Fee Nexus Study*, which have been paid, or are required to be paid, as part of development conditions shall be transferred to and incorporated into the Traffic Impact Fee Fund.

#### SECTION 8. Miscellaneous Provisions.

A. Supplementary Provisions. Except as otherwise specifically provided, it is the intent of the City that the fees required by this resolution shall be

supplementary to the fees and conditions imposed upon projects pursuant to the provisions of the Subdivision Map Act and other state and local laws, ordinances, or administrative policies which may authorize the imposition of conditions or contributions on development.

B. **City Council Review.** As deemed necessary, the City Council, in conjunction with the City's budget sessions and updates of the Schedule of Service Charges, and updates of the General Plan, will review and, if appropriate, amend the traffic impact fee to ensure that it is a fair and equitable method for the distribution of the costs of the improvements to the circulation system which are necessary to accommodate transportation demands generated by future growth. Construction costs shall be revised periodically to reflect changes in the Construction Cost Index published by the Engineering News Record.

C. **Appeal Process.** The burden of proof shall be upon the appellant to demonstrate that the imposition or the amount of the fee was not based on the procedures established in this resolution. The Director of Public Works will be responsible for administering the provisions of this resolution. Decisions made by the Director of Public Works may be appealed to the City Manager or City Council by filing a Notice of Appeal with the City Clerk within 15 days from the date of the Director of Public Works' determination. The appeal process shall be as provided for in the City of Simi Valley Municipal Code.

#### SECTION 9. Traffic Impact Fee.

Previous Traffic Impact Fees established under Resolution No. 2015-76 shall remain in effect and shall be considered to be established under this resolution. Should the City Council wish to establish or alter the traffic impact fee in the future, it will be done by separate resolution.

#### SECTION 10. Effective Date.

The continued traffic impact fee program established by this resolution shall be effective upon passage, as which time Resolution No. 91-93 and any other related resolutions shall be repealed. The Traffic Impact Fee program shall be rescinded on the tenth annual anniversary date of said effective date. However, the City Manager is hereby authorized to continue the traffic impact fee program for two additional five (5) year extensions provided all legal requirements are met.

#### SECTION 11. Protest Requirements.

Any party who chooses to protest the imposition of any fee, dedication, reservation, or other exaction imposed on a residential housing development by the City shall meet all of the requirements of California Government Code Section 66020.

#### SECTION 12. Protest Procedures.

Any party on whom a fee, tax, assessment, dedication, reservation, or other exaction has been imposed, the payment or performance of which is required to



obtain approval of a development or development project, may protest pursuant to California Government Code Section 66021.

SECTION 13. Judicial Actions to Challenge Fee.

Any proceeding to attack, review, set aside, void, or annul the traffic impact fee resolution shall comply with California Code Section 66022.

SECTION 14. Accounting.

The fees received pursuant to this resolution shall be accounted for and audited pursuant to California Government Code Section 66006.

SECTION 15. Amendments.

This resolution may be amended from time to time by the City Council.

SECTION 16. Severability.

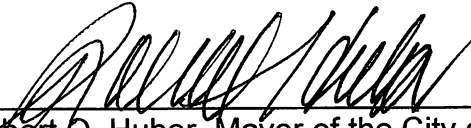
If any section or portion of this resolution is declared invalid, the remaining sections or portions are to be considered valid and unaffected.

SECTION 17. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the Office of the City Clerk.

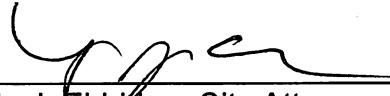
PASSED and ADOPTED this 11<sup>th</sup> day of January 2016.

**Attest:**

  
\_\_\_\_\_  
Ky Spangler, Deputy Director/City Clerk

  
\_\_\_\_\_  
Robert O. Huber, Mayor of the City of Simi Valley, California

**Approved as to Form:**

  
\_\_\_\_\_  
Lonnie J. Eldridge, City Attorney

**Approved as to Content:**

  
\_\_\_\_\_  
Eric J. Levitt, City Manager

  
\_\_\_\_\_  
Ronald K. Fuchiwaki, Director  
Department of Public Works

I, Deputy Director/City Clerk of the City of Simi Valley, California, do hereby certify that the foregoing Resolution No. 2016-04 was regularly introduced and adopted by the City Council of the City of Simi Valley, California, at a regular meeting thereof held on the 11<sup>th</sup> day of January 2016, by the following vote of the City Council:

AYES: Council Members Judge, Sojka, Becerra, Mayor Pro Tem Mashburn and Mayor Huber

NAYS: None

ABSENT: None

ABSTAINED: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Simi Valley, California, this 19<sup>th</sup> day of January 2016.

  
\_\_\_\_\_  
Ky Spangler  
Deputy Director/City Clerk

# GOVERNMENT CODE

## SECTION 66000-66008

66000. As used in this chapter, the following terms have the following meanings:

(a) "Development project" means any project undertaken for the purpose of development. "Development project" includes a project involving the issuance of a permit for construction or reconstruction, but not a permit to operate.

(b) "Fee" means a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, but does not include fees specified in Section 66477, fees for processing applications for governmental regulatory actions or approvals, fees collected under development agreements adopted pursuant to Article 2.5 (commencing with Section 65864) of Chapter 4, or fees collected pursuant to agreements with redevelopment agencies that provide for the redevelopment of property in furtherance or for the benefit of a redevelopment project for which a redevelopment plan has been adopted pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).

(c) "Local agency" means a county, city, whether general law or chartered, city and county, school district, special district, authority, agency, any other municipal public corporation or district, or other political subdivision of the state.

(d) "Public facilities" includes public improvements, public services, and community amenities.

66000.5. (a) This chapter, Chapter 6 (commencing with Section 66010), Chapter 7 (commencing with Section 66012), Chapter 8 (commencing with Section 66016), and Chapter 9 (commencing with Section 66020) shall be known and may be cited as the Mitigation Fee Act.

(b) Any action brought in the superior court relating to the Mitigation Fee Act may be subject to a mediation proceeding conducted pursuant to Chapter 9.3 (commencing with Section 66030).

66001. (a) In any action establishing, increasing, or imposing a fee as a condition of approval of a development project by a local agency, the local agency shall do all of the following:

(1) Identify the purpose of the fee.

(2) Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital

improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.

(3) Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

(4) Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

(b) In any action imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

(c) Upon receipt of a fee subject to this section, the local agency shall deposit, invest, account for, and expend the fees pursuant to Section 66006.

(d) (1) For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the local agency shall make all of the following findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted:

(A) Identify the purpose to which the fee is to be put.

(B) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

(C) Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a).

(D) Designate the approximate dates on which the funding referred to in subparagraph (C) is expected to be deposited into the appropriate account or fund.

(2) When findings are required by this subdivision, they shall be made in connection with the public information required by subdivision (b) of Section 66006. The findings required by this subdivision need only be made for moneys in possession of the local agency, and need not be made with respect to letters of credit, bonds, or other instruments taken to secure payment of the fee at a future date. If the findings are not made as required by this subdivision, the local agency shall refund the moneys in the account or fund as provided in subdivision (e).

(e) Except as provided in subdivision (f), when sufficient funds have been collected, as determined pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 66006, to complete financing on incomplete public improvements identified in paragraph (2) of subdivision (a), and the public improvements remain incomplete, the local agency shall identify, within 180 days of the determination that sufficient funds have been collected, an approximate date by which the construction of the public improvement will be commenced, or shall refund to the then current record owner or owners of the lots or units, as identified on the last equalized assessment roll, of the development project or projects on a prorated basis, the unexpended portion of the fee, and any interest accrued thereon. By means consistent with the intent of this section, a local agency may refund the unexpended revenues by direct payment, by providing a temporary suspension of fees, or by any other reasonable

means. The determination by the governing body of the local agency of the means by which those revenues are to be refunded is a legislative act.

(f) If the administrative costs of refunding unexpended revenues pursuant to subdivision (e) exceed the amount to be refunded, the local agency, after a public hearing, notice of which has been published pursuant to Section 6061 and posted in three prominent places within the area of the development project, may determine that the revenues shall be allocated for some other purpose for which fees are collected subject to this chapter and which serves the project on which the fee was originally imposed.

(g) A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan.

66002. (a) Any local agency which levies a fee subject to Section 66001 may adopt a capital improvement plan, which shall indicate the approximate location, size, time of availability, and estimates of cost for all facilities or improvements to be financed with the fees.

(b) The capital improvement plan shall be adopted by, and shall be annually updated by, a resolution of the governing body of the local agency adopted at a noticed public hearing. Notice of the hearing shall be given pursuant to Section 65090. In addition, mailed notice shall be given to any city or county which may be significantly affected by the capital improvement plan. This notice shall be given no later than the date the local agency notices the public hearing pursuant to Section 65090. The information in the notice shall be not less than the information contained in the notice of public hearing and shall be given by first-class mail or personal delivery.

(c) "Facility" or "improvement," as used in this section, means any of the following:

(1) Public buildings, including schools and related facilities; provided that school facilities shall not be included if Senate Bill 97 of the 1987-88 Regular Session is enacted and becomes effective on or before January 1, 1988.

(2) Facilities for the storage, treatment, and distribution of nonagricultural water.

(3) Facilities for the collection, treatment, reclamation, and disposal of sewage.

(4) Facilities for the collection and disposal of storm waters and for flood control purposes.

(5) Facilities for the generation of electricity and the distribution of gas and electricity.

(6) Transportation and transit facilities, including but not limited to streets and supporting improvements, roads, overpasses, bridges, harbors, ports, airports, and related facilities.

(7) Parks and recreation facilities.

(8) Any other capital project identified in the capital facilities plan adopted pursuant to Section 66002.

66003. Sections 66001 and 66002 do not apply to a fee imposed pursuant to a reimbursement agreement by and between a local agency and a property owner or developer for that portion of the cost of a public facility paid by the property owner or developer which exceeds the need for the public facility attributable to and reasonably related to the development. This chapter shall become operative on January 1, 1989.

66004. The establishment or increase of any fee pursuant to this chapter shall be subject to the requirements of Section 66018.

66005. (a) When a local agency imposes any fee or exaction as a condition of approval of a proposed development, as defined by Section 65927, or development project, those fees or exactions shall not exceed the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed.

(b) This section does not apply to fees or monetary exactions expressly authorized to be imposed under Sections 66475.1 and 66477.

(c) It is the intent of the Legislature in adding this section to codify existing constitutional and decisional law with respect to the imposition of development fees and monetary exactions on developments by local agencies. This section is declaratory of existing law and shall not be construed or interpreted as creating new law or as modifying or changing existing law.

66005.1. (a) When a local agency imposes a fee on a housing development pursuant to Section 66001 for the purpose of mitigating vehicular traffic impacts, if that housing development satisfies all of the following characteristics, the fee, or the portion thereof relating to vehicular traffic impacts, shall be set at a rate that reflects a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without these characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with these characteristics, would not generate fewer automobile trips than a housing development without those characteristics:

(1) The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.

(2) Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.

(3) The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

(b) If a housing development does not satisfy the characteristics in subdivision (a), the local agency may charge a fee that is proportional to the estimated rate of automobile trip generation associated with the housing development.

(c) As used in this section, "housing development" means a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floorspace is for residential use.

(d) For the purposes of this section, "transit station" has the meaning set forth in paragraph (4) of subdivision (b) of Section 65460.1. "Transit station" includes planned transit stations otherwise meeting this definition whose construction is programmed to be completed prior to the scheduled completion and occupancy of the housing development.

(e) This section shall become operative on January 1, 2011.

66006. (a) If a local agency requires the payment of a fee specified in subdivision (c) in connection with the approval of a development project, the local agency receiving the fee shall deposit it with the other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency, except for temporary investments, and expend those fees solely for the purpose for which the fee was collected. Any interest income earned by moneys in the capital facilities account or fund shall also be deposited in that account or fund and shall be expended only for the purpose for which the fee was originally collected.

(b) (1) For each separate account or fund established pursuant to subdivision (a), the local agency shall, within 180 days after the last day of each fiscal year, make available to the public the following information for the fiscal year:

(A) A brief description of the type of fee in the account or fund.

(B) The amount of the fee.

(C) The beginning and ending balance of the account or fund.

(D) The amount of the fees collected and the interest earned.

(E) An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.

(F) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.

(G) A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.

(H) The amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001.

(2) The local agency shall review the information made available to the public pursuant to paragraph (1) at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public, as required by this subdivision. Notice of the time and place of the meeting, including the address

where this information may be reviewed, shall be mailed, at least 15 days prior to the meeting, to any interested party who files a written request with the local agency for mailed notice of the meeting. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed. Renewal requests for mailed notices shall be filed on or before April 1 of each year. The legislative body may establish a reasonable annual charge for sending notices based on the estimated cost of providing the service.

(c) For purposes of this section, "fee" means any fee imposed to provide for an improvement to be constructed to serve a development project, or which is a fee for public improvements within the meaning of subdivision (b) of Section 66000, and that is imposed by the local agency as a condition of approving the development project.

(d) Any person may request an audit of any local agency fee or charge that is subject to Section 66023, including fees or charges of school districts, in accordance with that section.

(e) The Legislature finds and declares that untimely or improper allocation of development fees hinders economic growth and is, therefore, a matter of statewide interest and concern. It is, therefore, the intent of the Legislature that this section shall supersede all conflicting local laws and shall apply in charter cities.

(f) At the time the local agency imposes a fee for public improvements on a specific development project, it shall identify the public improvement that the fee will be used to finance.

66006.5. (a) A city or county which imposes an assessment, fee, or charge, other than a tax, for transportation purposes may, by ordinance, prescribe conditions and procedures allowing real property which is needed by the city or county for local transportation purposes, or by the state for transportation projects which will not receive any federal funds, to be donated by the obligor in satisfaction or partial satisfaction of the assessment, fee, or charge.

(b) To facilitate the implementation of subdivision (a), the Department of Transportation shall do all of the following:

(1) Give priority to the refinement, modification, and enhancement of procedures and policies dealing with right-of-way donations in order to encourage and facilitate those donations.

(2) Reduce or simplify paperwork requirements involving right-of-way procurement.

(3) Increase communication and education efforts as a means to solicit and encourage voluntary right-of-way donations.

(4) Enhance communication and coordination with local public entities through agreements of understanding that address state acceptance of right-of-way donations.

66007. (a) Except as otherwise provided in subdivisions (b) and (g), any local agency that imposes any fees or charges on a residential development for the construction of public improvements or facilities shall not require the payment of those fees or charges, notwithstanding any other provision of law, until the date of the



final inspection, or the date the certificate of occupancy is issued, whichever occurs first. However, utility service fees may be collected at the time an application for utility service is received. If the residential development contains more than one dwelling, the local agency may determine whether the fees or charges shall be paid on a pro rata basis for each dwelling when it receives its final inspection or certificate of occupancy, whichever occurs first; on a pro rata basis when a certain percentage of the dwellings have received their final inspection or certificate of occupancy, whichever occurs first; or on a lump-sum basis when the first dwelling in the development receives its final inspection or certificate of occupancy, whichever occurs first.

(b) (1) Notwithstanding subdivision (a), the local agency may require the payment of those fees or charges at an earlier time if (A) the local agency determines that the fees or charges will be collected for public improvements or facilities for which an account has been established and funds appropriated and for which the local agency has adopted a proposed construction schedule or plan prior to final inspection or issuance of the certificate of occupancy or (B) the fees or charges are to reimburse the local agency for expenditures previously made. "Appropriated," as used in this subdivision, means authorization by the governing body of the local agency for which the fee is collected to make expenditures and incur obligations for specific purposes.

(2) (A) Paragraph (1) does not apply to units reserved for occupancy by lower income households included in a residential development proposed by a nonprofit housing developer in which at least 49 percent of the total units are reserved for occupancy by lower income households, as defined in Section 50079.5 of the Health and Safety Code, at an affordable rent, as defined in Section 50053 of the Health and Safety Code. In addition to the contract that may be required under subdivision (c), a city, county, or city and county may require the posting of a performance bond or a letter of credit from a federally insured, recognized depository institution to guarantee payment of any fees or charges that are subject to this paragraph. Fees and charges exempted from paragraph (1) under this paragraph shall become immediately due and payable when the residential development no longer meets the requirements of this paragraph.

(B) The exception provided in subparagraph (A) does not apply to fees and charges levied pursuant to Chapter 6 (commencing with Section 17620) of Part 10.5 of Division 1 of Title 1 of the Education Code.

(c) (1) If any fee or charge specified in subdivision (a) is not fully paid prior to issuance of a building permit for construction of any portion of the residential development encumbered thereby, the local agency issuing the building permit may require the property owner, or lessee if the lessee's interest appears of record, as a condition of issuance of the building permit, to execute a contract to pay the fee or charge, or applicable portion thereof, within the time specified in subdivision (a). If the fee or charge is prorated pursuant to subdivision (a), the obligation under the contract shall be similarly prorated.

(2) The obligation to pay the fee or charge shall inure to the benefit of, and be enforceable by, the local agency that imposed the fee or charge, regardless of whether it is a party to the contract. The contract shall contain a legal description of the property

affected, shall be recorded in the office of the county recorder of the county and, from the date of recordation, shall constitute a lien for the payment of the fee or charge, which shall be enforceable against successors in interest to the property owner or lessee at the time of issuance of the building permit. The contract shall be recorded in the grantor-grantee index in the name of the public agency issuing the building permit as grantee and in the name of the property owner or lessee as grantor. The local agency shall record a release of the obligation, containing a legal description of the property, in the event the obligation is paid in full, or a partial release in the event the fee or charge is prorated pursuant to subdivision (a).

(3) The contract may require the property owner or lessee to provide appropriate notification of the opening of any escrow for the sale of the property for which the building permit was issued and to provide in the escrow instructions that the fee or charge be paid to the local agency imposing the same from the sale proceeds in escrow prior to disbursing proceeds to the seller.

(d) This section applies only to fees collected by a local agency to fund the construction of public improvements or facilities. It does not apply to fees collected to cover the cost of code enforcement or inspection services, or to other fees collected to pay for the cost of enforcement of local ordinances or state law.

(e) "Final inspection" or "certificate of occupancy," as used in this section, have the same meaning as described in Sections 305 and 307 of the Uniform Building Code, International Conference of Building Officials, 1985 edition.

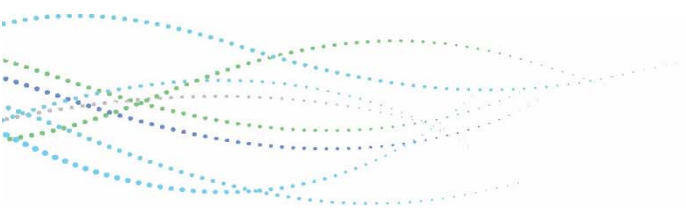
(f) Methods of complying with the requirement in subdivision (b) that a proposed construction schedule or plan be adopted, include, but are not limited to, (1) the adoption of the capital improvement plan described in Section 66002, or (2) the submittal of a five-year plan for construction and rehabilitation of school facilities pursuant to subdivision (c) of Section 17017.5 of the Education Code.

(g) A local agency may defer the collection of one or more fees up to the close of escrow. This subdivision shall not apply to fees and charges levied pursuant to Chapter 6 (commencing with Section 17620) of Part 10.5 of Division 1 of Title 1 of the Education Code.

66008. A local agency shall expend a fee for public improvements, as accounted for pursuant to Section 66006, solely and exclusively for the purpose or purposes, as identified in subdivision (f) of Section 66006, for which the fee was collected. The fee shall not be levied, collected, or imposed for general revenue purposes.

---

## APPENDIX B – TRAFFIC COUNT DATA



City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 01\_SMV\_Rocky Peak\_118W AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

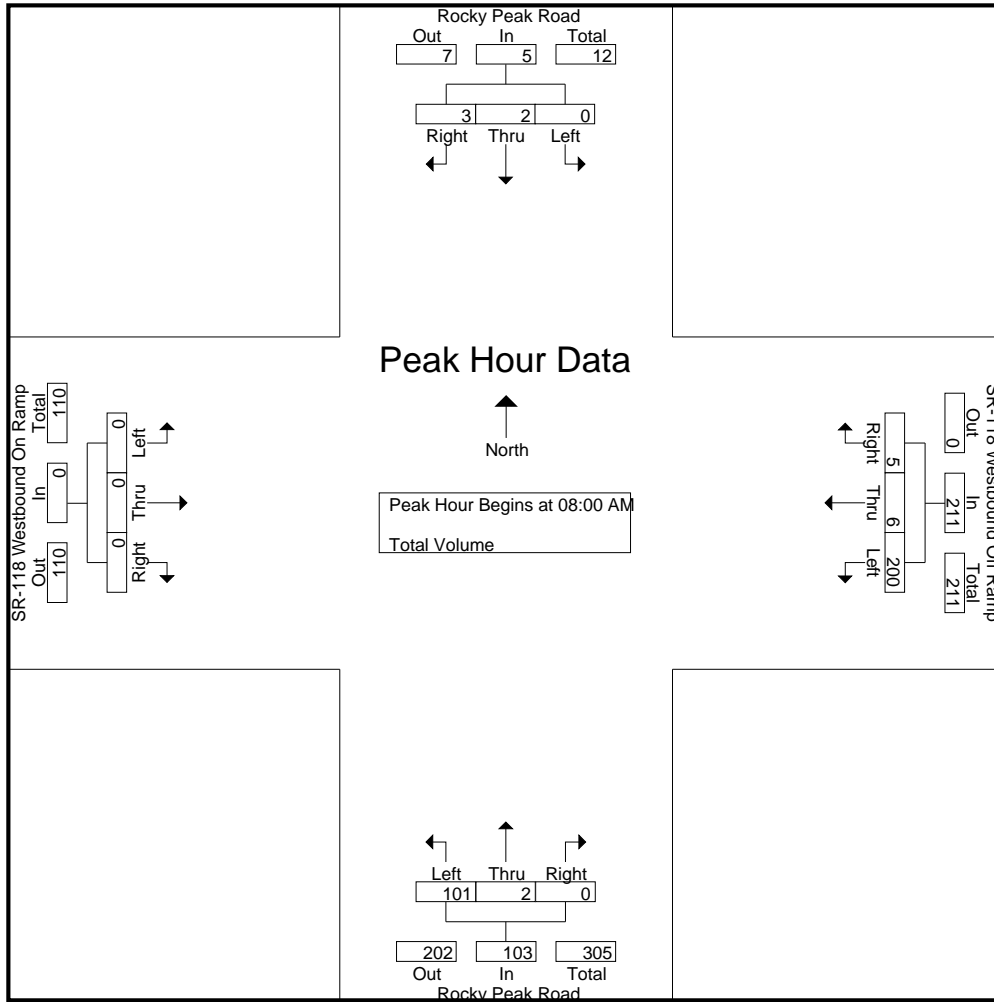
Start Time	Rocky Peak Road Southbound				SR-118 Westbound Off Ramp Westbound				Rocky Peak Road Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	44	1	2	47	12	0	0	12	0	0	0	0	60
07:15 AM	0	0	1	1	57	1	2	60	24	0	0	24	0	0	0	0	85
07:30 AM	0	0	1	1	46	0	0	46	21	1	0	22	0	0	0	0	69
07:45 AM	0	0	0	0	39	1	0	40	23	2	0	25	0	0	0	0	65
Total	0	1	2	3	186	3	4	193	80	3	0	83	0	0	0	0	279
08:00 AM	0	0	0	0	42	2	0	44	25	0	0	25	0	0	0	0	69
08:15 AM	0	1	0	1	53	2	2	57	28	1	0	29	0	0	0	0	87
08:30 AM	0	1	1	2	64	0	1	65	25	1	0	26	0	0	0	0	93
08:45 AM	0	0	2	2	41	2	2	45	23	0	0	23	0	0	0	0	70
Total	0	2	3	5	200	6	5	211	101	2	0	103	0	0	0	0	319
Grand Total	0	3	5	8	386	9	9	404	181	5	0	186	0	0	0	0	598
Apprch %	0	37.5	62.5		95.5	2.2	2.2		97.3	2.7	0		0	0	0		
Total %	0	0.5	0.8	1.3	64.5	1.5	1.5	67.6	30.3	0.8	0	31.1	0	0	0	0	

Start Time	Rocky Peak Road Southbound				SR-118 Westbound Off Ramp Westbound				Rocky Peak Road Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	42	2	0	44	25	0	0	25	0	0	0	0	69
08:15 AM	0	1	0	1	53	2	2	57	28	1	0	29	0	0	0	0	87
08:30 AM	0	1	1	2	64	0	1	65	25	1	0	26	0	0	0	0	93
08:45 AM	0	0	2	2	41	2	2	45	23	0	0	23	0	0	0	0	70
Total Volume	0	2	3	5	200	6	5	211	101	2	0	103	0	0	0	0	319
% App. Total	0	40	60		94.8	2.8	2.4		98.1	1.9	0		0	0	0		
PHF	.000	.500	.375	.625	.781	.750	.625	.812	.902	.500	.000	.888	.000	.000	.000	.000	.858

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 01\_SMV\_Rocky Peak\_118W AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				07:00 AM			
+0 mins.	0	0	0	0	42	2	0	44	23	2	0	25	0	0	0	0
+15 mins.	0	1	0	1	53	2	2	57	25	0	0	25	0	0	0	0
+30 mins.	0	1	1	2	64	0	1	65	28	1	0	29	0	0	0	0
+45 mins.	0	0	2	2	41	2	2	45	25	1	0	26	0	0	0	0
Total Volume	0	2	3	5	200	6	5	211	101	4	0	105	0	0	0	0
% App. Total	0	40	60		94.8	2.8	2.4		96.2	3.8	0		0	0	0	
PHF	.000	.500	.375	.625	.781	.750	.625	.812	.902	.500	.000	.905	.000	.000	.000	.000

City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 01\_SMV\_Rocky Peak\_118W PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

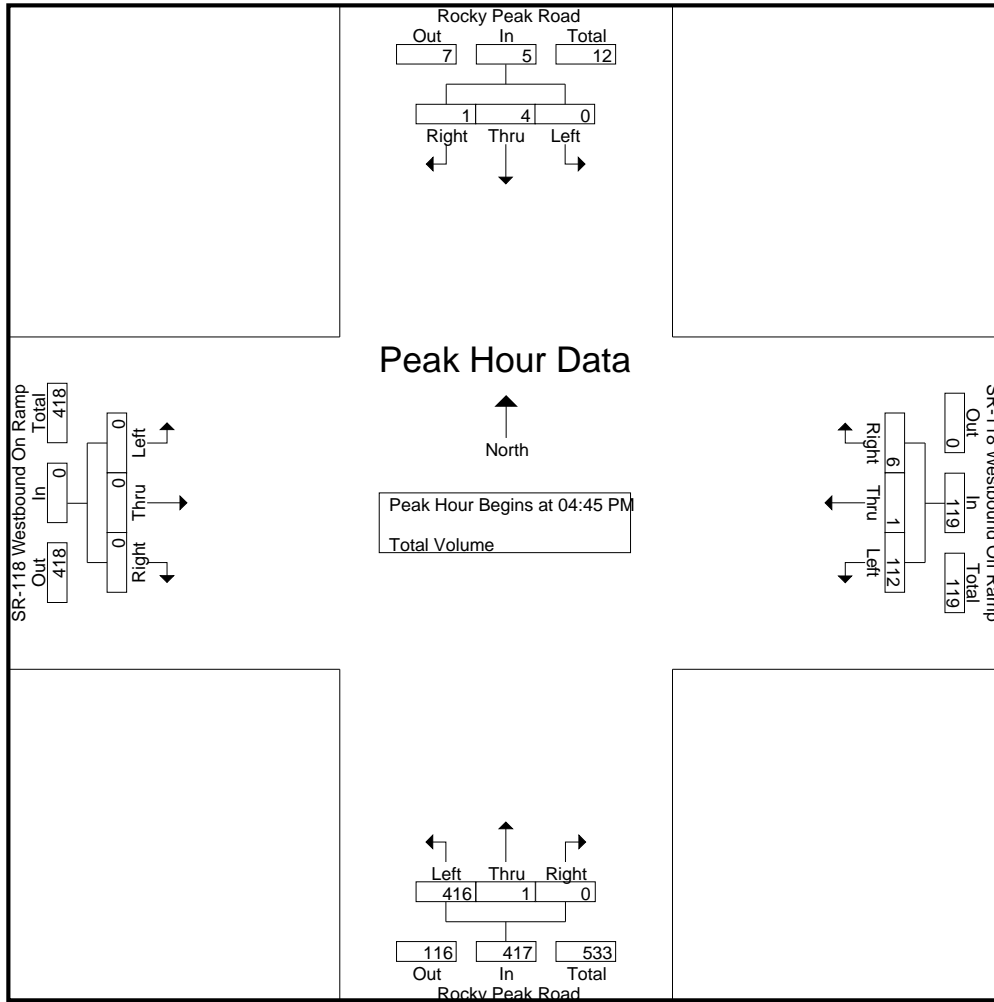
Start Time	Rocky Peak Road Southbound				SR-118 Westbound Off Ramp Westbound				Rocky Peak Road Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	25	0	0	25	81	0	0	81	0	0	0	0	106
04:15 PM	0	0	0	0	18	0	0	18	101	2	0	103	0	0	0	0	121
04:30 PM	0	2	2	4	30	2	3	35	80	0	0	80	0	0	0	0	119
04:45 PM	0	1	1	2	20	0	1	21	109	1	0	110	0	0	0	0	133
Total	0	3	3	6	93	2	4	99	371	3	0	374	0	0	0	0	479
05:00 PM	0	2	0	2	29	0	2	31	100	0	0	100	0	0	0	0	133
05:15 PM	0	1	0	1	31	1	2	34	101	0	0	101	0	0	0	0	136
05:30 PM	0	0	0	0	32	0	1	33	106	0	0	106	0	0	0	0	139
05:45 PM	0	3	3	6	25	0	2	27	94	1	0	95	0	0	0	0	128
Total	0	6	3	9	117	1	7	125	401	1	0	402	0	0	0	0	536
Grand Total	0	9	6	15	210	3	11	224	772	4	0	776	0	0	0	0	1015
Apprch %	0	60	40		93.8	1.3	4.9		99.5	0.5	0		0	0	0		
Total %	0	0.9	0.6	1.5	20.7	0.3	1.1	22.1	76.1	0.4	0	76.5	0	0	0	0	

Start Time	Rocky Peak Road Southbound				SR-118 Westbound Off Ramp Westbound				Rocky Peak Road Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	1	1	2	20	0	1	21	<b>109</b>	<b>1</b>	0	<b>110</b>	0	0	0	0	133
05:00 PM	0	2	0	2	29	0	2	31	100	0	0	100	0	0	0	0	133
05:15 PM	0	1	0	1	31	1	2	<b>34</b>	101	0	0	101	0	0	0	0	136
05:30 PM	0	0	0	0	<b>32</b>	0	1	33	106	0	0	106	0	0	0	0	<b>139</b>
Total Volume	0	4	1	5	112	1	6	119	416	1	0	417	0	0	0	0	541
% App. Total	0	80	20		94.1	0.8	5		99.8	0.2	0		0	0	0		
PHF	.000	.500	.250	.625	.875	.250	.750	.875	.954	.250	.000	.948	.000	.000	.000	.000	.973

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 01\_SMV\_Rocky Peak\_118W PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	2	2	4	29	0	2	31	109	1	0	110	0	0	0	0
+15 mins.	0	1	1	2	31	1	2	34	100	0	0	100	0	0	0	0
+30 mins.	0	2	0	2	32	0	1	33	101	0	0	101	0	0	0	0
+45 mins.	0	1	0	1	25	0	2	27	106	0	0	106	0	0	0	0
Total Volume	0	6	3	9	117	1	7	125	416	1	0	417	0	0	0	0
% App. Total	0	66.7	33.3		93.6	0.8	5.6		99.8	0.2	0		0	0	0	
PHF	.000	.750	.375	.563	.914	.250	.875	.919	.954	.250	.000	.948	.000	.000	.000	.000

City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 02\_SMV\_Rocky Peak\_118E AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

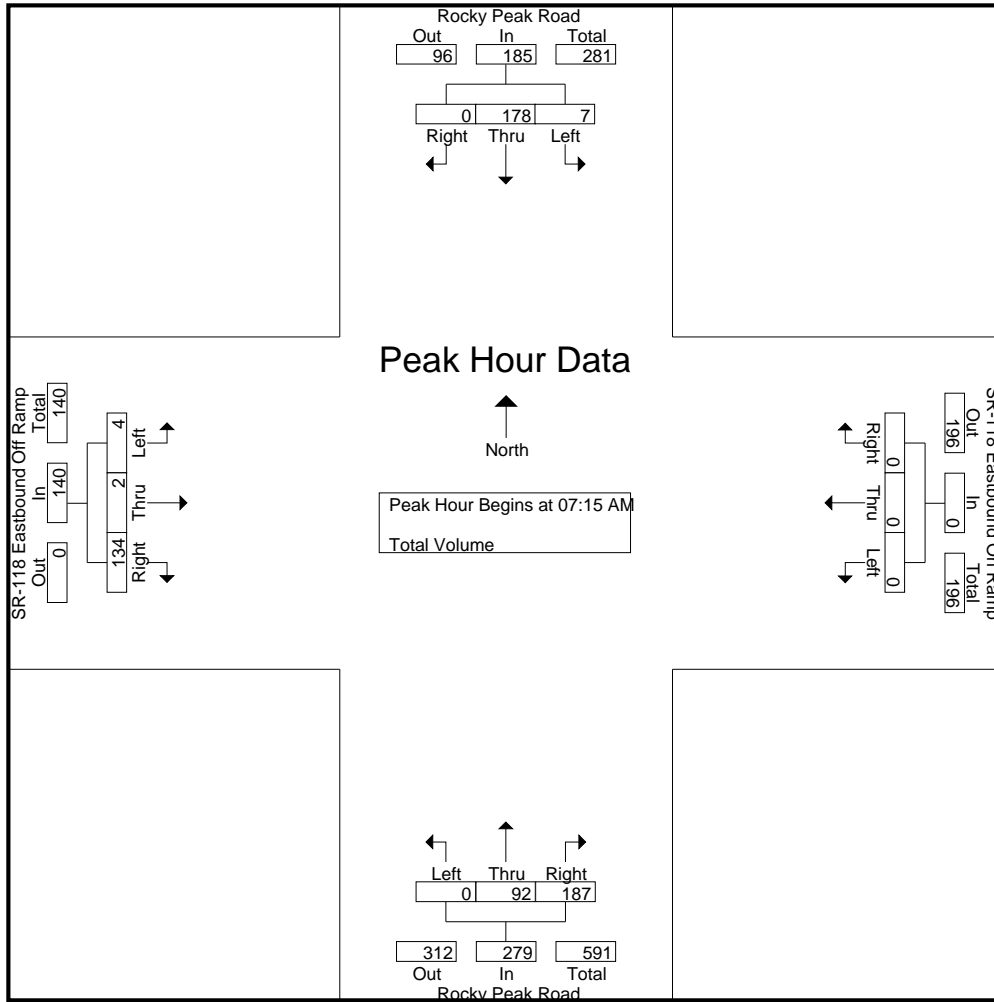
Start Time	Rocky Peak Road Southbound				SR-118 Eastbound On Ramp Westbound				Rocky Peak Road Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	41	0	43	0	0	0	0	0	12	35	47	0	1	27	28	118
07:15 AM	2	56	0	58	0	0	0	0	0	24	50	74	0	0	41	41	173
07:30 AM	2	42	0	44	0	0	0	0	0	21	43	64	1	0	28	29	137
07:45 AM	3	38	0	41	0	0	0	0	0	22	34	56	3	0	33	36	133
Total	9	177	0	186	0	0	0	0	0	79	162	241	4	1	129	134	561
08:00 AM	0	42	0	42	0	0	0	0	0	25	60	85	0	2	32	34	161
08:15 AM	1	53	0	54	0	0	0	0	0	30	36	66	0	0	34	34	154
08:30 AM	6	61	0	67	0	0	0	0	0	23	31	54	2	0	21	23	144
08:45 AM	2	39	0	41	0	0	0	0	0	23	32	55	0	1	20	21	117
Total	9	195	0	204	0	0	0	0	0	101	159	260	2	3	107	112	576
Grand Total	18	372	0	390	0	0	0	0	0	180	321	501	6	4	236	246	1137
Apprch %	4.6	95.4	0		0	0	0		0	35.9	64.1		2.4	1.6	95.9		
Total %	1.6	32.7	0	34.3	0	0	0	0	0	15.8	28.2	44.1	0.5	0.4	20.8	21.6	

Start Time	Rocky Peak Road Southbound				SR-118 Eastbound On Ramp Westbound				Rocky Peak Road Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	<b>56</b>	0	<b>58</b>	0	0	0	0	0	24	50	74	0	0	<b>41</b>	<b>41</b>	<b>173</b>
07:30 AM	2	42	0	44	0	0	0	0	0	21	43	64	1	0	28	29	137
07:45 AM	<b>3</b>	38	0	41	0	0	0	0	0	22	34	56	<b>3</b>	0	33	36	133
08:00 AM	0	42	0	42	0	0	0	0	0	<b>25</b>	<b>60</b>	<b>85</b>	0	<b>2</b>	32	34	161
Total Volume	7	178	0	185	0	0	0	0	0	92	187	279	4	2	134	140	604
% App. Total	3.8	96.2	0		0	0	0		0	33	67		2.9	1.4	95.7		
PHF	.583	.795	.000	.797	.000	.000	.000	.000	.000	.920	.779	.821	.333	.250	.817	.854	.873



City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 02\_SMV\_Rocky Peak\_118E AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	3	38	0	41	0	0	0	0	0	24	50	74	0	0	<b>41</b>	<b>41</b>
+15 mins.	0	42	0	42	0	0	0	0	0	21	43	64	1	0	28	29
+30 mins.	1	53	0	54	0	0	0	0	0	22	34	56	<b>3</b>	0	33	36
+45 mins.	<b>6</b>	<b>61</b>	0	<b>67</b>	0	0	0	0	0	<b>25</b>	<b>60</b>	<b>85</b>	0	<b>2</b>	32	34
Total Volume	10	194	0	204	0	0	0	0	0	92	187	279	4	2	134	140
% App. Total	4.9	95.1	0		0	0	0		0	33	67		2.9	1.4	95.7	
PHF	.417	.795	.000	.761	.000	.000	.000	.000	.000	.920	.779	.821	.333	.250	.817	.854

City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 02\_SMV\_Rocky Peak\_118E PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

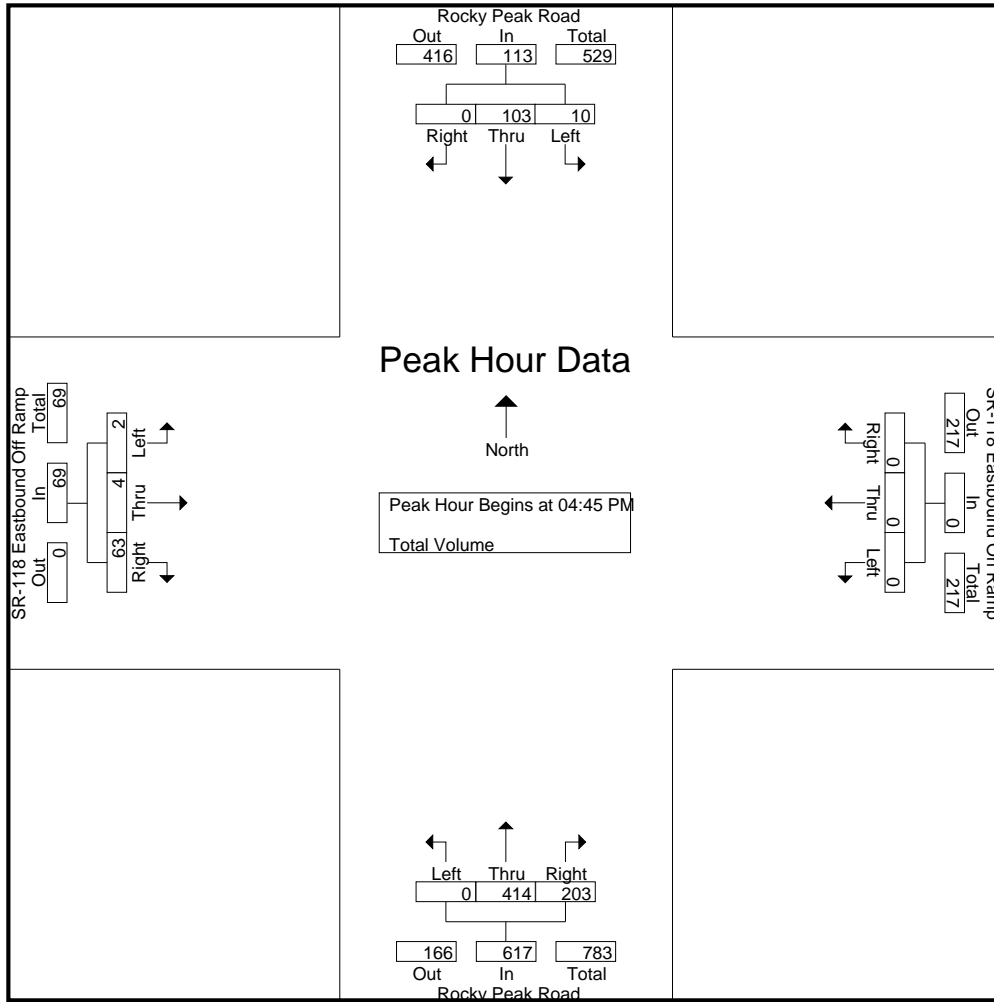
Groups Printed- Total Volume

Start Time	Rocky Peak Road Southbound				SR-118 Eastbound On Ramp Westbound				Rocky Peak Road Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	23	0	25	0	0	0	0	0	83	46	129	0	0	13	13	167
04:15 PM	0	19	0	19	0	0	0	0	0	101	45	146	0	0	17	17	182
04:30 PM	4	28	0	32	0	0	0	0	0	78	51	129	3	0	16	19	180
04:45 PM	1	19	0	20	0	0	0	0	0	110	57	167	0	1	22	23	210
Total	7	89	0	96	0	0	0	0	0	372	199	571	3	1	68	72	739
05:00 PM	4	26	0	30	0	0	0	0	0	100	44	144	0	1	16	17	191
05:15 PM	3	28	0	31	0	0	0	0	0	102	64	166	0	1	15	16	213
05:30 PM	2	30	0	32	0	0	0	0	0	102	38	140	2	1	10	13	185
05:45 PM	5	23	0	28	0	0	0	0	0	95	57	152	1	0	13	14	194
Total	14	107	0	121	0	0	0	0	0	399	203	602	3	3	54	60	783
Grand Total	21	196	0	217	0	0	0	0	0	771	402	1173	6	4	122	132	1522
Apprch %	9.7	90.3	0		0	0	0		0	65.7	34.3		4.5	3	92.4		
Total %	1.4	12.9	0	14.3	0	0	0	0	0	50.7	26.4	77.1	0.4	0.3	8	8.7	

Start Time	Rocky Peak Road Southbound				SR-118 Eastbound On Ramp Westbound				Rocky Peak Road Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	19	0	20	0	0	0	0	0	110	57	167	0	1	22	23	210
05:00 PM	4	26	0	30	0	0	0	0	0	100	44	144	0	1	16	17	191
05:15 PM	3	28	0	31	0	0	0	0	0	102	64	166	0	1	15	16	213
05:30 PM	2	30	0	32	0	0	0	0	0	102	38	140	2	1	10	13	185
Total Volume	10	103	0	113	0	0	0	0	0	414	203	617	2	4	63	69	799
% App. Total	8.8	91.2	0		0	0	0		0	67.1	32.9		2.9	5.8	91.3		
PHF	.625	.858	.000	.883	.000	.000	.000	.000	.000	.941	.793	.924	.250	1.00	.716	.750	.938

City of Simi Valley  
 N/S: Rocky Peak Road  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 02\_SMV\_Rocky Peak\_118E PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:15 PM			
+0 mins.	4	26	0	30	0	0	0	0	0	<b>110</b>	57	<b>167</b>	0	0	17	17
+15 mins.	3	28	0	31	0	0	0	0	0	100	44	144	<b>3</b>	0	16	19
+30 mins.	2	<b>30</b>	0	<b>32</b>	0	0	0	0	0	102	<b>64</b>	166	0	<b>1</b>	<b>22</b>	<b>23</b>
+45 mins.	<b>5</b>	23	0	28	0	0	0	0	0	102	38	140	0	1	16	17
Total Volume	14	107	0	121	0	0	0	0	0	414	203	617	3	2	71	76
% App. Total	11.6	88.4	0		0	0	0		0	67.1	32.9		3.9	2.6	93.4	
PHF	.700	.892	.000	.945	.000	.000	.000	.000	.000	.941	.793	.924	.250	.500	.807	.826

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Smith Road  
 Weather: Clear

File Name : 03\_SMV\_Kuehner\_Smith AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound			Smith Road Westbound			Kuehner Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	3	89	92	0	2	2	24	4	28	122
07:15 AM	4	89	93	0	3	3	42	0	42	138
07:30 AM	1	88	89	1	2	3	33	1	34	126
07:45 AM	0	71	71	0	1	1	53	0	53	125
Total	8	337	345	1	8	9	152	5	157	511
08:00 AM	2	87	89	0	1	1	41	2	43	133
08:15 AM	3	88	91	2	2	4	28	0	28	123
08:30 AM	5	71	76	2	3	5	31	0	31	112
08:45 AM	4	57	61	0	1	1	28	0	28	90
Total	14	303	317	4	7	11	128	2	130	458
Grand Total	22	640	662	5	15	20	280	7	287	969
Apprch %	3.3	96.7		25	75		97.6	2.4		
Total %	2.3	66	68.3	0.5	1.5	2.1	28.9	0.7	29.6	

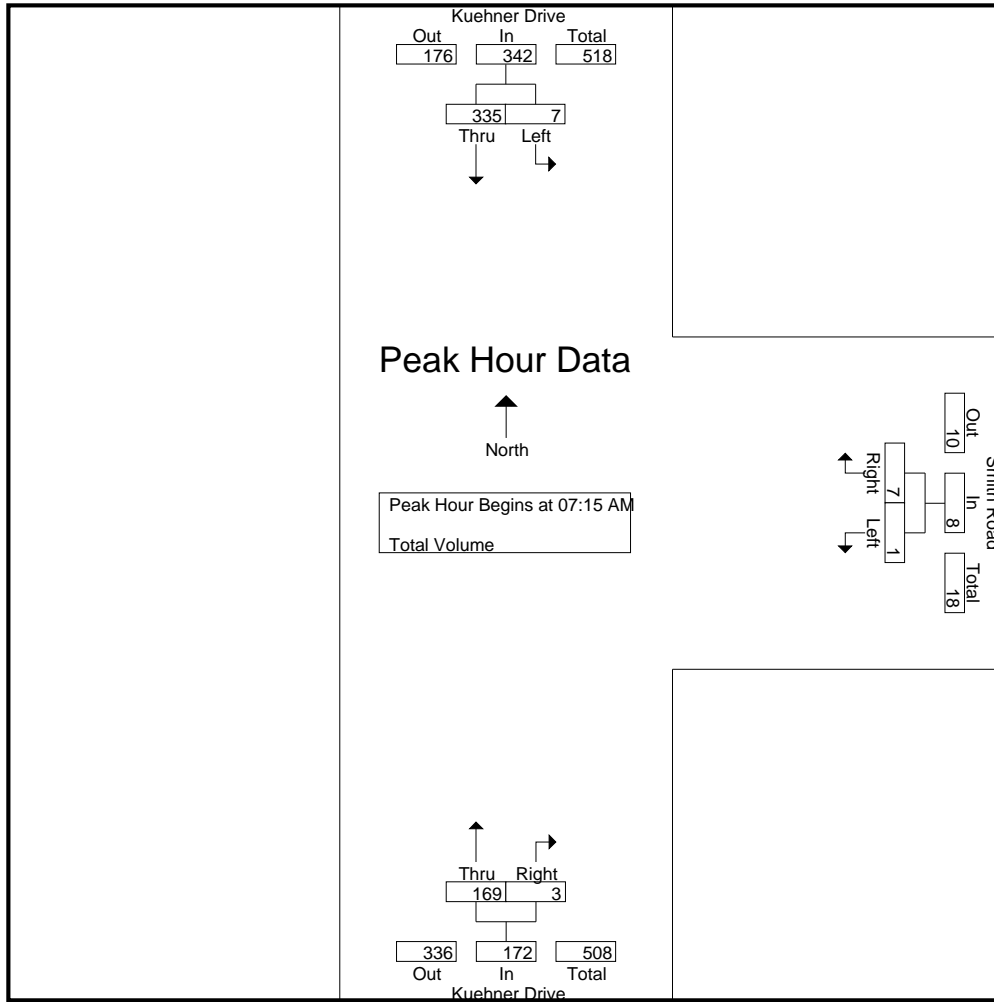
Start Time	Kuehner Drive Southbound			Smith Road Westbound			Kuehner Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	4	89	93	0	3	3	42	0	42	138
07:30 AM	1	88	89	1	2	3	33	1	34	126
07:45 AM	0	71	71	0	1	1	53	0	53	125
08:00 AM	2	87	89	0	1	1	41	2	43	133
Total Volume	7	335	342	1	7	8	169	3	172	522
% App. Total	2	98		12.5	87.5		98.3	1.7		
PHF	.438	.941	.919	.250	.583	.667	.797	.375	.811	.946

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Smith Road  
 Weather: Clear

File Name : 03\_SMV\_Kuehner\_Smith AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			07:15 AM		
+0 mins.	3	<b>89</b>	92	0	1	1	42	0	42
+15 mins.	<b>4</b>	89	<b>93</b>	0	1	1	33	1	34
+30 mins.	1	88	89	<b>2</b>	2	4	<b>53</b>	0	<b>53</b>
+45 mins.	0	71	71	2	<b>3</b>	<b>5</b>	41	<b>2</b>	43
Total Volume	8	337	345	4	7	11	169	3	172
% App. Total	2.3	97.7		36.4	63.6		98.3	1.7	
PHF	.500	.947	.927	.500	.583	.550	.797	.375	.811

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Smith Road  
 Weather: Clear

File Name : 03\_SMV\_Kuehner\_Smith PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound			Smith Road Westbound			Kuehner Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	5	33	38	1	4	5	91	0	91	134
04:15 PM	3	42	45	0	3	3	98	2	100	148
04:30 PM	3	53	56	1	5	6	99	0	99	161
04:45 PM	6	40	46	0	3	3	91	4	95	144
Total	17	168	185	2	15	17	379	6	385	587
05:00 PM	5	41	46	0	2	2	100	3	103	151
05:15 PM	3	41	44	0	5	5	100	0	100	149
05:30 PM	3	48	51	1	8	9	119	1	120	180
05:45 PM	4	36	40	0	10	10	93	0	93	143
Total	15	166	181	1	25	26	412	4	416	623
Grand Total	32	334	366	3	40	43	791	10	801	1210
Apprch %	8.7	91.3		7	93		98.8	1.2		
Total %	2.6	27.6	30.2	0.2	3.3	3.6	65.4	0.8	66.2	

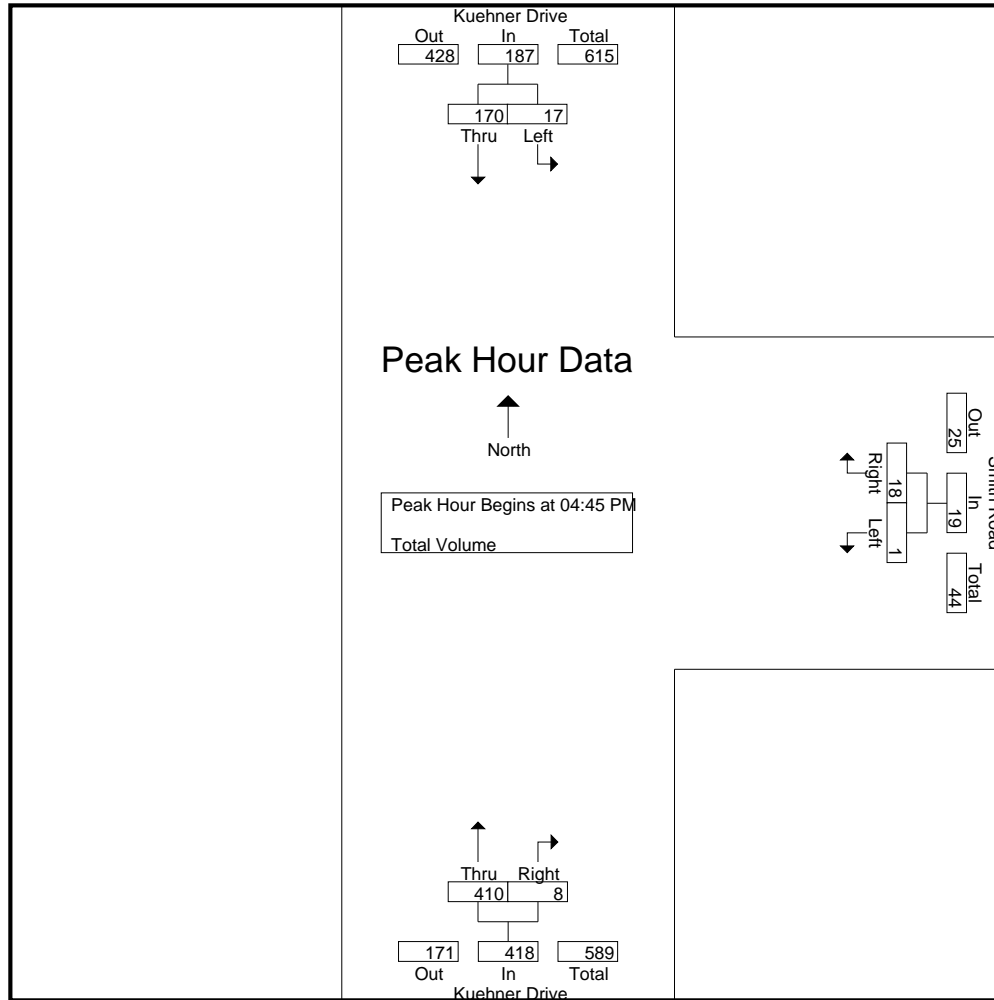
Start Time	Kuehner Drive Southbound			Smith Road Westbound			Kuehner Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	<b>6</b>	40	46	0	3	3	91	<b>4</b>	95	144
05:00 PM	5	41	46	0	2	2	100	3	103	151
05:15 PM	3	41	44	0	5	5	100	0	100	149
05:30 PM	3	<b>48</b>	<b>51</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>119</b>	<b>1</b>	<b>120</b>	<b>180</b>
Total Volume	17	170	187	1	18	19	410	8	418	624
% App. Total	9.1	90.9		5.3	94.7		98.1	1.9		
PHF	.708	.885	.917	.250	.563	.528	.861	.500	.871	.867

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Smith Road  
 Weather: Clear

File Name : 03\_SMV\_Kuehner\_Smith PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM			05:00 PM			04:45 PM		
+0 mins.	3	42	45	0	2	2	91	4	95
+15 mins.	3	<b>53</b>	<b>56</b>	0	5	5	100	3	103
+30 mins.	<b>6</b>	40	46	<b>1</b>	8	9	100	0	100
+45 mins.	5	41	46	0	<b>10</b>	<b>10</b>	<b>119</b>	1	<b>120</b>
Total Volume	17	176	193	1	25	26	410	8	418
% App. Total	8.8	91.2		3.8	96.2		98.1	1.9	
PHF	.708	.830	.862	.250	.625	.650	.861	.500	.871

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Katherine Road  
 Weather: Clear

File Name : 04\_SMV\_Kuehner\_Katherine AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

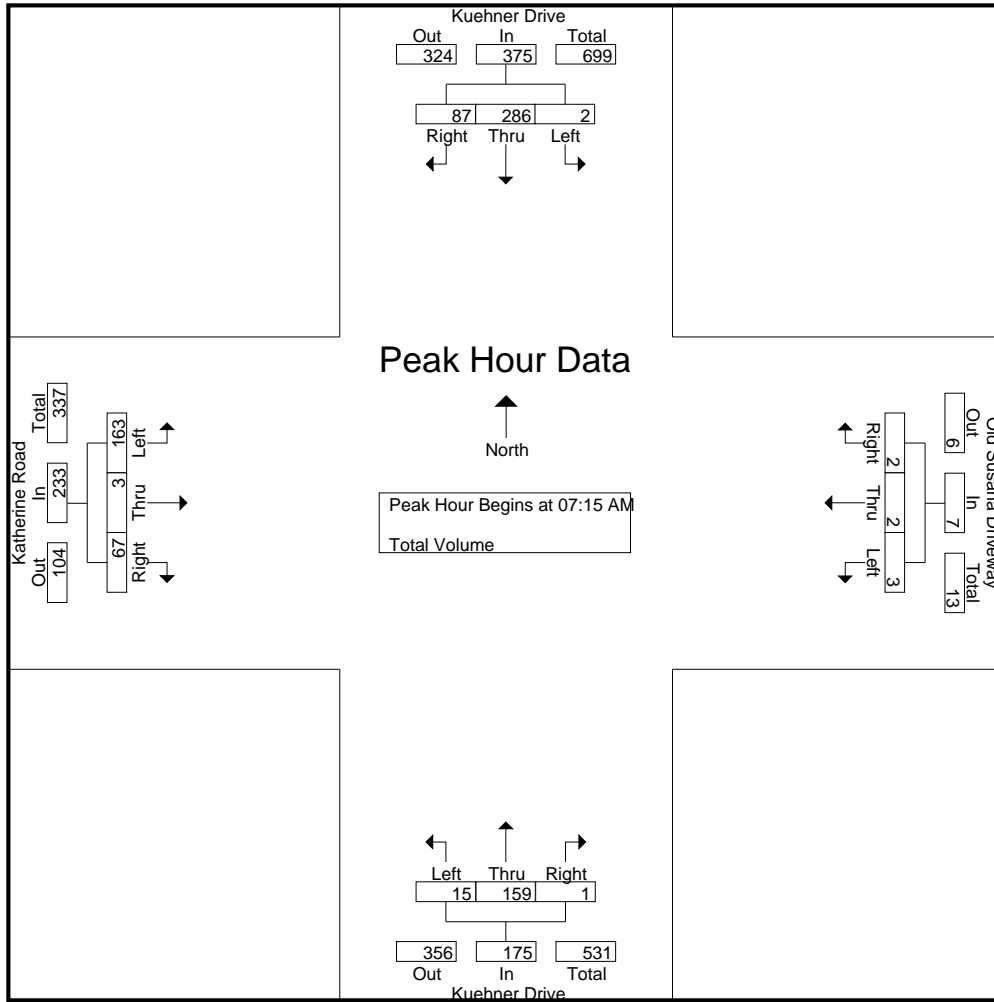
Start Time	Kuehner Drive Southbound				Old Susana Driveway Westbound				Kuehner Drive Northbound				Katherine Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	79	9	88	1	0	1	2	1	25	0	26	31	4	11	46	162
07:15 AM	0	87	10	97	1	1	0	2	2	38	0	40	32	0	15	47	186
07:30 AM	0	75	15	90	0	1	1	2	3	28	0	31	39	2	21	62	185
07:45 AM	1	58	40	99	0	0	1	1	7	46	0	53	42	1	12	55	208
Total	1	299	74	374	2	2	3	7	13	137	0	150	144	7	59	210	741
08:00 AM	1	66	22	89	2	0	0	2	3	47	1	51	50	0	19	69	211
08:15 AM	0	84	12	96	1	0	2	3	0	27	3	30	21	1	10	32	161
08:30 AM	0	71	12	83	0	0	1	1	1	27	0	28	19	0	6	25	137
08:45 AM	0	51	13	64	0	1	0	1	2	29	0	31	16	0	10	26	122
Total	1	272	59	332	3	1	3	7	6	130	4	140	106	1	45	152	631
Grand Total	2	571	133	706	5	3	6	14	19	267	4	290	250	8	104	362	1372
Apprch %	0.3	80.9	18.8		35.7	21.4	42.9		6.6	92.1	1.4		69.1	2.2	28.7		
Total %	0.1	41.6	9.7	51.5	0.4	0.2	0.4	1	1.4	19.5	0.3	21.1	18.2	0.6	7.6	26.4	

Start Time	Kuehner Drive Southbound				Old Susana Driveway Westbound				Kuehner Drive Northbound				Katherine Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	<b>87</b>	10	97	1	1	0	2	2	38	0	40	32	0	15	47	186
07:30 AM	0	75	15	90	0	1	1	2	3	28	0	31	39	2	21	62	185
07:45 AM	1	58	<b>40</b>	<b>99</b>	0	0	1	1	7	46	0	53	42	1	12	55	208
08:00 AM	1	66	22	89	2	0	0	2	3	<b>47</b>	1	51	50	0	19	69	211
Total Volume	2	286	87	375	3	2	2	7	15	159	1	175	163	3	67	233	790
% App. Total	0.5	76.3	23.2		42.9	28.6	28.6		8.6	90.9	0.6		70	1.3	28.8		
PHF	.500	.822	.544	.947	.375	.500	.500	.875	.536	.846	.250	.825	.815	.375	.798	.844	.936



City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Katherine Road  
 Weather: Clear

File Name : 04\_SMV\_Kuehner\_Katherine AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	0	<b>87</b>	10	97	0	<b>1</b>	1	2	2	38	0	40	32	0	15	47
+15 mins.	0	75	15	90	0	0	1	1	3	28	0	31	39	<b>2</b>	<b>21</b>	62
+30 mins.	<b>1</b>	58	<b>40</b>	<b>99</b>	<b>2</b>	0	0	2	<b>7</b>	46	0	<b>53</b>	42	1	12	55
+45 mins.	1	66	22	89	1	0	<b>2</b>	<b>3</b>	3	<b>47</b>	<b>1</b>	51	<b>50</b>	0	19	<b>69</b>
Total Volume	2	286	87	375	3	1	4	8	15	159	1	175	163	3	67	233
% App. Total	0.5	76.3	23.2		37.5	12.5	50		8.6	90.9	0.6		70	1.3	28.8	
PHF	.500	.822	.544	.947	.375	.250	.500	.667	.536	.846	.250	.825	.815	.375	.798	.844

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Katherine Road  
 Weather: Clear

File Name : 04\_SMV\_Kuehner\_Katherine PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

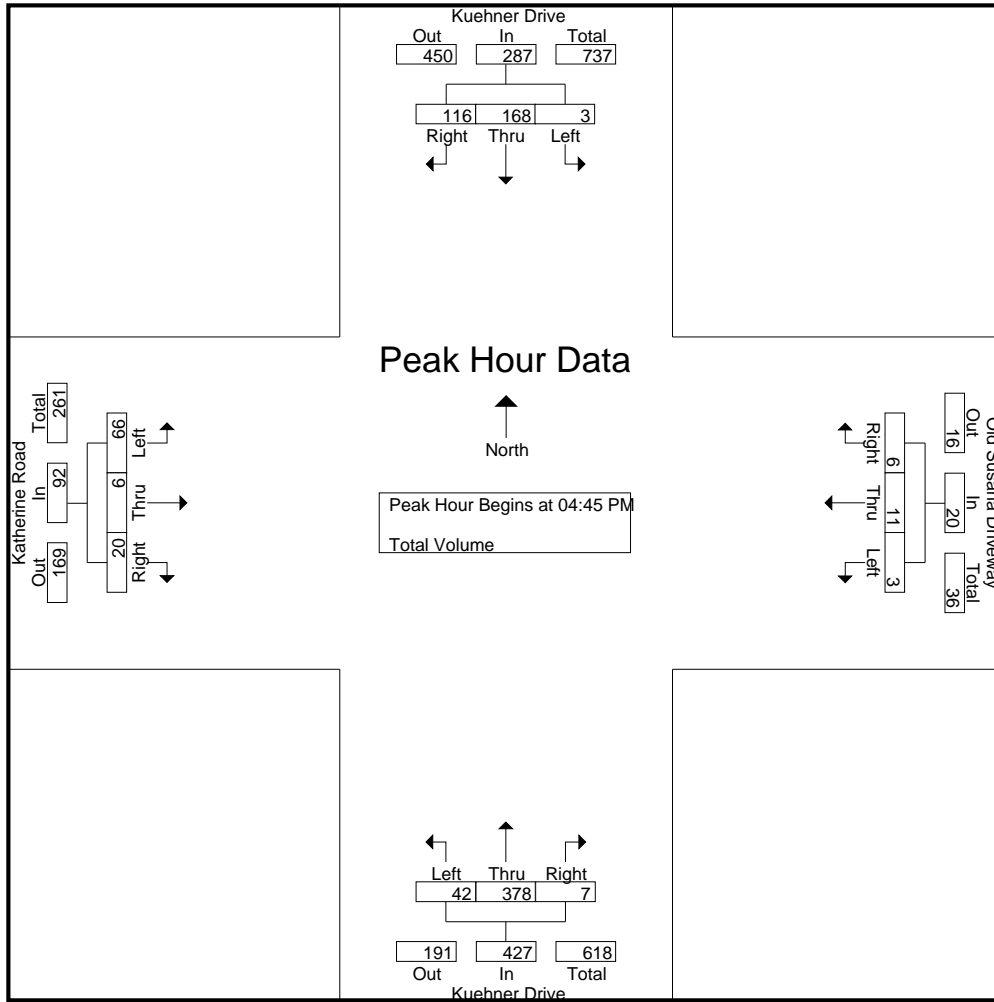
Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound				Old Susana Driveway Westbound				Kuehner Drive Northbound				Katherine Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	27	21	48	1	1	0	2	9	81	0	90	24	0	2	26	166
04:15 PM	1	45	17	63	1	6	2	9	5	93	2	100	22	3	1	26	198
04:30 PM	1	39	25	65	1	2	3	6	6	105	5	116	21	2	5	28	215
04:45 PM	1	44	22	67	2	2	5	9	8	83	4	95	15	0	8	23	194
Total	3	155	85	243	5	11	10	26	28	362	11	401	82	5	16	103	773
05:00 PM	0	45	33	78	0	1	0	1	7	84	1	92	21	1	2	24	195
05:15 PM	1	38	42	81	1	5	0	6	11	98	2	111	13	3	4	20	218
05:30 PM	1	41	19	61	0	3	1	4	16	113	0	129	17	2	6	25	219
05:45 PM	0	34	26	60	0	2	5	7	9	81	2	92	19	2	6	27	186
Total	2	158	120	280	1	11	6	18	43	376	5	424	70	8	18	96	818
Grand Total	5	313	205	523	6	22	16	44	71	738	16	825	152	13	34	199	1591
Apprch %	1	59.8	39.2		13.6	50	36.4		8.6	89.5	1.9		76.4	6.5	17.1		
Total %	0.3	19.7	12.9	32.9	0.4	1.4	1	2.8	4.5	46.4	1	51.9	9.6	0.8	2.1	12.5	

Start Time	Kuehner Drive Southbound				Old Susana Driveway Westbound				Kuehner Drive Northbound				Katherine Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	44	22	67	2	2	5	9	8	83	4	95	15	0	8	23	194
05:00 PM	0	45	33	78	0	1	0	1	7	84	1	92	21	1	2	24	195
05:15 PM	1	38	42	81	1	5	0	6	11	98	2	111	13	3	4	20	218
05:30 PM	1	41	19	61	0	3	1	4	16	113	0	129	17	2	6	25	219
Total Volume	3	168	116	287	3	11	6	20	42	378	7	427	66	6	20	92	826
% App. Total	1	58.5	40.4		15	55	30		9.8	88.5	1.6		71.7	6.5	21.7		
PHF	.750	.933	.690	.886	.375	.550	.300	.556	.656	.836	.438	.828	.786	.500	.625	.920	.943

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Katherine Road  
 Weather: Clear

File Name : 04\_SMV\_Kuehner\_Katherine PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	1	39	25	65	1	1	0	2	8	83	4	95	24	0	2	26
+15 mins.	1	44	22	67	1	6	2	9	7	84	1	92	22	3	1	26
+30 mins.	0	45	33	78	1	2	3	6	11	98	2	111	21	2	5	28
+45 mins.	1	38	42	81	2	2	5	9	16	113	0	129	15	0	8	23
Total Volume	3	166	122	291	5	11	10	26	42	378	7	427	82	5	16	103
% App. Total	1	57	41.9		19.2	42.3	38.5		9.8	88.5	1.6		79.6	4.9	15.5	
PHF	.750	.922	.726	.898	.625	.458	.500	.722	.656	.836	.438	.828	.854	.417	.500	.920

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 05\_SMV\_Kuehner\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound			Kuehner Drive Northbound			Los Angeles Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	34	13	47	22	76	98	33	49	82	227
07:15 AM	38	23	61	39	94	133	36	51	87	281
07:30 AM	41	16	57	42	106	148	32	46	78	283
07:45 AM	53	16	69	40	83	123	32	46	78	270
Total	166	68	234	143	359	502	133	192	325	1061
08:00 AM	40	30	70	44	91	135	37	74	111	316
08:15 AM	53	28	81	18	57	75	38	48	86	242
08:30 AM	46	24	70	29	57	86	31	52	83	239
08:45 AM	29	20	49	23	52	75	23	38	61	185
Total	168	102	270	114	257	371	129	212	341	982
Grand Total	334	170	504	257	616	873	262	404	666	2043
Apprch %	66.3	33.7		29.4	70.6		39.3	60.7		
Total %	16.3	8.3	24.7	12.6	30.2	42.7	12.8	19.8	32.6	

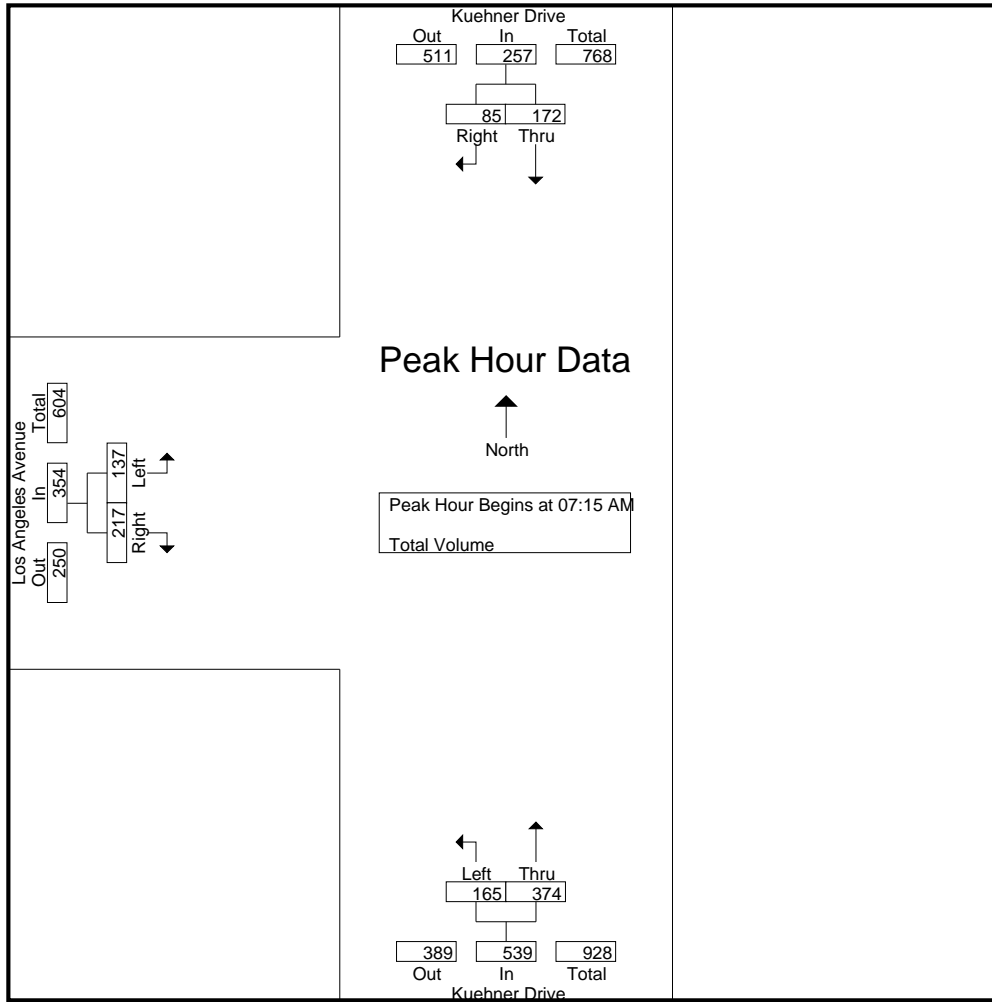
Start Time	Kuehner Drive Southbound			Kuehner Drive Northbound			Los Angeles Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	38	23	61	39	94	133	36	51	87	281
07:30 AM	41	16	57	42	<b>106</b>	<b>148</b>	32	46	78	283
07:45 AM	<b>53</b>	16	69	40	83	123	32	46	78	270
08:00 AM	40	<b>30</b>	<b>70</b>	<b>44</b>	91	135	<b>37</b>	<b>74</b>	<b>111</b>	<b>316</b>
Total Volume	172	85	257	165	374	539	137	217	354	1150
% App. Total	66.9	33.1		30.6	69.4		38.7	61.3		
PHF	.811	.708	.918	.938	.882	.910	.926	.733	.797	.910

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 05\_SMV\_Kuehner\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:45 AM		
+0 mins.	<b>53</b>	16	69	39	94	133	32	46	78
+15 mins.	40	<b>30</b>	70	42	<b>106</b>	<b>148</b>	37	<b>74</b>	<b>111</b>
+30 mins.	53	28	<b>81</b>	40	83	123	<b>38</b>	48	86
+45 mins.	46	24	70	<b>44</b>	91	135	31	52	83
Total Volume	192	98	290	165	374	539	138	220	358
% App. Total	66.2	33.8		30.6	69.4		38.5	61.5	
PHF	.906	.817	.895	.938	.882	.910	.908	.743	.806

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 05\_SMV\_Kuehner\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound			Kuehner Drive Northbound			Los Angeles Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	52	46	98	56	77	133	20	48	68	299
04:15 PM	54	42	96	63	69	132	34	51	85	313
04:30 PM	53	53	106	80	68	148	25	51	76	330
04:45 PM	62	45	107	58	59	117	42	49	91	315
Total	221	186	407	257	273	530	121	199	320	1257
05:00 PM	80	37	117	60	64	124	28	67	95	336
05:15 PM	75	33	108	64	65	129	24	49	73	310
05:30 PM	52	46	98	77	70	147	26	51	77	322
05:45 PM	66	40	106	65	71	136	21	45	66	308
Total	273	156	429	266	270	536	99	212	311	1276
Grand Total	494	342	836	523	543	1066	220	411	631	2533
Apprch %	59.1	40.9		49.1	50.9		34.9	65.1		
Total %	19.5	13.5	33	20.6	21.4	42.1	8.7	16.2	24.9	

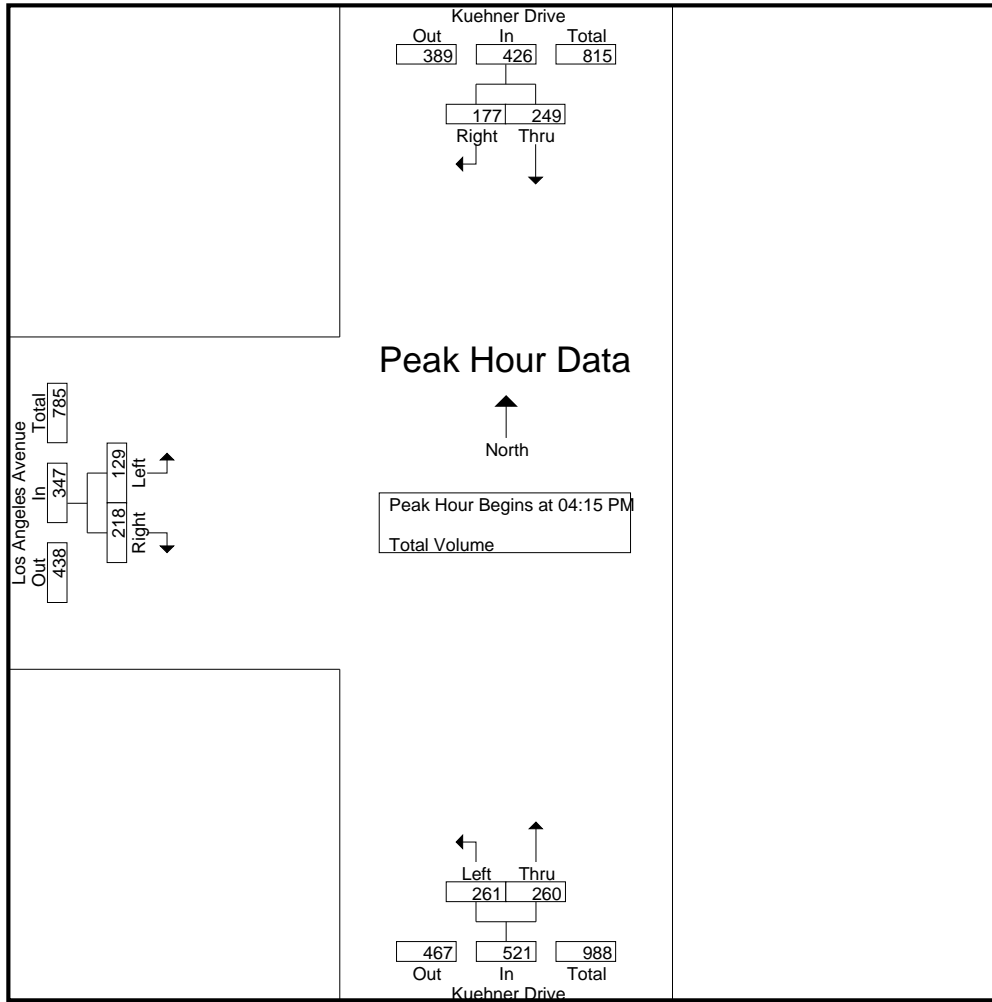
Start Time	Kuehner Drive Southbound			Kuehner Drive Northbound			Los Angeles Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:15 PM	54	42	96	63	<b>69</b>	132	34	51	85	313
04:30 PM	53	<b>53</b>	106	<b>80</b>	68	<b>148</b>	25	51	76	330
04:45 PM	62	45	107	58	59	117	<b>42</b>	49	91	315
05:00 PM	<b>80</b>	37	<b>117</b>	60	64	124	28	<b>67</b>	<b>95</b>	<b>336</b>
Total Volume	249	177	426	261	260	521	129	218	347	1294
% App. Total	58.5	41.5		50.1	49.9		37.2	62.8		
PHF	.778	.835	.910	.816	.942	.880	.768	.813	.913	.963

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 05\_SMV\_Kuehner\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:15 PM		
+0 mins.	53	<b>53</b>	106	60	64	124	34	51	85
+15 mins.	62	45	107	64	65	129	25	51	76
+30 mins.	<b>80</b>	37	<b>117</b>	<b>77</b>	70	<b>147</b>	<b>42</b>	49	91
+45 mins.	75	33	108	65	<b>71</b>	136	28	<b>67</b>	<b>95</b>
Total Volume	270	168	438	266	270	536	129	218	347
% App. Total	61.6	38.4		49.6	50.4		37.2	62.8	
PHF	.844	.792	.936	.864	.951	.912	.768	.813	.913

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

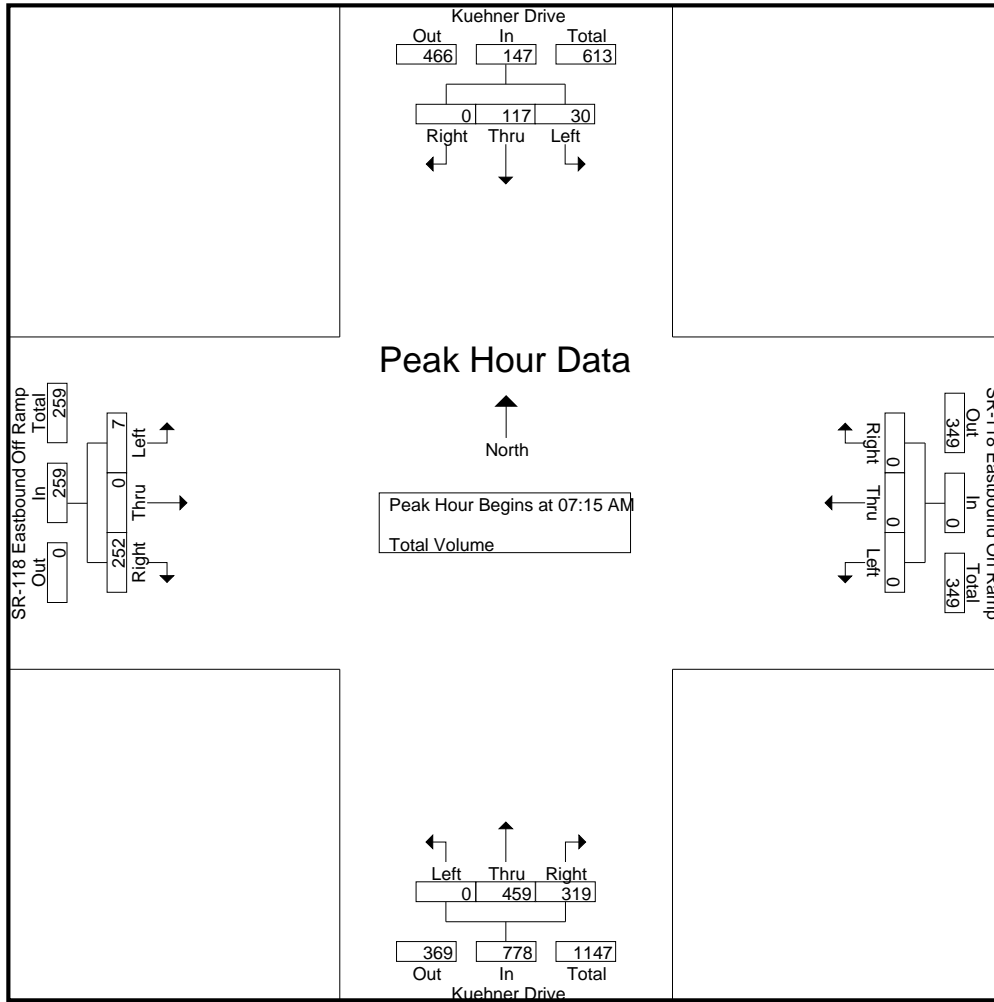
File Name : 06\_SMV\_Kuehner\_118E AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound				SR-118 Eastbound On Ramp Westbound				Kuehner Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	22	0	31	0	0	0	0	0	73	79	152	2	1	34	37	220
07:15 AM	6	23	0	29	0	0	0	0	0	108	83	191	1	0	40	41	261
07:30 AM	10	19	0	29	0	0	0	0	0	140	71	211	0	0	52	52	292
07:45 AM	10	40	0	50	0	0	0	0	0	113	73	186	3	0	76	79	315
Total	35	104	0	139	0	0	0	0	0	434	306	740	6	1	202	209	1088
08:00 AM	4	35	0	39	0	0	0	0	0	98	92	190	3	0	84	87	316
08:15 AM	7	39	0	46	0	0	0	0	0	81	68	149	4	0	48	52	247
08:30 AM	7	30	0	37	0	0	0	0	0	63	60	123	2	0	51	53	213
08:45 AM	6	21	0	27	0	0	0	0	0	50	60	110	2	1	43	46	183
Total	24	125	0	149	0	0	0	0	0	292	280	572	11	1	226	238	959
Grand Total	59	229	0	288	0	0	0	0	0	726	586	1312	17	2	428	447	2047
Apprch %	20.5	79.5	0		0	0	0		0	55.3	44.7		3.8	0.4	95.7		
Total %	2.9	11.2	0	14.1	0	0	0	0	0	35.5	28.6	64.1	0.8	0.1	20.9	21.8	

Start Time	Kuehner Drive Southbound				SR-118 Eastbound On Ramp Westbound				Kuehner Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	23	0	29	0	0	0	0	0	108	83	191	1	0	40	41	261
07:30 AM	10	19	0	29	0	0	0	0	0	140	71	211	0	0	52	52	292
07:45 AM	10	40	0	50	0	0	0	0	0	113	73	186	3	0	76	79	315
08:00 AM	4	35	0	39	0	0	0	0	0	98	92	190	3	0	84	87	316
Total Volume	30	117	0	147	0	0	0	0	0	459	319	778	7	0	252	259	1184
% App. Total	20.4	79.6	0		0	0	0		0	59	41		2.7	0	97.3		
PHF	.750	.731	.000	.735	.000	.000	.000	.000	.000	.820	.867	.922	.583	.000	.750	.744	.937





Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	<b>10</b>	<b>40</b>	0	<b>50</b>	0	0	0	0	0	108	83	191	3	0	76	79
+15 mins.	4	35	0	39	0	0	0	0	0	<b>140</b>	71	<b>211</b>	3	0	<b>84</b>	<b>87</b>
+30 mins.	7	39	0	46	0	0	0	0	0	113	73	186	<b>4</b>	0	48	52
+45 mins.	7	30	0	37	0	0	0	0	0	98	<b>92</b>	190	2	0	51	53
Total Volume	28	144	0	172	0	0	0	0	0	459	319	778	12	0	259	271
% App. Total	16.3	83.7	0		0	0	0	0	0	59	41		4.4	0	95.6	
PHF	.700	.900	.000	.860	.000	.000	.000	.000	.000	.820	.867	.922	.750	.000	.771	.779

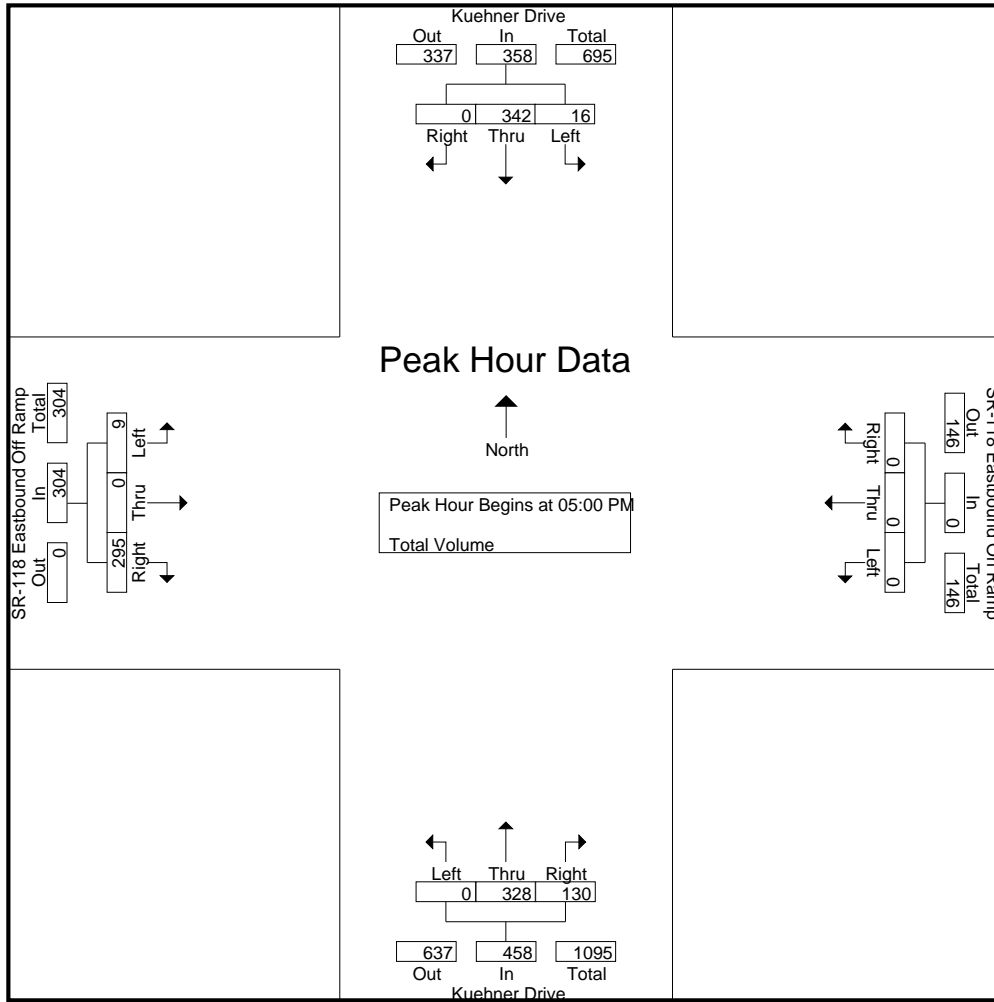
City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 06\_SMV\_Kuehner\_118E PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound				SR-118 Eastbound On Ramp Westbound				Kuehner Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	74	0	81	0	0	0	0	0	78	39	117	4	1	56	61	259
04:15 PM	6	86	0	92	0	0	0	0	0	99	34	133	1	0	67	68	293
04:30 PM	3	86	0	89	0	0	0	0	0	82	41	123	1	0	55	56	268
04:45 PM	1	87	0	88	0	0	0	0	0	83	40	123	2	0	58	60	271
Total	17	333	0	350	0	0	0	0	0	342	154	496	8	1	236	245	1091
05:00 PM	6	80	0	86	0	0	0	0	0	82	36	118	3	0	80	83	287
05:15 PM	5	87	0	92	0	0	0	0	0	85	29	114	2	0	81	83	289
05:30 PM	0	89	0	89	0	0	0	0	0	79	31	110	0	0	64	64	263
05:45 PM	5	86	0	91	0	0	0	0	0	82	34	116	4	0	70	74	281
Total	16	342	0	358	0	0	0	0	0	328	130	458	9	0	295	304	1120
Grand Total	33	675	0	708	0	0	0	0	0	670	284	954	17	1	531	549	2211
Apprch %	4.7	95.3	0		0	0	0		0	70.2	29.8		3.1	0.2	96.7		
Total %	1.5	30.5	0	32	0	0	0	0	0	30.3	12.8	43.1	0.8	0	24	24.8	

Start Time	Kuehner Drive Southbound				SR-118 Eastbound On Ramp Westbound				Kuehner Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	80	0	86	0	0	0	0	0	82	36	118	3	0	80	83	287
05:15 PM	5	87	0	92	0	0	0	0	0	85	29	114	2	0	81	83	289
05:30 PM	0	89	0	89	0	0	0	0	0	79	31	110	0	0	64	64	263
05:45 PM	5	86	0	91	0	0	0	0	0	82	34	116	4	0	70	74	281
Total Volume	16	342	0	358	0	0	0	0	0	328	130	458	9	0	295	304	1120
% App. Total	4.5	95.5	0		0	0	0		0	71.6	28.4		3	0	97		
PHF	.667	.961	.000	.973	.000	.000	.000	.000	.000	.965	.903	.970	.563	.000	.910	.916	.969



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	6	80	0	86	0	0	0	0	0	99	34	133	3	0	80	83
+15 mins.	5	87	0	92	0	0	0	0	0	82	41	123	2	0	81	83
+30 mins.	0	89	0	89	0	0	0	0	0	83	40	123	0	0	64	64
+45 mins.	5	86	0	91	0	0	0	0	0	82	36	118	4	0	70	74
Total Volume	16	342	0	358	0	0	0	0	0	346	151	497	9	0	295	304
% App. Total	4.5	95.5	0		0	0	0		0	69.6	30.4		3	0	97	
PHF	.667	.961	.000	.973	.000	.000	.000	.000	.000	.874	.921	.934	.563	.000	.910	.916

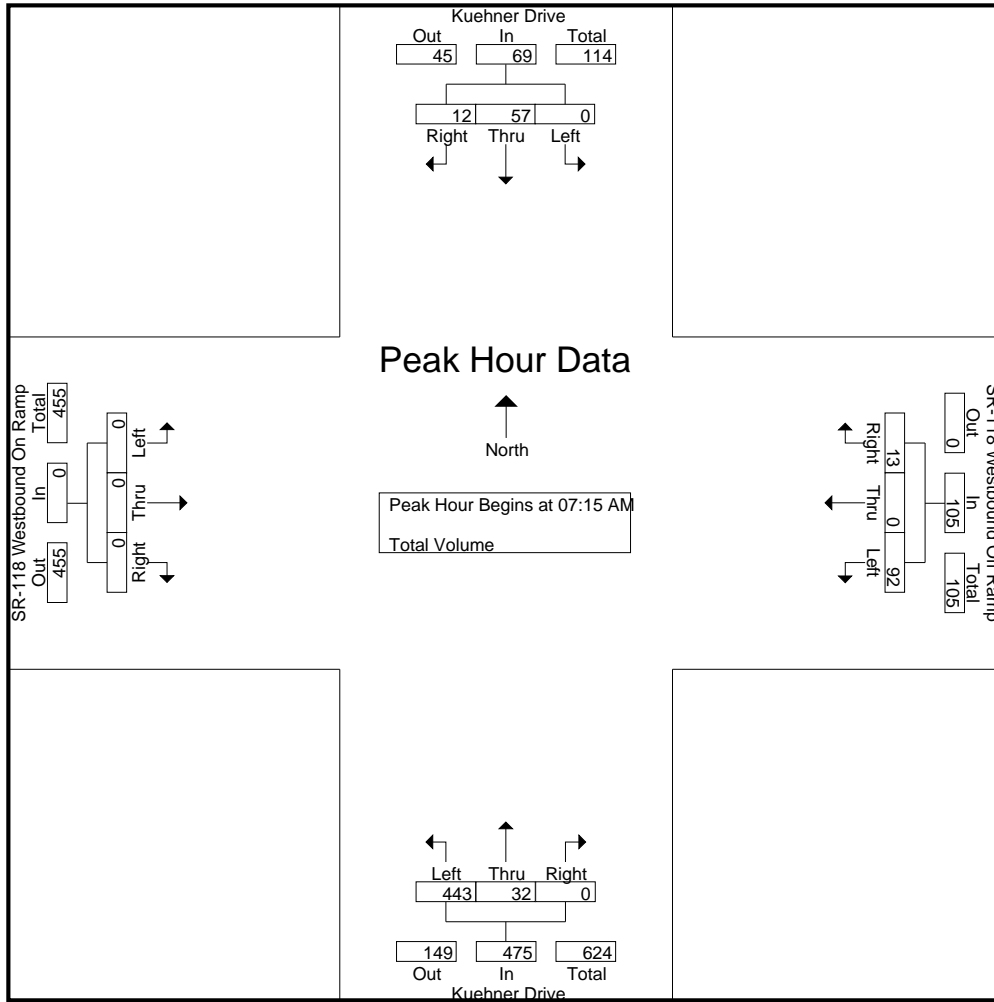
City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 07\_SMV\_Kuehner\_118W AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound				SR-118 Westbound Off Ramp Westbound				Kuehner Drive Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	12	1	13	21	0	2	23	72	5	0	77	0	0	0	0	113
07:15 AM	0	7	4	11	23	0	1	24	107	7	0	114	0	0	0	0	149
07:30 AM	0	16	3	19	14	0	2	16	137	7	0	144	0	0	0	0	179
07:45 AM	0	25	2	27	24	0	5	29	110	7	0	117	0	0	0	0	173
Total	0	60	10	70	82	0	10	92	426	26	0	452	0	0	0	0	614
08:00 AM	0	9	3	12	31	0	5	36	89	11	0	100	0	0	0	0	148
08:15 AM	0	8	5	13	38	0	3	41	83	4	0	87	0	0	0	0	141
08:30 AM	0	9	0	9	29	0	6	35	58	7	0	65	0	0	0	0	109
08:45 AM	0	7	1	8	21	0	4	25	47	5	0	52	0	0	0	0	85
Total	0	33	9	42	119	0	18	137	277	27	0	304	0	0	0	0	483
Grand Total	0	93	19	112	201	0	28	229	703	53	0	756	0	0	0	0	1097
Apprch %	0	83	17		87.8	0	12.2		93	7	0		0	0	0		
Total %	0	8.5	1.7	10.2	18.3	0	2.6	20.9	64.1	4.8	0	68.9	0	0	0	0	

Start Time	Kuehner Drive Southbound				SR-118 Westbound Off Ramp Westbound				Kuehner Drive Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	4	11	23	0	1	24	107	7	0	114	0	0	0	0	149
07:30 AM	0	16	3	19	14	0	2	16	137	7	0	144	0	0	0	0	179
07:45 AM	0	25	2	27	24	0	5	29	110	7	0	117	0	0	0	0	173
08:00 AM	0	9	3	12	31	0	5	36	89	11	0	100	0	0	0	0	148
Total Volume	0	57	12	69	92	0	13	105	443	32	0	475	0	0	0	0	649
% App. Total	0	82.6	17.4		87.6	0	12.4		93.3	6.7	0		0	0	0		
PHF	.000	.570	.750	.639	.742	.000	.650	.729	.808	.727	.000	.825	.000	.000	.000	.000	.906



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	0	16	3	19	24	0	5	29	107	7	0	114	0	0	0	0
+15 mins.	0	<b>25</b>	2	<b>27</b>	31	0	5	36	<b>137</b>	7	0	<b>144</b>	0	0	0	0
+30 mins.	0	9	3	12	<b>38</b>	0	3	<b>41</b>	110	7	0	117	0	0	0	0
+45 mins.	0	8	<b>5</b>	13	29	0	<b>6</b>	35	89	<b>11</b>	0	100	0	0	0	0
Total Volume	0	58	13	71	122	0	19	141	443	32	0	475	0	0	0	0
% App. Total	0	81.7	18.3		86.5	0	13.5		93.3	6.7	0		0	0	0	
PHF	.000	.580	.650	.657	.803	.000	.792	.860	.808	.727	.000	.825	.000	.000	.000	.000

City of Simi Valley  
 N/S: Kuehner Drive  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 07\_SMV\_Kuehner\_118W PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

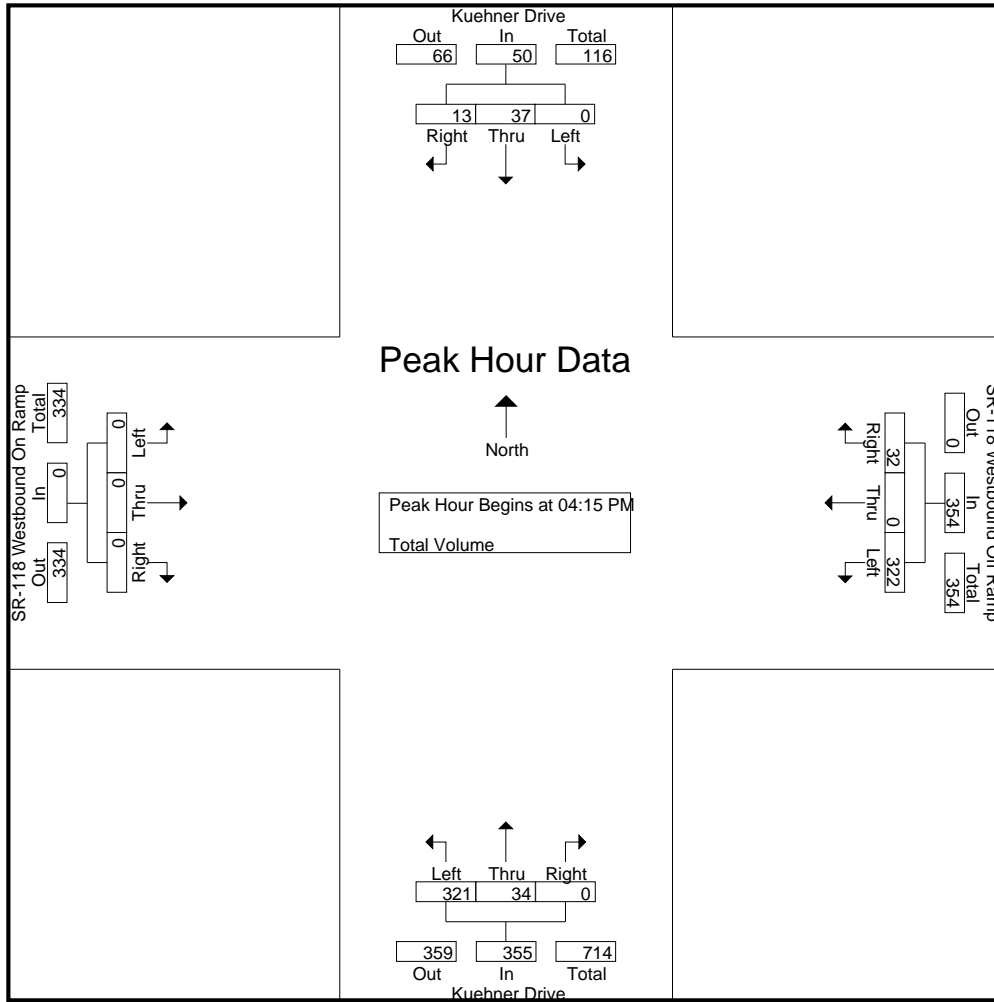
Groups Printed- Total Volume

Start Time	Kuehner Drive Southbound				SR-118 Westbound Off Ramp Westbound				Kuehner Drive Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	14	2	16	68	0	4	72	73	9	0	82	0	0	0	0	170
04:15 PM	0	15	3	18	76	0	6	82	91	9	0	100	0	0	0	0	200
04:30 PM	0	8	3	11	82	0	7	89	78	7	0	85	0	0	0	0	185
04:45 PM	0	6	3	9	84	0	10	94	78	7	0	85	0	0	0	0	188
Total	0	43	11	54	310	0	27	337	320	32	0	352	0	0	0	0	743
05:00 PM	0	8	4	12	80	0	9	89	74	11	0	85	0	0	0	0	186
05:15 PM	0	17	2	19	74	0	9	83	79	8	0	87	0	0	0	0	189
05:30 PM	0	5	1	6	80	0	11	91	76	5	0	81	0	0	0	0	178
05:45 PM	0	9	3	12	83	0	13	96	80	8	0	88	0	0	0	0	196
Total	0	39	10	49	317	0	42	359	309	32	0	341	0	0	0	0	749
Grand Total	0	82	21	103	627	0	69	696	629	64	0	693	0	0	0	0	1492
Apprch %	0	79.6	20.4		90.1	0	9.9		90.8	9.2	0		0	0	0		
Total %	0	5.5	1.4	6.9	42	0	4.6	46.6	42.2	4.3	0	46.4	0	0	0	0	

Start Time	Kuehner Drive Southbound				SR-118 Westbound Off Ramp Westbound				Kuehner Drive Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	15	3	18	76	0	6	82	91	9	0	100	0	0	0	0	200
04:30 PM	0	8	3	11	82	0	7	89	78	7	0	85	0	0	0	0	185
04:45 PM	0	6	3	9	84	0	10	94	78	7	0	85	0	0	0	0	188
05:00 PM	0	8	4	12	80	0	9	89	74	11	0	85	0	0	0	0	186
Total Volume	0	37	13	50	322	0	32	354	321	34	0	355	0	0	0	0	759
% App. Total	0	74	26		91	0	9		90.4	9.6	0		0	0	0		
PHF	.000	.617	.813	.694	.958	.000	.800	.941	.882	.773	.000	.888	.000	.000	.000	.000	.949

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				04:00 PM			
+0 mins.	0	14	2	16	80	0	9	89	91	9	0	100	0	0	0	0
+15 mins.	0	15	3	18	74	0	9	83	78	7	0	85	0	0	0	0
+30 mins.	0	8	3	11	80	0	11	91	78	7	0	85	0	0	0	0
+45 mins.	0	6	3	9	83	0	13	96	74	11	0	85	0	0	0	0
Total Volume	0	43	11	54	317	0	42	359	321	34	0	355	0	0	0	0
% App. Total	0	79.6	20.4		88.3	0	11.7		90.4	9.6	0		0	0	0	0
PHF	.000	.717	.917	.750	.955	.000	.808	.935	.882	.773	.000	.888	.000	.000	.000	.000

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Evening Sky Drive  
 Weather: Clear

File Name : 08\_SMV\_Yosemite\_Evening Sky AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

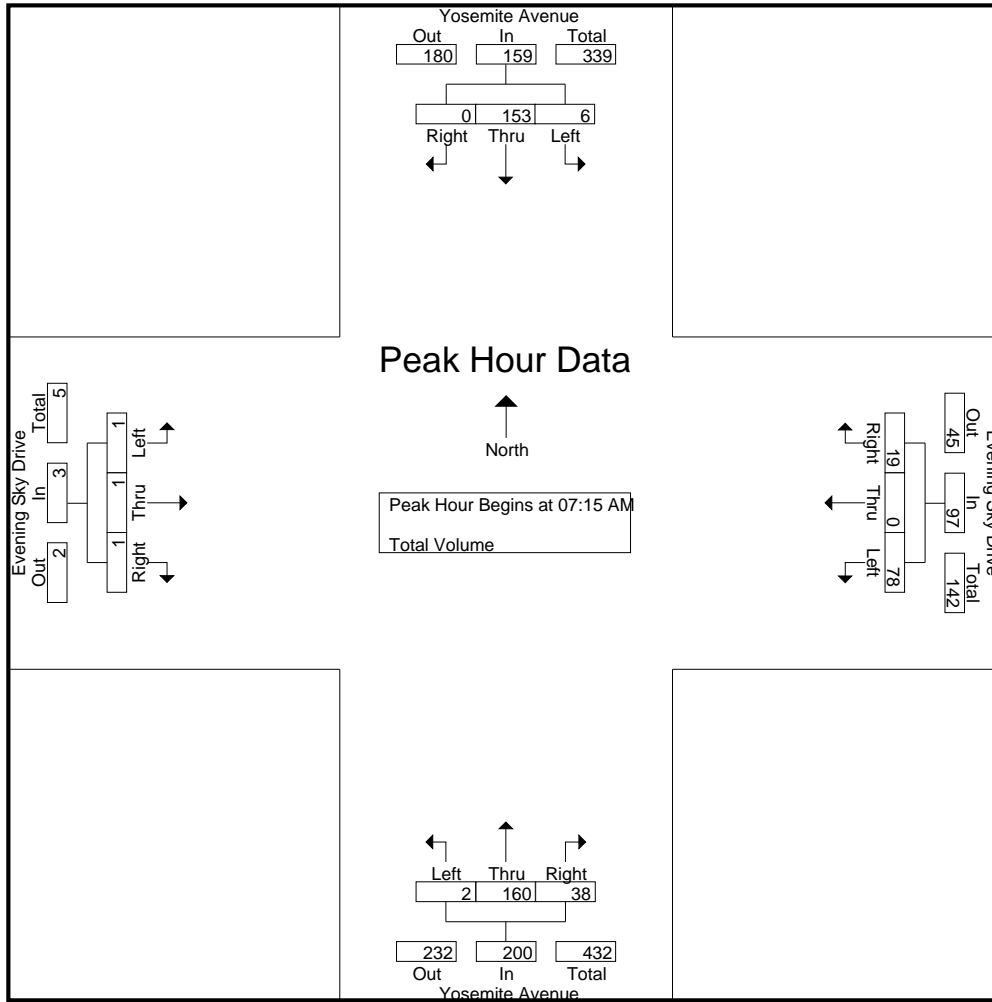
Start Time	Yosemite Avenue Southbound				Evening Sky Drive Westbound				Yosemite Avenue Northbound				Evening Sky Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	18	0	18	19	0	2	21	2	15	3	20	0	0	1	1	60
07:15 AM	0	33	0	33	17	0	2	19	0	18	8	26	0	0	0	0	78
07:30 AM	2	44	0	46	25	0	12	37	0	80	3	83	1	0	1	2	168
07:45 AM	4	43	0	47	22	0	3	25	1	51	12	64	0	0	0	0	136
Total	6	138	0	144	83	0	19	102	3	164	26	193	1	0	2	3	442
08:00 AM	0	33	0	33	14	0	2	16	1	11	15	27	0	1	0	1	77
08:15 AM	0	23	0	23	16	0	0	16	1	12	4	17	0	0	0	0	56
08:30 AM	1	10	0	11	13	0	4	17	0	10	8	18	0	0	0	0	46
08:45 AM	0	20	0	20	10	0	1	11	0	9	6	15	0	0	1	1	47
Total	1	86	0	87	53	0	7	60	2	42	33	77	0	1	1	2	226
Grand Total	7	224	0	231	136	0	26	162	5	206	59	270	1	1	3	5	668
Apprch %	3	97	0		84	0	16		1.9	76.3	21.9		20	20	60		
Total %	1	33.5	0	34.6	20.4	0	3.9	24.3	0.7	30.8	8.8	40.4	0.1	0.1	0.4	0.7	

Start Time	Yosemite Avenue Southbound				Evening Sky Drive Westbound				Yosemite Avenue Northbound				Evening Sky Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	33	0	33	17	0	2	19	0	18	8	26	0	0	0	0	78
07:30 AM	2	44	0	46	25	0	12	37	0	80	3	83	1	0	1	2	168
07:45 AM	4	43	0	47	22	0	3	25	1	51	12	64	0	0	0	0	136
08:00 AM	0	33	0	33	14	0	2	16	1	11	15	27	0	1	0	1	77
Total Volume	6	153	0	159	78	0	19	97	2	160	38	200	1	1	1	3	459
% App. Total	3.8	96.2	0		80.4	0	19.6		1	80	19		33.3	33.3	33.3		
PHF	.375	.869	.000	.846	.780	.000	.396	.655	.500	.500	.633	.602	.250	.250	.250	.375	.683



City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Evening Sky Drive  
 Weather: Clear

File Name : 08\_SMV\_Yosemite\_Evening Sky AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	33	0	33	19	0	2	21	0	18	8	26	0	0	1	1
+15 mins.	2	<b>44</b>	0	46	17	0	2	19	0	<b>80</b>	3	<b>83</b>	0	0	0	0
+30 mins.	<b>4</b>	43	0	<b>47</b>	<b>25</b>	0	<b>12</b>	<b>37</b>	<b>1</b>	51	12	64	<b>1</b>	0	1	<b>2</b>
+45 mins.	0	33	0	33	22	0	3	25	1	11	<b>15</b>	27	0	0	0	0
Total Volume	6	153	0	159	83	0	19	102	2	160	38	200	1	0	2	3
% App. Total	3.8	96.2	0		81.4	0	18.6		1	80	19		33.3	0	66.7	
PHF	.375	.869	.000	.846	.830	.000	.396	.689	.500	.500	.633	.602	.250	.000	.500	.375

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Evening Sky Drive  
 Weather: Clear

File Name : 08\_SMV\_Yosemite\_Evening Sky PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

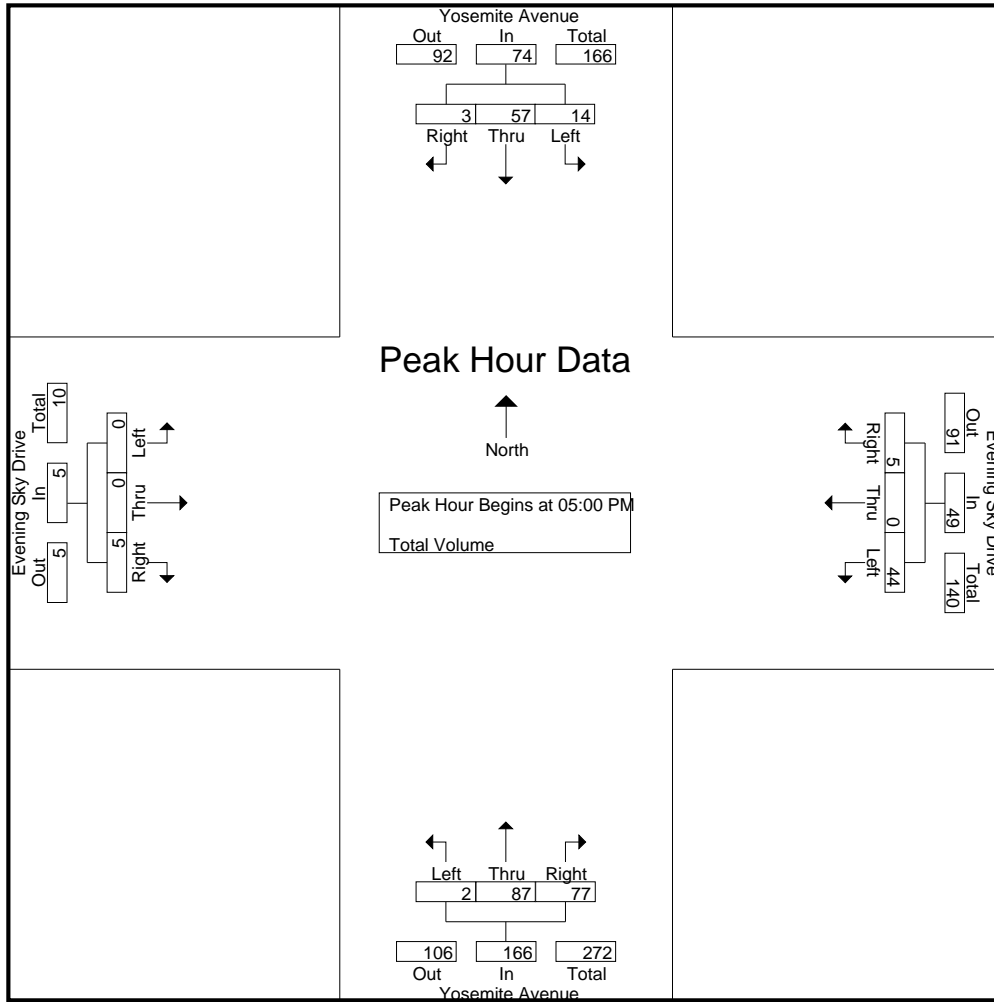
Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound				Evening Sky Drive Westbound				Yosemite Avenue Northbound				Evening Sky Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	12	0	12	12	0	1	13	0	11	12	23	0	0	0	0	48
04:15 PM	0	11	0	11	7	0	0	7	2	18	11	31	0	0	1	1	50
04:30 PM	0	22	0	22	11	0	2	13	1	25	15	41	0	0	1	1	77
04:45 PM	3	8	0	11	12	1	4	17	0	22	17	39	1	0	1	2	69
<b>Total</b>	<b>3</b>	<b>53</b>	<b>0</b>	<b>56</b>	<b>42</b>	<b>1</b>	<b>7</b>	<b>50</b>	<b>3</b>	<b>76</b>	<b>55</b>	<b>134</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>244</b>
05:00 PM	1	14	0	15	13	0	4	17	0	17	21	38	0	0	1	1	71
05:15 PM	2	18	2	22	8	0	1	9	0	26	12	38	0	0	2	2	71
05:30 PM	8	15	0	23	15	0	0	15	1	20	23	44	0	0	0	0	82
05:45 PM	3	10	1	14	8	0	0	8	1	24	21	46	0	0	2	2	70
<b>Total</b>	<b>14</b>	<b>57</b>	<b>3</b>	<b>74</b>	<b>44</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>2</b>	<b>87</b>	<b>77</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>294</b>
<b>Grand Total</b>	<b>17</b>	<b>110</b>	<b>3</b>	<b>130</b>	<b>86</b>	<b>1</b>	<b>12</b>	<b>99</b>	<b>5</b>	<b>163</b>	<b>132</b>	<b>300</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>538</b>
Apprch %	13.1	84.6	2.3		86.9	1	12.1		1.7	54.3	44		11.1	0	88.9		
Total %	3.2	20.4	0.6	24.2	16	0.2	2.2	18.4	0.9	30.3	24.5	55.8	0.2	0	1.5	1.7	

Start Time	Yosemite Avenue Southbound				Evening Sky Drive Westbound				Yosemite Avenue Northbound				Evening Sky Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	14	0	15	13	0	4	17	0	17	21	38	0	0	1	1	71
05:15 PM	2	18	2	22	8	0	1	9	0	26	12	38	0	0	2	2	71
05:30 PM	8	15	0	23	15	0	0	15	1	20	23	44	0	0	0	0	82
05:45 PM	3	10	1	14	8	0	0	8	1	24	21	46	0	0	2	2	70
<b>Total Volume</b>	<b>14</b>	<b>57</b>	<b>3</b>	<b>74</b>	<b>44</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>2</b>	<b>87</b>	<b>77</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>294</b>
% App. Total	18.9	77	4.1		89.8	0	10.2		1.2	52.4	46.4		0	0	100		
PHF	.438	.792	.375	.804	.733	.000	.313	.721	.500	.837	.837	.902	.000	.000	.625	.625	.896

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Evening Sky Drive  
 Weather: Clear

File Name : 08\_SMV\_Yosemite\_Evening Sky PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	1	14	0	15	12	1	4	17	0	17	21	38	0	0	1	1
+15 mins.	2	18	2	22	13	0	4	17	0	26	12	38	1	0	1	2
+30 mins.	8	15	0	23	8	0	1	9	1	20	23	44	0	0	1	1
+45 mins.	3	10	1	14	15	0	0	15	1	24	21	46	0	0	2	2
Total Volume	14	57	3	74	48	1	9	58	2	87	77	166	1	0	5	6
% App. Total	18.9	77	4.1		82.8	1.7	15.5		1.2	52.4	46.4		16.7	0	83.3	
PHF	.438	.792	.375	.804	.800	.250	.563	.853	.500	.837	.837	.902	.250	.000	.625	.750

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Alamo Street  
 Weather: Clear

File Name : 09\_SMV\_Yosemite\_Alamo AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			Alamo Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	85	5	90	12	24	36	3	23	26	152
07:15 AM	108	9	117	31	33	64	4	36	40	221
07:30 AM	137	18	155	52	65	117	6	55	61	333
07:45 AM	129	12	141	65	68	133	11	76	87	361
Total	459	44	503	160	190	350	24	190	214	1067
08:00 AM	89	12	101	26	59	85	14	55	69	255
08:15 AM	86	11	97	30	39	69	4	31	35	201
08:30 AM	55	9	64	17	34	51	3	32	35	150
08:45 AM	59	14	73	33	26	59	4	34	38	170
Total	289	46	335	106	158	264	25	152	177	776
Grand Total	748	90	838	266	348	614	49	342	391	1843
Apprch %	89.3	10.7		43.3	56.7		12.5	87.5		
Total %	40.6	4.9	45.5	14.4	18.9	33.3	2.7	18.6	21.2	

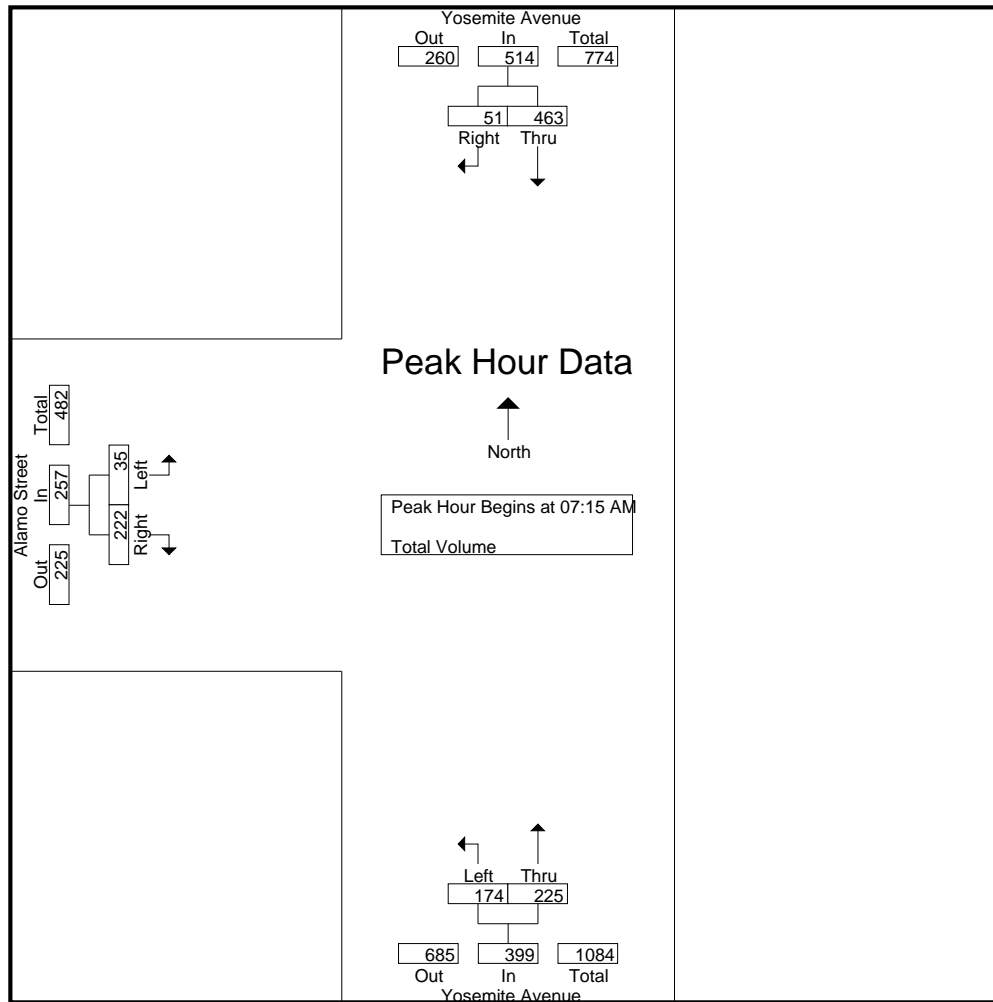
Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			Alamo Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	108	9	117	31	33	64	4	36	40	221
07:30 AM	<b>137</b>	<b>18</b>	<b>155</b>	52	65	117	6	55	61	333
07:45 AM	129	12	141	<b>65</b>	<b>68</b>	<b>133</b>	11	<b>76</b>	<b>87</b>	<b>361</b>
08:00 AM	89	12	101	26	59	85	<b>14</b>	55	69	255
Total Volume	463	51	514	174	225	399	35	222	257	1170
% App. Total	90.1	9.9		43.6	56.4		13.6	86.4		
PHF	.845	.708	.829	.669	.827	.750	.625	.730	.739	.810

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Alamo Street  
 Weather: Clear

File Name : 09\_SMV\_Yosemite\_Alamo AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	108	9	117	52	65	117	4	36	40
+15 mins.	<b>137</b>	<b>18</b>	<b>155</b>	<b>65</b>	<b>68</b>	<b>133</b>	6	55	61
+30 mins.	129	12	141	26	59	85	11	<b>76</b>	<b>87</b>
+45 mins.	89	12	101	30	39	69	<b>14</b>	55	69
Total Volume	463	51	514	173	231	404	35	222	257
% App. Total	90.1	9.9		42.8	57.2		13.6	86.4	
PHF	.845	.708	.829	.665	.849	.759	.625	.730	.739

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Alamo Street  
 Weather: Clear

File Name : 09\_SMV\_Yosemite\_Alamo PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			Alamo Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	37	15	52	34	60	94	11	34	45	191
04:15 PM	38	6	44	31	65	96	16	39	55	195
04:30 PM	62	11	73	39	86	125	20	38	58	256
04:45 PM	53	9	62	45	90	135	25	34	59	256
Total	190	41	231	149	301	450	72	145	217	898
05:00 PM	46	16	62	32	82	114	15	34	49	225
05:15 PM	49	14	63	34	81	115	22	42	64	242
05:30 PM	58	12	70	32	77	109	29	28	57	236
05:45 PM	41	5	46	47	83	130	25	45	70	246
Total	194	47	241	145	323	468	91	149	240	949
Grand Total	384	88	472	294	624	918	163	294	457	1847
Apprch %	81.4	18.6		32	68		35.7	64.3		
Total %	20.8	4.8	25.6	15.9	33.8	49.7	8.8	15.9	24.7	

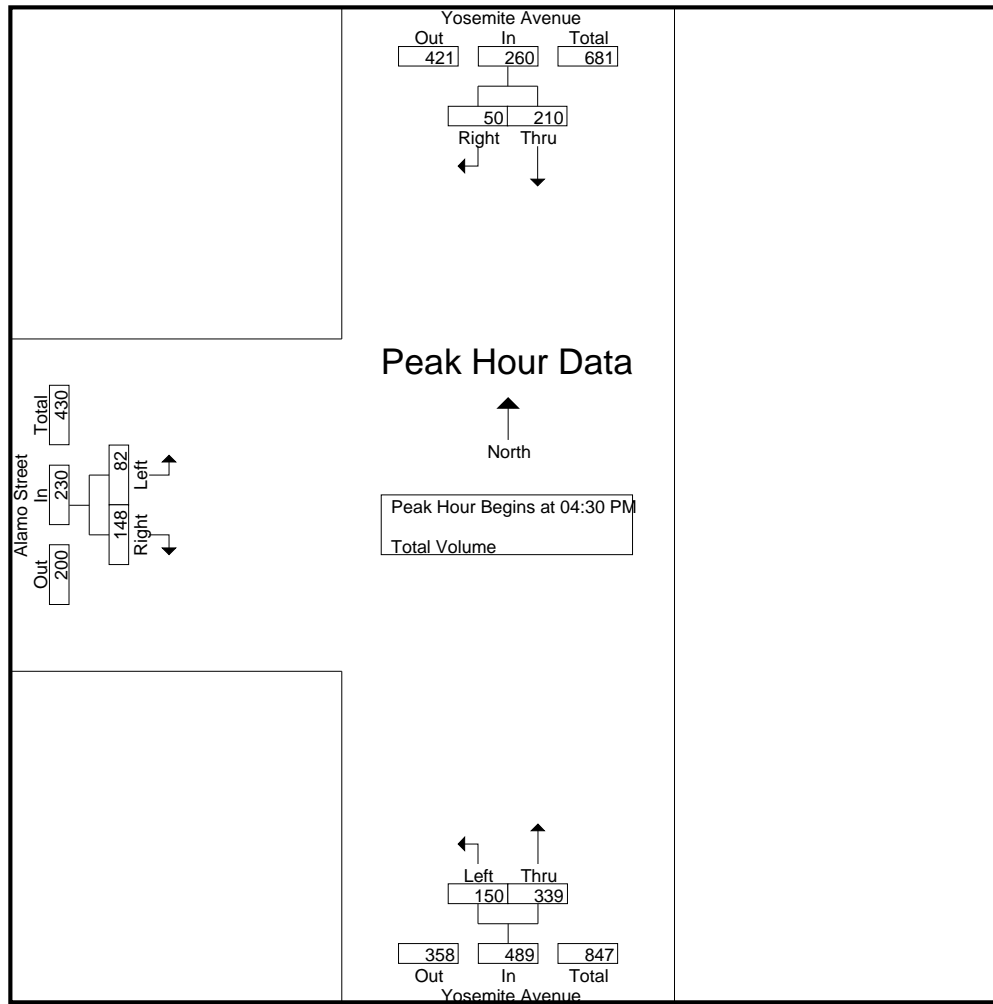
Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			Alamo Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	<b>62</b>	11	<b>73</b>	39	86	125	20	38	58	<b>256</b>
04:45 PM	53	9	62	<b>45</b>	<b>90</b>	<b>135</b>	<b>25</b>	34	59	256
05:00 PM	46	<b>16</b>	62	32	82	114	15	34	49	225
05:15 PM	49	14	63	34	81	115	22	<b>42</b>	<b>64</b>	242
Total Volume	210	50	260	150	339	489	82	148	230	979
% App. Total	80.8	19.2		30.7	69.3		35.7	64.3		
PHF	.847	.781	.890	.833	.942	.906	.820	.881	.898	.956

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Alamo Street  
 Weather: Clear

File Name : 09\_SMV\_Yosemite\_Alamo PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			05:00 PM		
+0 mins.	<b>62</b>	11	<b>73</b>	39	86	125	15	34	49
+15 mins.	53	9	62	<b>45</b>	<b>90</b>	<b>135</b>	22	42	64
+30 mins.	46	<b>16</b>	62	32	82	114	<b>29</b>	28	57
+45 mins.	49	14	63	34	81	115	25	<b>45</b>	<b>70</b>
Total Volume	210	50	260	150	339	489	91	149	240
% App. Total	80.8	19.2		30.7	69.3		37.9	62.1	
PHF	.847	.781	.890	.833	.942	.906	.784	.828	.857

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 10\_SMV\_Yosemite\_118W AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound			SR-118 Westbound Ramps Westbound			Yosemite Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	96	96	19	35	54	38	91	129	279
07:15 AM	0	123	123	26	39	65	72	88	160	348
07:30 AM	0	168	168	37	49	86	99	97	196	450
07:45 AM	0	189	189	33	43	76	133	107	240	505
Total	0	576	576	115	166	281	342	383	725	1582
08:00 AM	0	141	141	34	36	70	103	77	180	391
08:15 AM	0	122	122	24	45	69	71	70	141	332
08:30 AM	0	101	101	21	31	52	70	60	130	283
08:45 AM	0	101	101	23	42	65	55	56	111	277
Total	0	465	465	102	154	256	299	263	562	1283
Grand Total	0	1041	1041	217	320	537	641	646	1287	2865
Apprch %	0	100		40.4	59.6		49.8	50.2		
Total %	0	36.3	36.3	7.6	11.2	18.7	22.4	22.5	44.9	

Start Time	Yosemite Avenue Southbound			SR-118 Westbound Ramps Westbound			Yosemite Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	123	123	26	39	65	72	88	160	348
07:30 AM	0	168	168	<b>37</b>	<b>49</b>	<b>86</b>	99	97	196	450
07:45 AM	0	<b>189</b>	<b>189</b>	33	43	76	<b>133</b>	<b>107</b>	<b>240</b>	<b>505</b>
08:00 AM	0	141	141	34	36	70	103	77	180	391
Total Volume	0	621	621	130	167	297	407	369	776	1694
% App. Total	0	100		43.8	56.2		52.4	47.6		
PHF	.000	.821	.821	.878	.852	.863	.765	.862	.808	.839

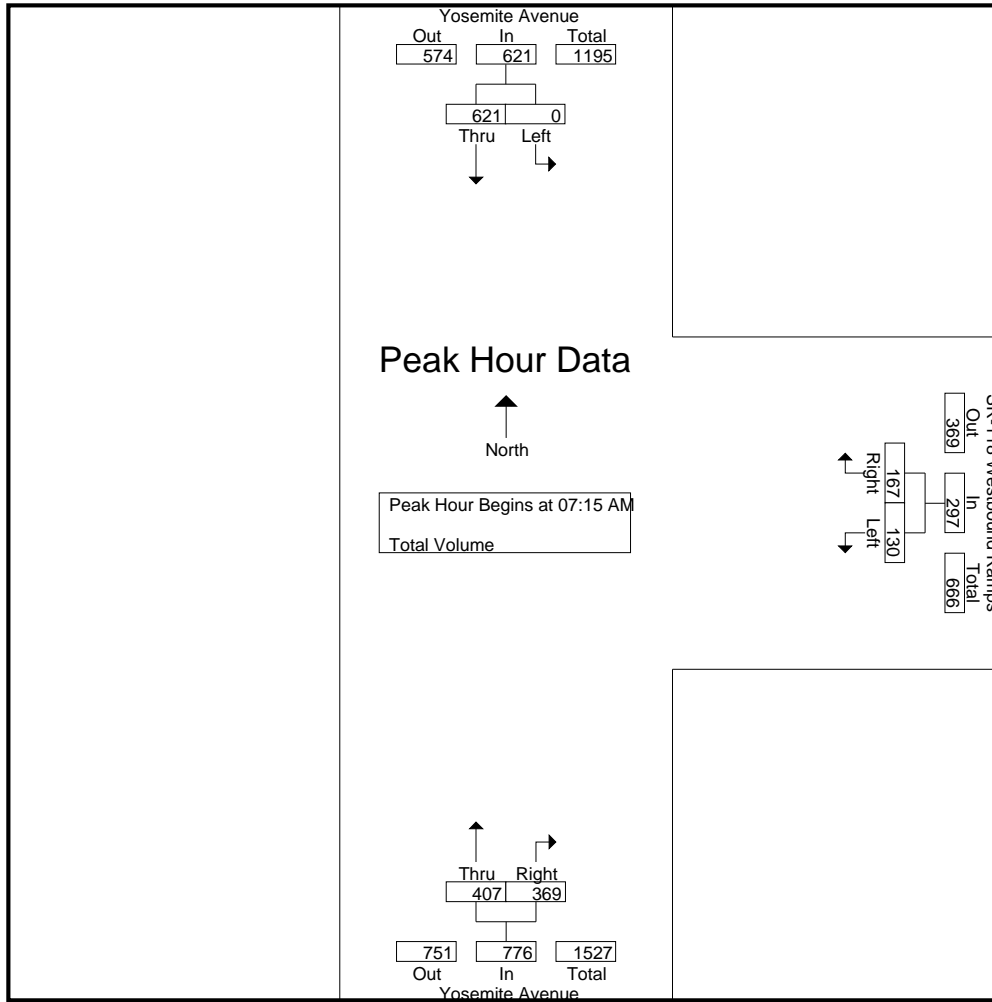
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 10\_SMV\_Yosemite\_118W AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:45 AM		
+0 mins.	0	123	123	<b>37</b>	<b>49</b>	<b>86</b>	72	88	160
+15 mins.	0	168	168	33	43	76	99	97	196
+30 mins.	0	<b>189</b>	<b>189</b>	34	36	70	<b>133</b>	<b>107</b>	<b>240</b>
+45 mins.	0	141	141	24	45	69	103	77	180
Total Volume	0	621	621	128	173	301	407	369	776
% App. Total	0	100	100	42.5	57.5	100	52.4	47.6	100
PHF	.000	.821	.821	.865	.883	.875	.765	.862	.808

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 10\_SMV\_Yosemite\_118W PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound			SR-118 Westbound Ramps Westbound			Yosemite Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	58	58	58	66	124	65	36	101	283
04:15 PM	0	71	71	66	66	132	61	53	114	317
04:30 PM	0	70	70	69	93	162	68	51	119	351
04:45 PM	0	92	92	63	87	150	95	50	145	387
Total	0	291	291	256	312	568	289	190	479	1338
05:00 PM	0	82	82	79	82	161	78	47	125	368
05:15 PM	0	84	84	69	83	152	79	71	150	386
05:30 PM	0	78	78	57	71	128	86	59	145	351
05:45 PM	0	86	86	72	107	179	76	56	132	397
Total	0	330	330	277	343	620	319	233	552	1502
Grand Total	0	621	621	533	655	1188	608	423	1031	2840
Apprch %	0	100		44.9	55.1		59	41		
Total %	0	21.9	21.9	18.8	23.1	41.8	21.4	14.9	36.3	

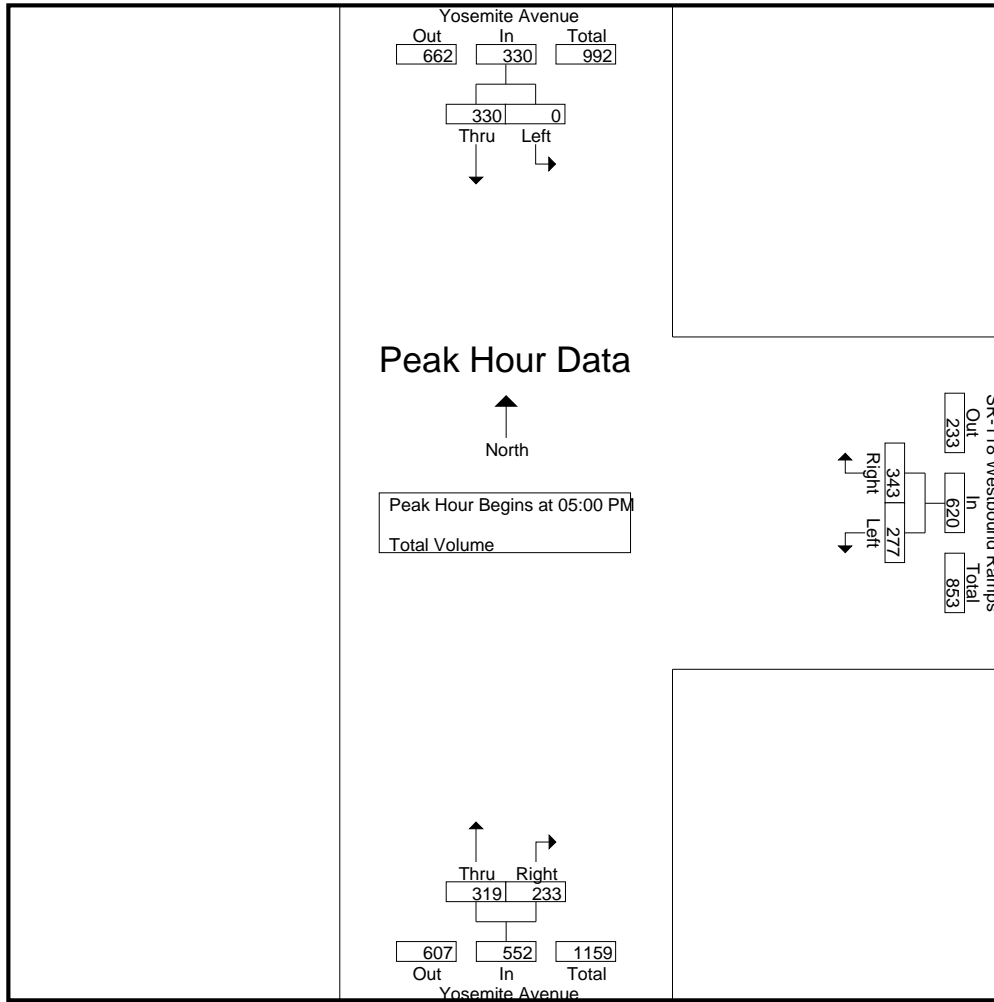
Start Time	Yosemite Avenue Southbound			SR-118 Westbound Ramps Westbound			Yosemite Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	82	82	<b>79</b>	82	161	78	47	125	368
05:15 PM	0	84	84	69	83	152	<b>79</b>	<b>71</b>	<b>150</b>	386
05:30 PM	0	78	78	57	71	128	<b>86</b>	59	145	351
05:45 PM	0	<b>86</b>	<b>86</b>	72	<b>107</b>	<b>179</b>	76	56	132	<b>397</b>
Total Volume	0	330	330	277	343	620	319	233	552	1502
% App. Total	0	100		44.7	55.3		57.8	42.2		
PHF	.000	.959	.959	.877	.801	.866	.927	.820	.920	.946

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 10\_SMV\_Yosemite\_118W PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM		04:30 PM			04:15 PM			
+0 mins.	0	<b>92</b>	<b>92</b>	69	<b>93</b>	<b>162</b>	95	50	145
+15 mins.	0	82	82	63	87	150	78	47	125
+30 mins.	0	84	84	<b>79</b>	82	161	79	<b>71</b>	<b>150</b>
+45 mins.	0	78	78	69	83	152	86	59	145
Total Volume	0	336	336	280	345	625	338	227	565
% App. Total	0	100	100	44.8	55.2	100	59.8	40.2	100
PHF	.000	.913	.913	.886	.927	.965	.889	.799	.942

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 11\_SMV\_Yosemite\_118E AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			SR-118 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	43	80	123	0	204	204	10	18	28	355
07:15 AM	59	86	145	0	224	224	29	30	59	428
07:30 AM	112	89	201	0	286	286	5	56	61	548
07:45 AM	147	77	224	0	308	308	36	84	120	652
Total	361	332	693	0	1022	1022	80	188	268	1983
08:00 AM	90	86	176	0	216	216	35	68	103	495
08:15 AM	65	93	158	0	186	186	31	53	84	428
08:30 AM	48	75	123	0	157	157	36	35	71	351
08:45 AM	56	66	122	0	145	145	26	29	55	322
Total	259	320	579	0	704	704	128	185	313	1596
Grand Total	620	652	1272	0	1726	1726	208	373	581	3579
Apprch %	48.7	51.3		0	100		35.8	64.2		
Total %	17.3	18.2	35.5	0	48.2	48.2	5.8	10.4	16.2	

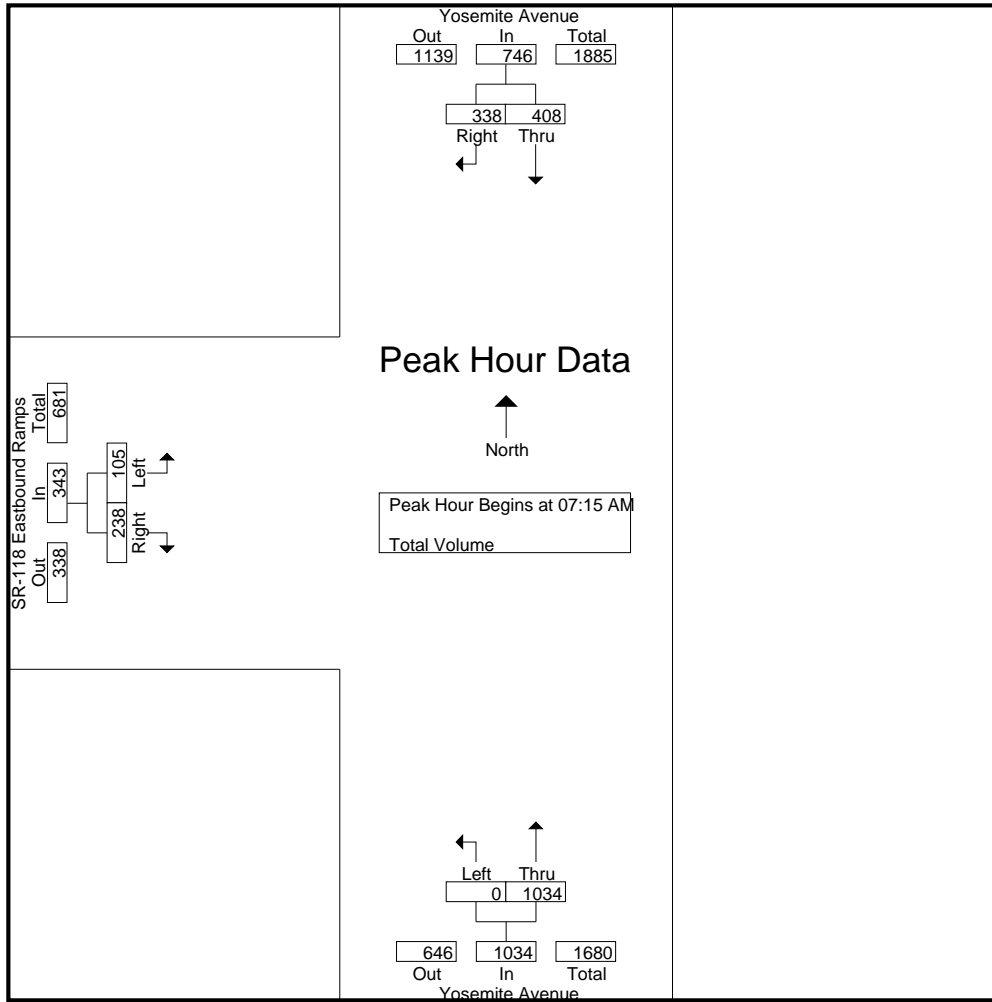
Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			SR-118 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	59	86	145	0	224	224	29	30	59	428
07:30 AM	112	<b>89</b>	201	0	286	286	5	56	61	548
07:45 AM	<b>147</b>	77	<b>224</b>	0	<b>308</b>	<b>308</b>	<b>36</b>	<b>84</b>	<b>120</b>	<b>652</b>
08:00 AM	90	86	176	0	216	216	35	68	103	495
Total Volume	408	338	746	0	1034	1034	105	238	343	2123
% App. Total	54.7	45.3		0	100		30.6	69.4		
PHF	.694	.949	.833	.000	.839	.839	.729	.708	.715	.814

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 11\_SMV\_Yosemite\_118E AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:45 AM		
+0 mins.	112	89	201	0	224	224	<b>36</b>	<b>84</b>	<b>120</b>
+15 mins.	<b>147</b>	77	<b>224</b>	0	286	286	35	68	103
+30 mins.	90	86	176	0	<b>308</b>	<b>308</b>	31	53	84
+45 mins.	65	<b>93</b>	158	0	216	216	36	35	71
Total Volume	414	345	759	0	1034	1034	138	240	378
% App. Total	54.5	45.5		0	100		36.5	63.5	
PHF	.704	.927	.847	.000	.839	.839	.958	.714	.788

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 11\_SMV\_Yosemite\_118E PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			SR-118 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	89	33	122	0	107	107	25	61	86	315
04:15 PM	111	27	138	0	114	114	26	64	90	342
04:30 PM	104	33	137	0	124	124	29	60	89	350
04:45 PM	118	40	158	0	161	161	53	56	109	428
Total	422	133	555	0	506	506	133	241	374	1435
05:00 PM	118	41	159	0	147	147	30	60	90	396
05:15 PM	120	37	157	0	152	152	42	70	112	421
05:30 PM	95	37	132	0	148	148	41	60	101	381
05:45 PM	114	32	146	0	134	134	35	63	98	378
Total	447	147	594	0	581	581	148	253	401	1576
Grand Total	869	280	1149	0	1087	1087	281	494	775	3011
Apprch %	75.6	24.4		0	100		36.3	63.7		
Total %	28.9	9.3	38.2	0	36.1	36.1	9.3	16.4	25.7	

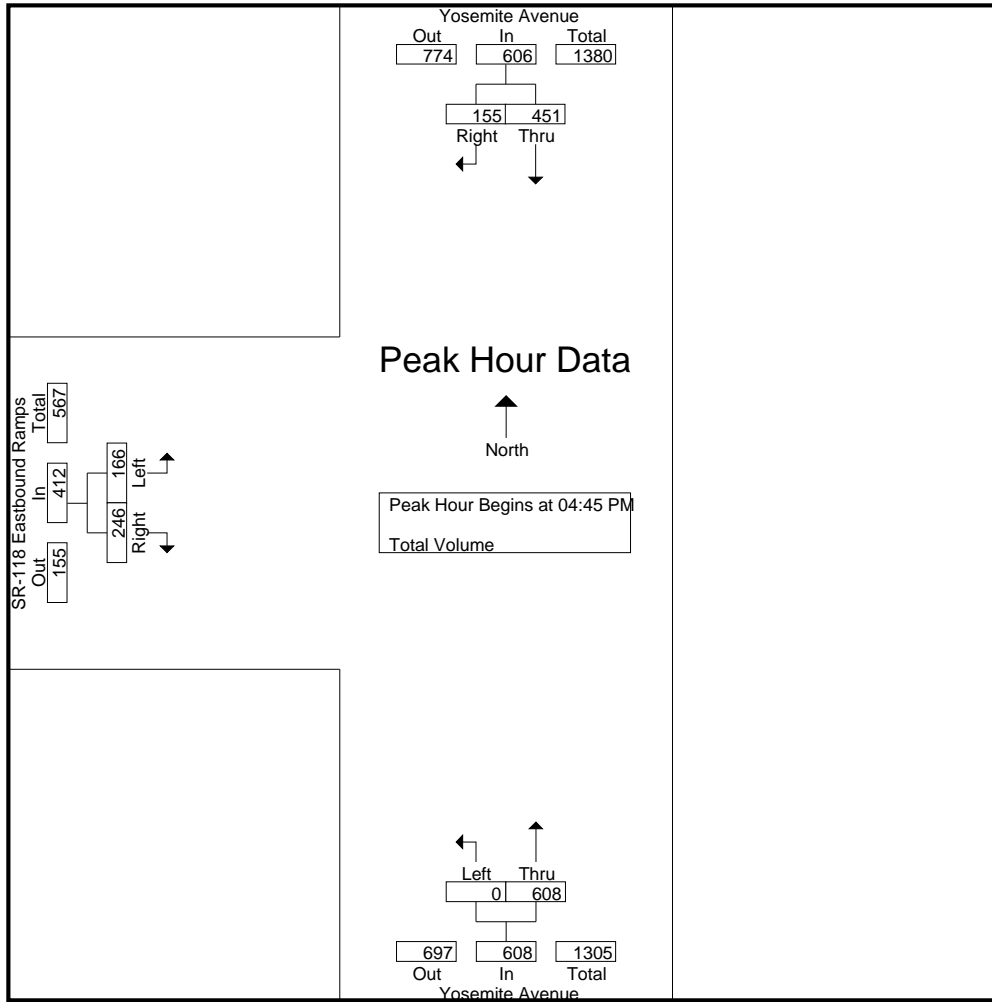
Start Time	Yosemite Avenue Southbound			Yosemite Avenue Northbound			SR-118 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:45 PM	118	40	158	0	<b>161</b>	<b>161</b>	<b>53</b>	56	109	<b>428</b>
05:00 PM	118	<b>41</b>	<b>159</b>	0	147	147	30	60	90	396
05:15 PM	<b>120</b>	37	157	0	152	152	42	<b>70</b>	<b>112</b>	421
05:30 PM	95	37	132	0	148	148	41	60	101	381
Total Volume	451	155	606	0	608	608	166	246	412	1626
% App. Total	74.4	25.6		0	100		40.3	59.7		
PHF	.940	.945	.953	.000	.944	.944	.783	.879	.920	.950

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 11\_SMV\_Yosemite\_118E PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			04:45 PM		
+0 mins.	104	33	137	0	<b>161</b>	<b>161</b>	<b>53</b>	56	109
+15 mins.	118	40	158	0	147	147	30	60	90
+30 mins.	118	<b>41</b>	<b>159</b>	0	152	152	42	<b>70</b>	<b>112</b>
+45 mins.	<b>120</b>	37	157	0	148	148	41	60	101
Total Volume	460	151	611	0	608	608	166	246	412
% App. Total	75.3	24.7		0	100		40.3	59.7	
PHF	.958	.921	.961	.000	.944	.944	.783	.879	.920

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 12\_SMV\_Yosemite\_Cochran AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

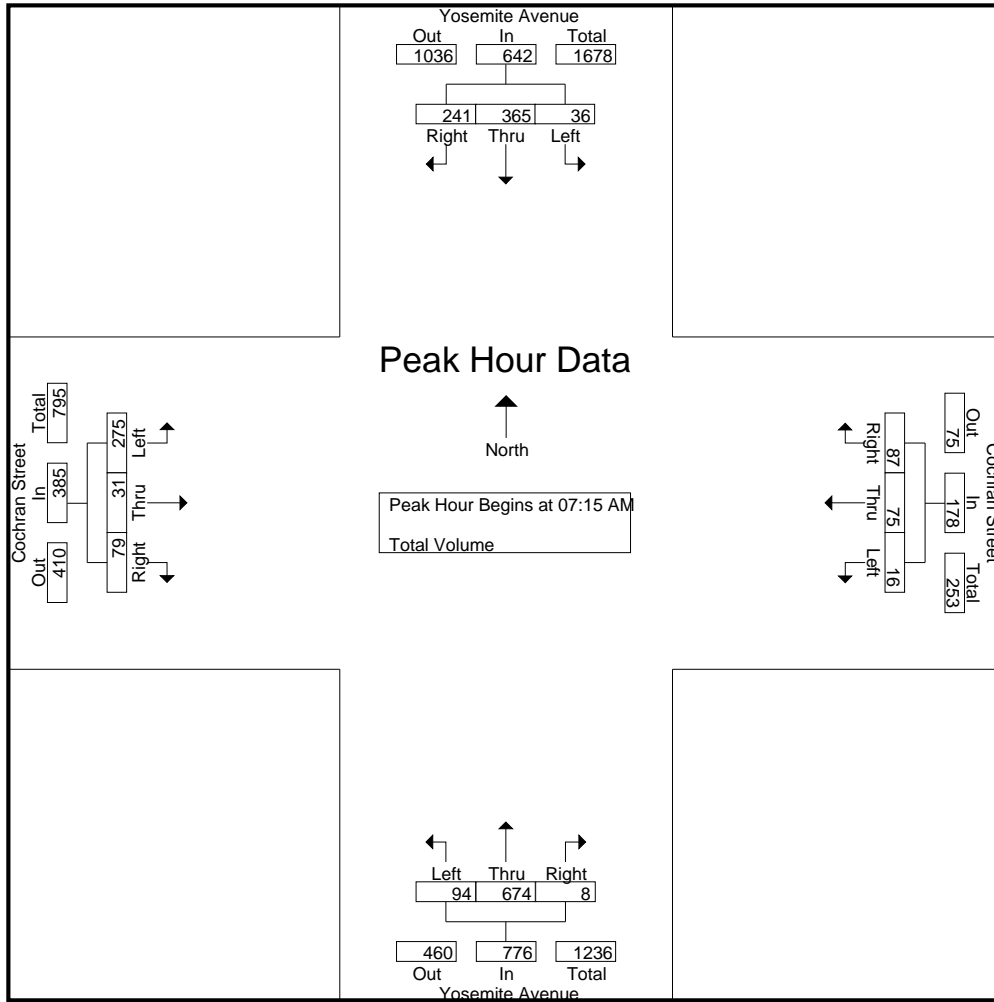
Start Time	Yosemite Avenue Southbound				Cochran Street Westbound				Yosemite Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	43	16	63	2	6	32	40	8	136	1	145	35	2	13	50	298
07:15 AM	4	46	37	87	4	7	20	31	23	162	2	187	47	4	13	64	369
07:30 AM	9	76	74	159	6	28	32	66	23	172	1	196	79	4	18	101	522
07:45 AM	12	117	110	239	2	34	23	59	32	191	3	226	94	13	32	139	663
Total	29	282	237	548	14	75	107	196	86	661	7	754	255	23	76	354	1852
08:00 AM	11	126	20	157	4	6	12	22	16	149	2	167	55	10	16	81	427
08:15 AM	7	90	23	120	10	5	20	35	16	131	2	149	31	0	21	52	356
08:30 AM	7	65	10	82	2	4	10	16	19	119	3	141	25	4	27	56	295
08:45 AM	1	68	18	87	1	4	16	21	21	109	1	131	24	2	18	44	283
Total	26	349	71	446	17	19	58	94	72	508	8	588	135	16	82	233	1361
Grand Total	55	631	308	994	31	94	165	290	158	1169	15	1342	390	39	158	587	3213
Apprch %	5.5	63.5	31		10.7	32.4	56.9		11.8	87.1	1.1		66.4	6.6	26.9		
Total %	1.7	19.6	9.6	30.9	1	2.9	5.1	9	4.9	36.4	0.5	41.8	12.1	1.2	4.9	18.3	

Start Time	Yosemite Avenue Southbound				Cochran Street Westbound				Yosemite Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	46	37	87	4	7	20	31	23	162	2	187	47	4	13	64	369
07:30 AM	9	76	74	159	6	28	32	66	23	172	1	196	79	4	18	101	522
07:45 AM	12	117	110	239	2	34	23	59	32	191	3	226	94	13	32	139	663
08:00 AM	11	126	20	157	4	6	12	22	16	149	2	167	55	10	16	81	427
Total Volume	36	365	241	642	16	75	87	178	94	674	8	776	275	31	79	385	1981
% App. Total	5.6	56.9	37.5		9	42.1	48.9		12.1	86.9	1		71.4	8.1	20.5		
PHF	.750	.724	.548	.672	.667	.551	.680	.674	.734	.882	.667	.858	.731	.596	.617	.692	.747



City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 12\_SMV\_Yosemite\_Cochran AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	9	76	74	159	2	6	<b>32</b>	40	23	162	2	187	47	4	13	64
+15 mins.	<b>12</b>	117	<b>110</b>	<b>239</b>	4	7	20	31	23	172	1	196	79	4	18	101
+30 mins.	11	<b>126</b>	20	157	<b>6</b>	28	32	<b>66</b>	<b>32</b>	<b>191</b>	<b>3</b>	<b>226</b>	<b>94</b>	<b>13</b>	<b>32</b>	<b>139</b>
+45 mins.	7	90	23	120	2	<b>34</b>	23	59	16	149	2	167	55	10	16	81
Total Volume	39	409	227	675	14	75	107	196	94	674	8	776	275	31	79	385
% App. Total	5.8	60.6	33.6		7.1	38.3	54.6		12.1	86.9	1		71.4	8.1	20.5	
PHF	.813	.812	.516	.706	.583	.551	.836	.742	.734	.882	.667	.858	.731	.596	.617	.692

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 12\_SMV\_Yosemite\_Cochran PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

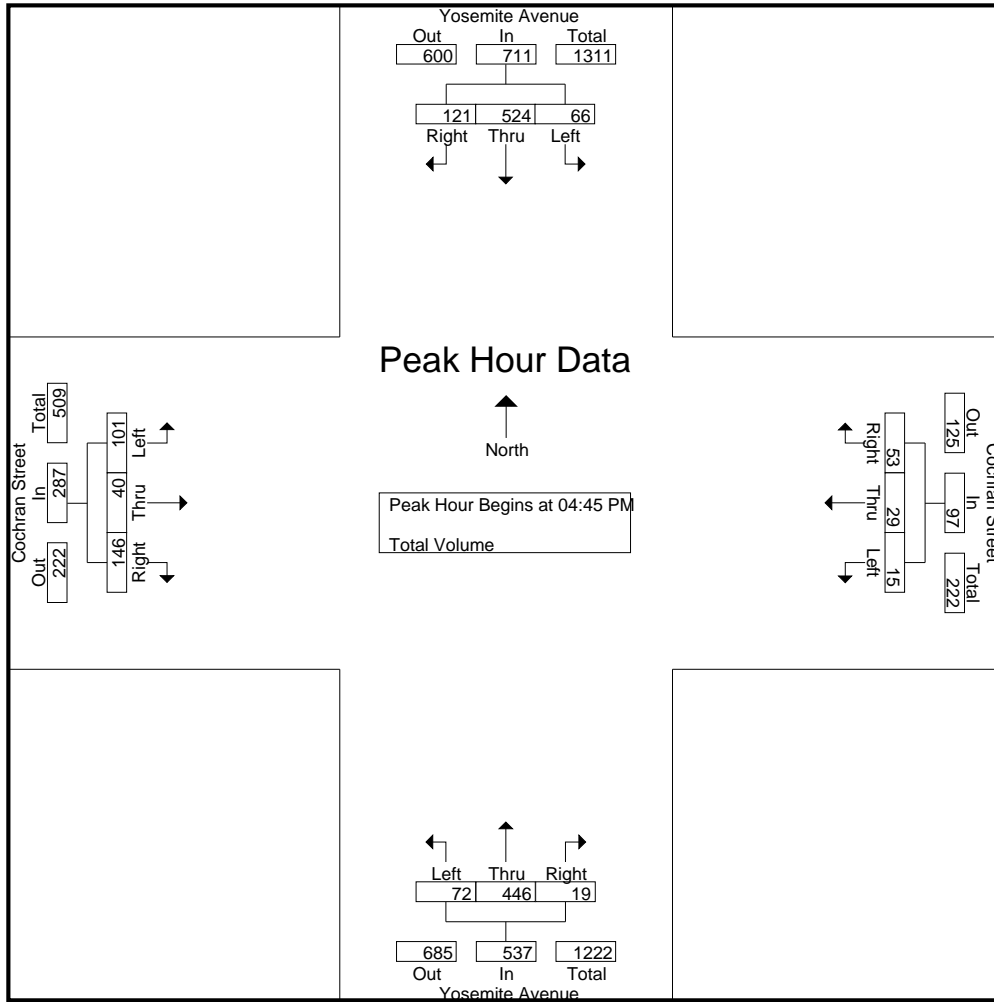
Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound				Cochran Street Westbound				Yosemite Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	107	24	144	3	6	13	22	16	69	1	86	27	8	27	62	314
04:15 PM	15	128	30	173	3	2	6	11	19	87	2	108	20	8	31	59	351
04:30 PM	17	111	31	159	1	10	18	29	21	90	2	113	17	8	30	55	356
04:45 PM	14	137	27	178	2	9	19	30	16	113	5	134	27	12	36	75	417
Total	59	483	112	654	9	27	56	92	72	359	10	441	91	36	124	251	1438
05:00 PM	15	137	29	181	4	5	13	22	20	109	3	132	25	5	42	72	407
05:15 PM	20	134	38	192	3	9	16	28	15	108	5	128	25	9	33	67	415
05:30 PM	17	116	27	160	6	6	5	17	21	116	6	143	24	14	35	73	393
05:45 PM	19	134	21	174	5	7	11	23	27	105	11	143	23	13	31	67	407
Total	71	521	115	707	18	27	45	90	83	438	25	546	97	41	141	279	1622
Grand Total	130	1004	227	1361	27	54	101	182	155	797	35	987	188	77	265	530	3060
Apprch %	9.6	73.8	16.7		14.8	29.7	55.5		15.7	80.7	3.5		35.5	14.5	50		
Total %	4.2	32.8	7.4	44.5	0.9	1.8	3.3	5.9	5.1	26	1.1	32.3	6.1	2.5	8.7	17.3	

Start Time	Yosemite Avenue Southbound				Cochran Street Westbound				Yosemite Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	<b>137</b>	27	178	2	<b>9</b>	<b>19</b>	<b>30</b>	16	113	5	134	<b>27</b>	12	36	<b>75</b>	<b>417</b>
05:00 PM	15	137	29	181	4	5	13	22	20	109	3	132	25	5	42	72	407
05:15 PM	<b>20</b>	134	<b>38</b>	<b>192</b>	3	9	16	28	15	108	5	128	25	9	33	67	415
05:30 PM	17	116	27	160	<b>6</b>	6	5	17	<b>21</b>	<b>116</b>	<b>6</b>	<b>143</b>	24	<b>14</b>	35	73	393
Total Volume	66	524	121	711	15	29	53	97	72	446	19	537	101	40	146	287	1632
% App. Total	9.3	73.7	17		15.5	29.9	54.6		13.4	83.1	3.5		35.2	13.9	50.9		
PHF	.825	.956	.796	.926	.625	.806	.697	.808	.857	.961	.792	.939	.935	.714	.869	.957	.978

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 12\_SMV\_Yosemite\_Cochran PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	14	<b>137</b>	27	178	1	<b>10</b>	18	29	20	109	3	132	<b>27</b>	12	36	<b>75</b>
+15 mins.	15	137	29	181	2	9	<b>19</b>	<b>30</b>	15	108	5	128	25	5	<b>42</b>	72
+30 mins.	<b>20</b>	134	<b>38</b>	<b>192</b>	<b>4</b>	5	13	22	21	<b>116</b>	6	<b>143</b>	25	9	33	67
+45 mins.	17	116	27	160	3	9	16	28	<b>27</b>	105	<b>11</b>	143	24	<b>14</b>	35	73
Total Volume	66	524	121	711	10	33	66	109	83	438	25	546	101	40	146	287
% App. Total	9.3	73.7	17		9.2	30.3	60.6		15.2	80.2	4.6		35.2	13.9	50.9	
PHF	.825	.956	.796	.926	.625	.825	.868	.908	.769	.944	.568	.955	.935	.714	.869	.957

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 13\_SMV\_Yosemite\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

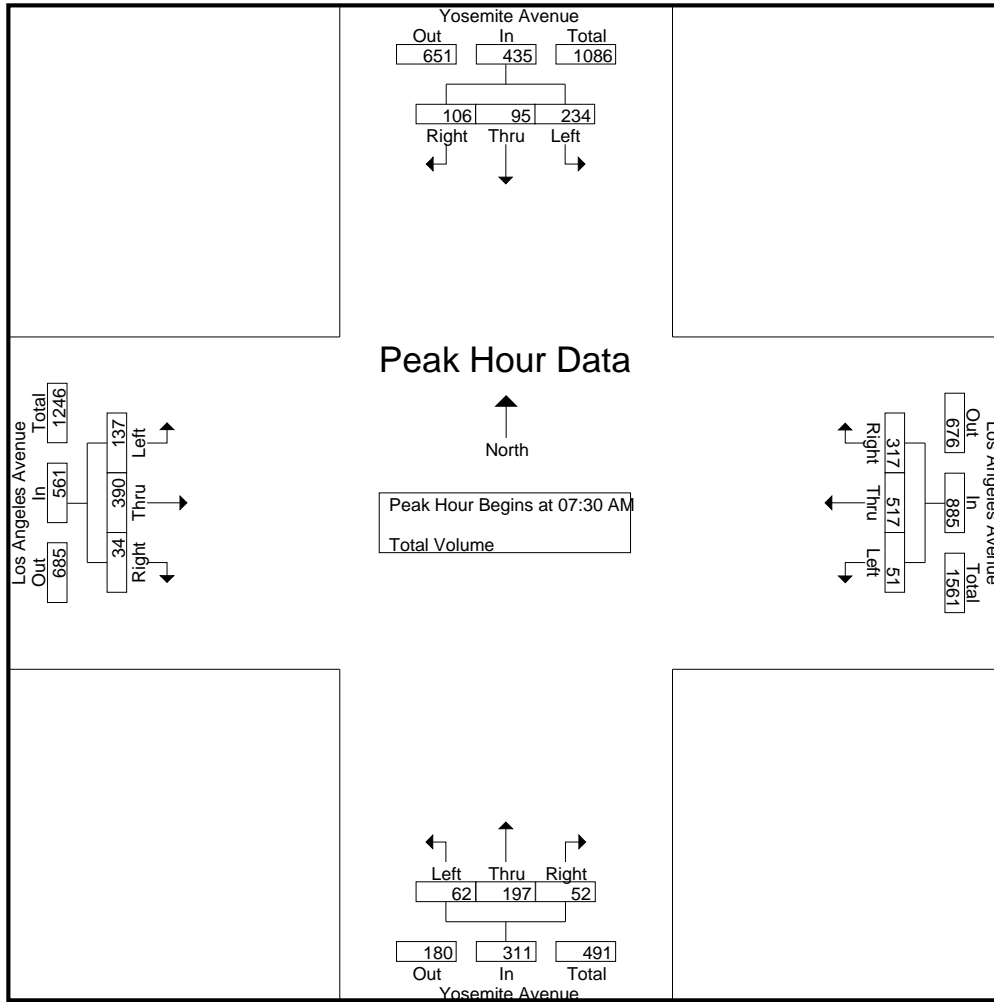
Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound				Los Angeles Avenue Westbound				Yosemite Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	28	10	11	49	2	60	44	106	8	50	11	69	27	50	2	79	303
07:15 AM	28	9	17	54	10	78	49	137	11	35	5	51	30	76	5	111	353
07:30 AM	49	20	28	97	7	150	100	257	23	56	11	90	30	65	8	103	547
07:45 AM	63	22	24	109	11	127	79	217	14	54	8	76	46	105	7	158	560
Total	168	61	80	309	30	415	272	717	56	195	35	286	133	296	22	451	1763
08:00 AM	74	38	21	133	22	126	70	218	12	52	15	79	29	124	6	159	589
08:15 AM	48	15	33	96	11	114	68	193	13	35	18	66	32	96	13	141	496
08:30 AM	45	22	15	82	9	80	48	137	12	33	5	50	29	58	10	97	366
08:45 AM	44	16	27	87	8	68	47	123	14	33	2	49	20	57	7	84	343
Total	211	91	96	398	50	388	233	671	51	153	40	244	110	335	36	481	1794
Grand Total	379	152	176	707	80	803	505	1388	107	348	75	530	243	631	58	932	3557
Apprch %	53.6	21.5	24.9		5.8	57.9	36.4		20.2	65.7	14.2		26.1	67.7	6.2		
Total %	10.7	4.3	4.9	19.9	2.2	22.6	14.2	39	3	9.8	2.1	14.9	6.8	17.7	1.6	26.2	

Start Time	Yosemite Avenue Southbound				Los Angeles Avenue Westbound				Yosemite Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	49	20	28	97	7	150	100	257	23	56	11	90	30	65	8	103	547
07:45 AM	63	22	24	109	11	127	79	217	14	54	8	76	46	105	7	158	560
08:00 AM	74	38	21	133	22	126	70	218	12	52	15	79	29	124	6	159	589
08:15 AM	48	15	33	96	11	114	68	193	13	35	18	66	32	96	13	141	496
Total Volume	234	95	106	435	51	517	317	885	62	197	52	311	137	390	34	561	2192
% App. Total	53.8	21.8	24.4		5.8	58.4	35.8		19.9	63.3	16.7		24.4	69.5	6.1		
PHF	.791	.625	.803	.818	.580	.862	.793	.861	.674	.879	.722	.864	.745	.786	.654	.882	.930

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 13\_SMV\_Yosemite\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	49	20	28	97	7	<b>150</b>	<b>100</b>	<b>257</b>	<b>23</b>	<b>56</b>	11	<b>90</b>	30	65	8	103
+15 mins.	63	22	24	109	11	127	79	217	14	54	8	76	<b>46</b>	105	7	158
+30 mins.	<b>74</b>	<b>38</b>	21	<b>133</b>	<b>22</b>	126	70	218	12	52	15	79	29	<b>124</b>	6	<b>159</b>
+45 mins.	48	15	<b>33</b>	96	11	114	68	193	13	35	<b>18</b>	66	32	96	<b>13</b>	141
Total Volume	234	95	106	435	51	517	317	885	62	197	52	311	137	390	34	561
% App. Total	53.8	21.8	24.4		5.8	58.4	35.8		19.9	63.3	16.7		24.4	69.5	6.1	
PHF	.791	.625	.803	.818	.580	.862	.793	.861	.674	.879	.722	.864	.745	.786	.654	.882

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 13\_SMV\_Yosemite\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

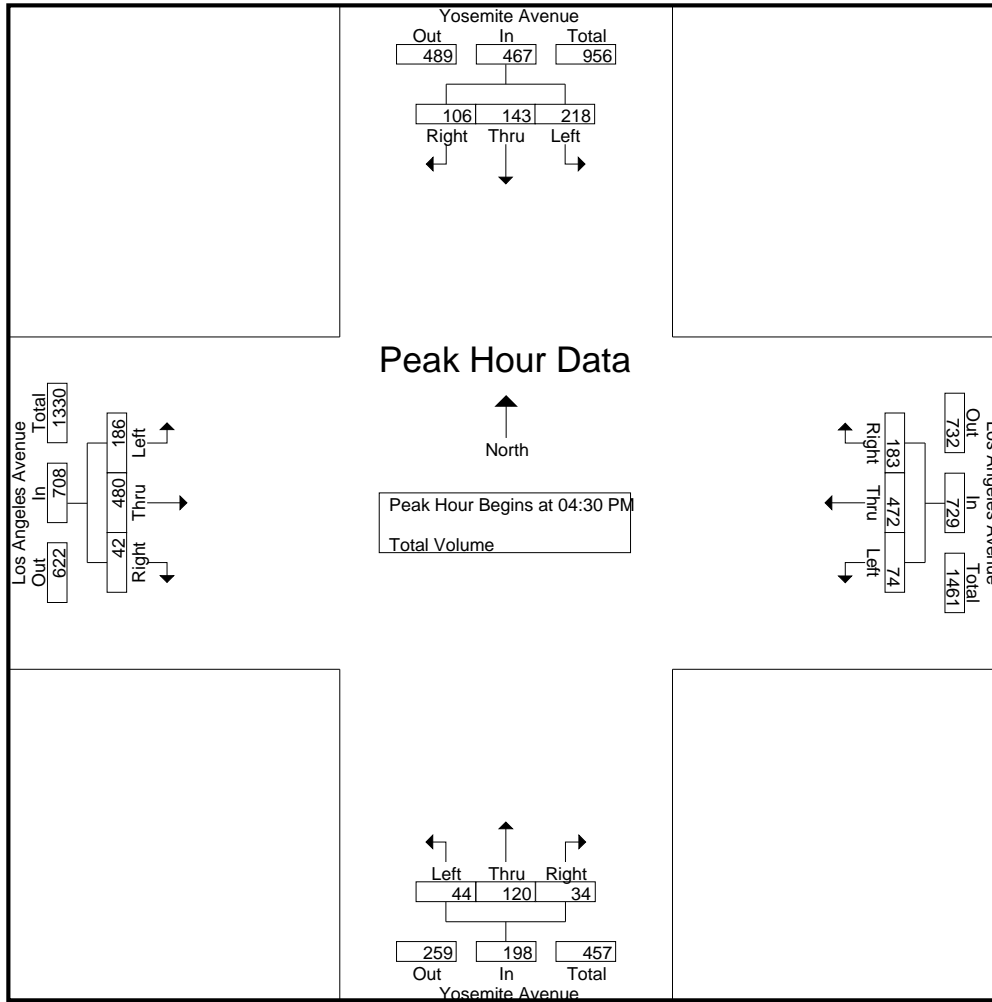
Groups Printed- Total Volume

Start Time	Yosemite Avenue Southbound				Los Angeles Avenue Westbound				Yosemite Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	50	27	17	94	22	96	40	158	8	12	7	27	33	95	3	131	410
04:15 PM	59	29	27	115	12	104	44	160	8	23	12	43	30	111	5	146	464
04:30 PM	52	28	22	102	21	138	43	202	13	25	11	49	44	112	11	167	520
04:45 PM	49	30	28	107	11	117	42	170	6	33	11	50	60	126	8	194	521
Total	210	114	94	418	66	455	169	690	35	93	41	169	167	444	27	638	1915
05:00 PM	73	41	23	137	23	117	47	187	13	37	4	54	41	119	11	171	549
05:15 PM	44	44	33	121	19	100	51	170	12	25	8	45	41	123	12	176	512
05:30 PM	55	27	28	110	15	114	45	174	12	16	11	39	59	115	6	180	503
05:45 PM	66	23	29	118	21	103	45	169	11	23	4	38	36	111	9	156	481
Total	238	135	113	486	78	434	188	700	48	101	27	176	177	468	38	683	2045
Grand Total	448	249	207	904	144	889	357	1390	83	194	68	345	344	912	65	1321	3960
Apprch %	49.6	27.5	22.9		10.4	64	25.7		24.1	56.2	19.7		26	69	4.9		
Total %	11.3	6.3	5.2	22.8	3.6	22.4	9	35.1	2.1	4.9	1.7	8.7	8.7	23	1.6	33.4	

Start Time	Yosemite Avenue Southbound				Los Angeles Avenue Westbound				Yosemite Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	52	28	22	102	21	<b>138</b>	43	<b>202</b>	<b>13</b>	25	<b>11</b>	49	44	112	11	167	520
04:45 PM	49	30	28	107	11	117	42	170	6	33	11	50	<b>60</b>	<b>126</b>	8	<b>194</b>	521
05:00 PM	<b>73</b>	41	23	<b>137</b>	<b>23</b>	117	47	187	13	<b>37</b>	4	<b>54</b>	41	119	11	171	<b>549</b>
05:15 PM	44	<b>44</b>	<b>33</b>	121	19	100	<b>51</b>	170	12	25	8	45	41	123	<b>12</b>	176	512
Total Volume	218	143	106	467	74	472	183	729	44	120	34	198	186	480	42	708	2102
% App. Total	46.7	30.6	22.7		10.2	64.7	25.1		22.2	60.6	17.2		26.3	67.8	5.9		
PHF	.747	.813	.803	.852	.804	.855	.897	.902	.846	.811	.773	.917	.775	.952	.875	.912	.957

City of Simi Valley  
 N/S: Yosemite Avenue  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 13\_SMV\_Yosemite\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	<b>73</b>	41	23	<b>137</b>	21	<b>138</b>	43	<b>202</b>	<b>13</b>	25	<b>11</b>	49	<b>60</b>	<b>126</b>	8	<b>194</b>
+15 mins.	44	<b>44</b>	<b>33</b>	121	11	117	42	170	6	33	11	50	41	119	11	171
+30 mins.	55	27	28	110	<b>23</b>	117	47	187	13	<b>37</b>	4	<b>54</b>	41	123	<b>12</b>	176
+45 mins.	66	23	29	118	19	100	<b>51</b>	170	12	25	8	45	59	115	6	180
Total Volume	238	135	113	486	74	472	183	729	44	120	34	198	201	483	37	721
% App. Total	49	27.8	23.3		10.2	64.7	25.1		22.2	60.6	17.2		27.9	67	5.1	
PHF	.815	.767	.856	.887	.804	.855	.897	.902	.846	.811	.773	.917	.838	.958	.771	.929

City of Simi Valley  
 N/S: Stow Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 14\_SMV\_Stow\_Cochran AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

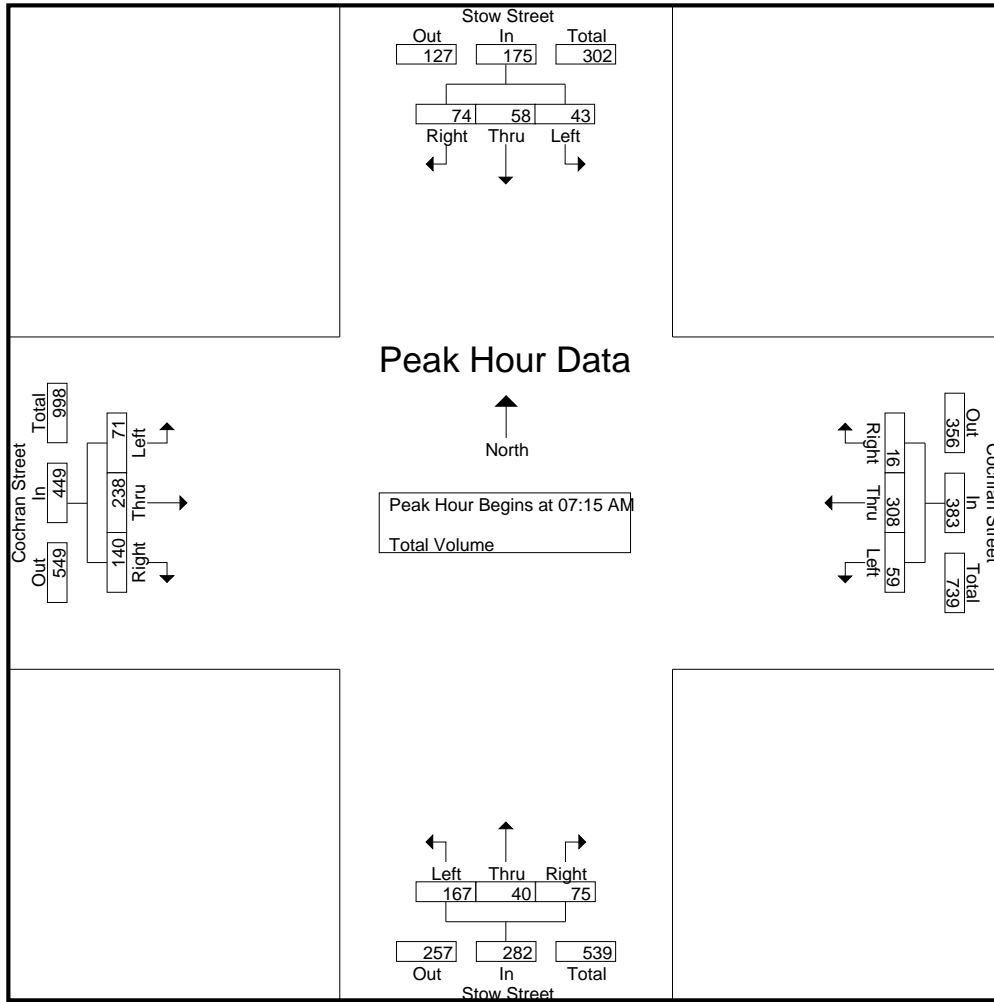
Start Time	Stow Street Southbound				Cochran Street Westbound				Stow Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	2	9	14	5	21	3	29	12	1	10	23	4	31	9	44	110
07:15 AM	15	3	9	27	3	47	2	52	33	1	8	42	3	50	10	63	184
07:30 AM	9	17	20	46	24	90	3	117	49	15	24	88	15	56	33	104	355
07:45 AM	12	30	34	76	30	131	6	167	51	19	29	99	34	82	64	180	522
Total	39	52	72	163	62	289	14	365	145	36	71	252	56	219	116	391	1171
08:00 AM	7	8	11	26	2	40	5	47	34	5	14	53	19	50	33	102	228
08:15 AM	5	6	10	21	1	38	1	40	14	4	8	26	3	42	7	52	139
08:30 AM	5	3	3	11	0	32	3	35	17	3	5	25	4	39	14	57	128
08:45 AM	2	2	4	8	0	41	4	45	21	4	3	28	8	35	6	49	130
Total	19	19	28	66	3	151	13	167	86	16	30	132	34	166	60	260	625
Grand Total	58	71	100	229	65	440	27	532	231	52	101	384	90	385	176	651	1796
Apprch %	25.3	31	43.7		12.2	82.7	5.1		60.2	13.5	26.3		13.8	59.1	27		
Total %	3.2	4	5.6	12.8	3.6	24.5	1.5	29.6	12.9	2.9	5.6	21.4	5	21.4	9.8	36.2	

Start Time	Stow Street Southbound				Cochran Street Westbound				Stow Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	3	9	27	3	47	2	52	33	1	8	42	3	50	10	63	184
07:30 AM	9	17	20	46	24	90	3	117	49	15	24	88	15	56	33	104	355
07:45 AM	12	30	34	76	30	131	6	167	51	19	29	99	34	82	64	180	522
08:00 AM	7	8	11	26	2	40	5	47	34	5	14	53	19	50	33	102	228
Total Volume	43	58	74	175	59	308	16	383	167	40	75	282	71	238	140	449	1289
% App. Total	24.6	33.1	42.3		15.4	80.4	4.2		59.2	14.2	26.6		15.8	53	31.2		
PHF	.717	.483	.544	.576	.492	.588	.667	.573	.819	.526	.647	.712	.522	.726	.547	.624	.617



City of Simi Valley  
 N/S: Stow Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 14\_SMV\_Stow\_Cochran AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	15	3	9	27	3	47	2	52	33	1	8	42	3	50	10	63
+15 mins.	9	17	20	46	24	90	3	117	49	15	24	88	15	56	33	104
+30 mins.	12	<b>30</b>	<b>34</b>	<b>76</b>	<b>30</b>	<b>131</b>	<b>6</b>	<b>167</b>	<b>51</b>	<b>19</b>	<b>29</b>	<b>99</b>	<b>34</b>	<b>82</b>	<b>64</b>	<b>180</b>
+45 mins.	7	8	11	26	2	40	5	47	34	5	14	53	19	50	33	102
Total Volume	43	58	74	175	59	308	16	383	167	40	75	282	71	238	140	449
% App. Total	24.6	33.1	42.3		15.4	80.4	4.2		59.2	14.2	26.6		15.8	53	31.2	
PHF	.717	.483	.544	.576	.492	.588	.667	.573	.819	.526	.647	.712	.522	.726	.547	.624

City of Simi Valley  
 N/S: Stow Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 14\_SMV\_Stow\_Cochran PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

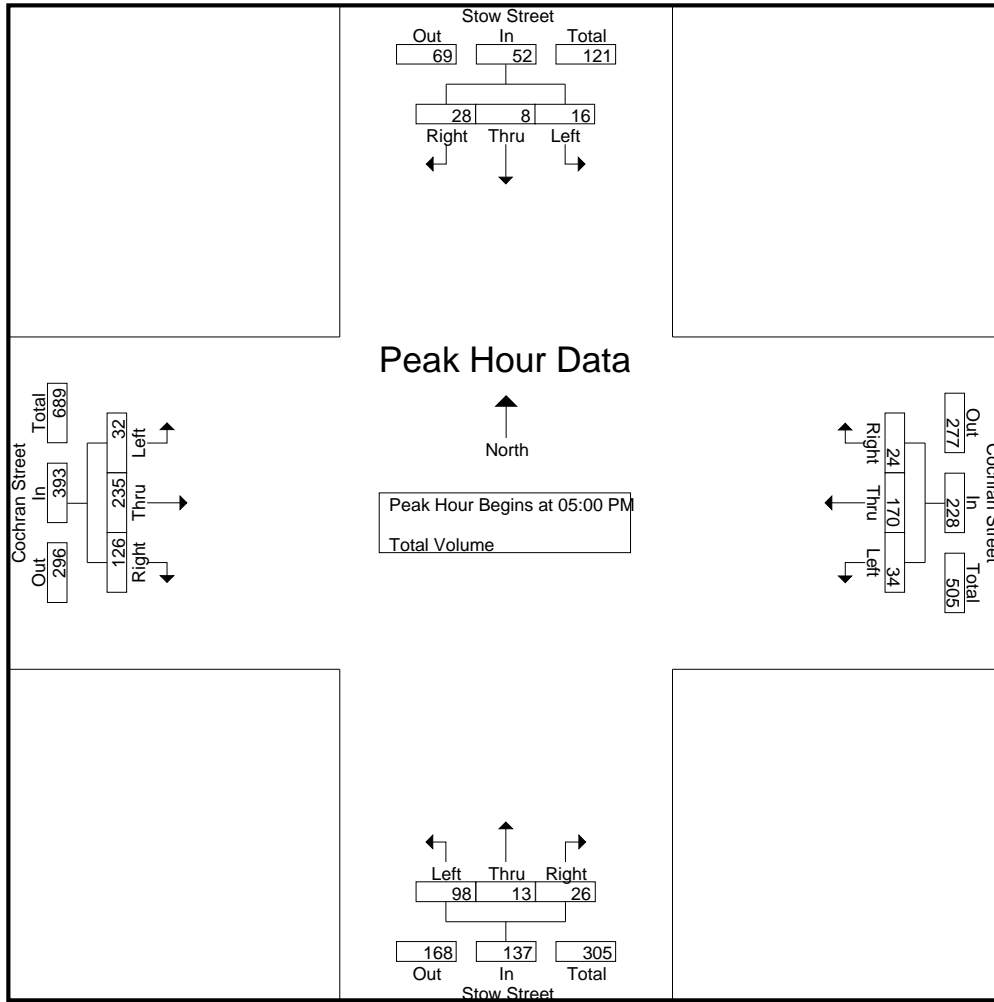
Groups Printed- Total Volume

Start Time	Stow Street Southbound				Cochran Street Westbound				Stow Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	1	7	14	8	35	5	48	23	2	8	33	8	55	20	83	178
04:15 PM	0	1	4	5	5	45	5	55	13	4	8	25	5	55	16	76	161
04:30 PM	4	4	8	16	6	41	10	57	20	5	5	30	9	44	29	82	185
04:45 PM	2	2	6	10	9	36	6	51	21	2	13	36	9	65	23	97	194
Total	12	8	25	45	28	157	26	211	77	13	34	124	31	219	88	338	718
05:00 PM	3	0	8	11	5	46	9	60	16	2	5	23	5	63	23	91	185
05:15 PM	3	3	8	14	8	43	10	61	28	5	7	40	12	61	28	101	216
05:30 PM	6	1	6	13	10	38	1	49	31	1	5	37	6	54	33	93	192
05:45 PM	4	4	6	14	11	43	4	58	23	5	9	37	9	57	42	108	217
Total	16	8	28	52	34	170	24	228	98	13	26	137	32	235	126	393	810
Grand Total	28	16	53	97	62	327	50	439	175	26	60	261	63	454	214	731	1528
Apprch %	28.9	16.5	54.6		14.1	74.5	11.4		67	10	23		8.6	62.1	29.3		
Total %	1.8	1	3.5	6.3	4.1	21.4	3.3	28.7	11.5	1.7	3.9	17.1	4.1	29.7	14	47.8	

Start Time	Stow Street Southbound				Cochran Street Westbound				Stow Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	0	<b>8</b>	11	5	<b>46</b>	9	60	16	2	5	23	5	<b>63</b>	23	91	185
05:15 PM	3	3	8	14	8	43	<b>10</b>	61	28	<b>5</b>	7	40	12	61	28	101	216
05:30 PM	<b>6</b>	1	6	13	10	38	1	49	<b>31</b>	1	5	37	6	54	33	93	192
05:45 PM	4	<b>4</b>	6	14	<b>11</b>	43	4	58	23	5	<b>9</b>	37	9	57	<b>42</b>	108	217
Total Volume	16	8	28	52	34	170	24	228	98	13	26	137	32	235	126	393	810
% App. Total	30.8	15.4	53.8		14.9	74.6	10.5		71.5	9.5	19		8.1	59.8	32.1		
PHF	.667	.500	.875	.929	.773	.924	.600	.934	.790	.650	.722	.856	.667	.933	.750	.910	.933

City of Simi Valley  
 N/S: Stow Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 14\_SMV\_Stow\_Cochran PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	3	0	8	11	6	41	10	57	16	2	5	23	5	63	23	91
+15 mins.	3	3	8	14	9	36	6	51	28	5	7	40	12	61	28	101
+30 mins.	6	1	6	13	5	46	9	60	31	1	5	37	6	54	33	93
+45 mins.	4	4	6	14	8	43	10	61	23	5	9	37	9	57	42	108
Total Volume	16	8	28	52	28	166	35	229	98	13	26	137	32	235	126	393
% App. Total	30.8	15.4	53.8		12.2	72.5	15.3		71.5	9.5	19		8.1	59.8	32.1	
PHF	.667	.500	.875	.929	.778	.902	.875	.939	.790	.650	.722	.856	.667	.933	.750	.910

City of Simi Valley  
 N/S: Stow Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 15\_SMV\_Stow\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

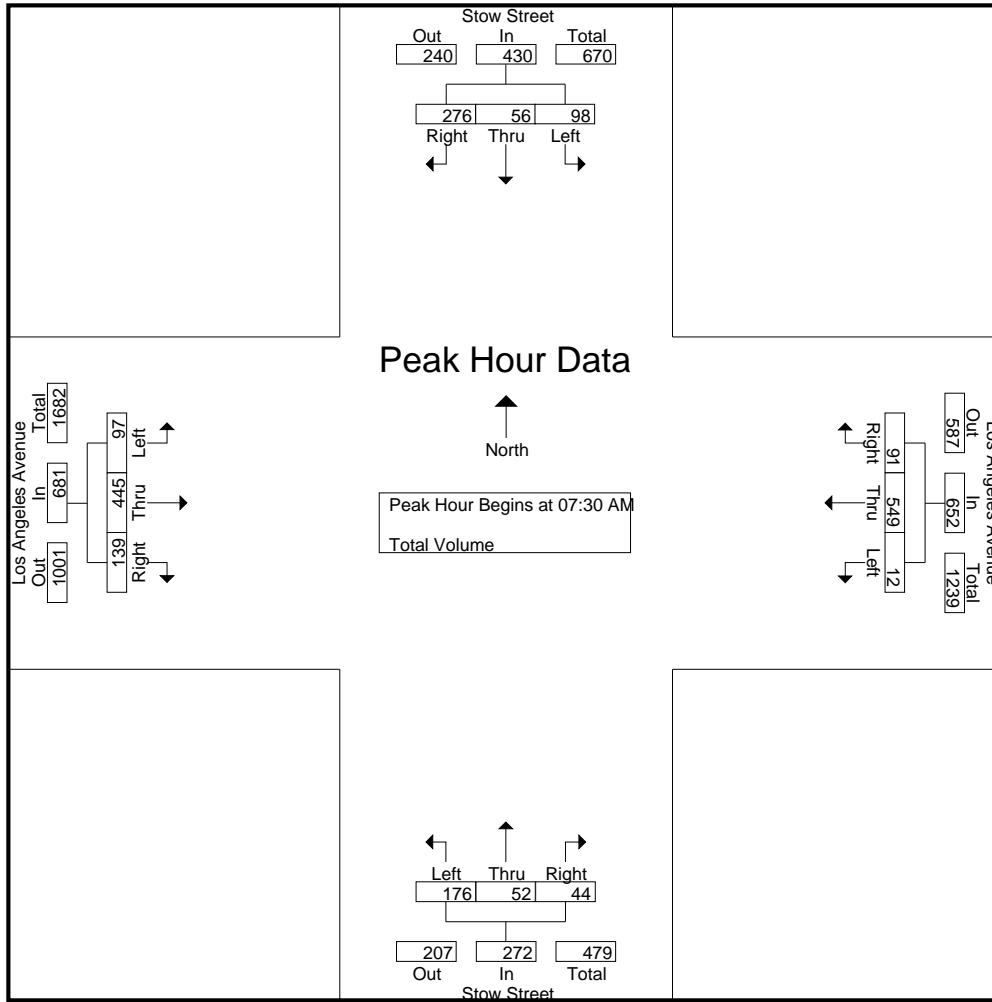
Groups Printed- Total Volume

Start Time	Stow Street Southbound				Los Angeles Avenue Westbound				Stow Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	2	12	16	3	75	5	83	10	5	7	22	4	67	2	73	194
07:15 AM	11	4	14	29	1	97	11	109	10	10	6	26	9	96	10	115	279
07:30 AM	27	6	89	122	1	173	32	206	26	12	9	47	35	86	16	137	512
07:45 AM	44	19	124	187	1	101	40	142	49	15	6	70	47	93	46	186	585
Total	84	31	239	354	6	446	88	540	95	42	28	165	95	342	74	511	1570
08:00 AM	22	27	53	102	7	137	9	153	46	16	13	75	5	140	65	210	540
08:15 AM	5	4	10	19	3	138	10	151	55	9	16	80	10	126	12	148	398
08:30 AM	3	2	7	12	2	104	3	109	12	11	7	30	4	87	12	103	254
08:45 AM	3	3	4	10	2	98	4	104	14	11	4	29	8	82	4	94	237
Total	33	36	74	143	14	477	26	517	127	47	40	214	27	435	93	555	1429
Grand Total	117	67	313	497	20	923	114	1057	222	89	68	379	122	777	167	1066	2999
Apprch %	23.5	13.5	63		1.9	87.3	10.8		58.6	23.5	17.9		11.4	72.9	15.7		
Total %	3.9	2.2	10.4	16.6	0.7	30.8	3.8	35.2	7.4	3	2.3	12.6	4.1	25.9	5.6	35.5	

Start Time	Stow Street Southbound				Los Angeles Avenue Westbound				Stow Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	6	89	122	1	173	32	206	26	12	9	47	35	86	16	137	512
07:45 AM	44	19	124	187	1	101	40	142	49	15	6	70	47	93	46	186	585
08:00 AM	22	27	53	102	7	137	9	153	46	16	13	75	5	140	65	210	540
08:15 AM	5	4	10	19	3	138	10	151	55	9	16	80	10	126	12	148	398
Total Volume	98	56	276	430	12	549	91	652	176	52	44	272	97	445	139	681	2035
% App. Total	22.8	13	64.2		1.8	84.2	14		64.7	19.1	16.2		14.2	65.3	20.4		
PHF	.557	.519	.556	.575	.429	.793	.569	.791	.800	.813	.688	.850	.516	.795	.535	.811	.870

City of Simi Valley  
 N/S: Stow Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 15\_SMV\_Stow\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	11	4	14	29	1	<b>173</b>	32	<b>206</b>	26	12	9	47	35	86	16	137
+15 mins.	27	6	89	122	1	101	<b>40</b>	142	49	15	6	70	<b>47</b>	93	46	186
+30 mins.	<b>44</b>	19	<b>124</b>	<b>187</b>	<b>7</b>	137	9	153	46	<b>16</b>	13	75	5	<b>140</b>	<b>65</b>	<b>210</b>
+45 mins.	22	<b>27</b>	53	102	3	138	10	151	<b>55</b>	9	<b>16</b>	<b>80</b>	10	126	12	148
Total Volume	104	56	280	440	12	549	91	652	176	52	44	272	97	445	139	681
% App. Total	23.6	12.7	63.6		1.8	84.2	14		64.7	19.1	16.2		14.2	65.3	20.4	
PHF	.591	.519	.565	.588	.429	.793	.569	.791	.800	.813	.688	.850	.516	.795	.535	.811

City of Simi Valley  
 N/S: Stow Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 15\_SMV\_Stow\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

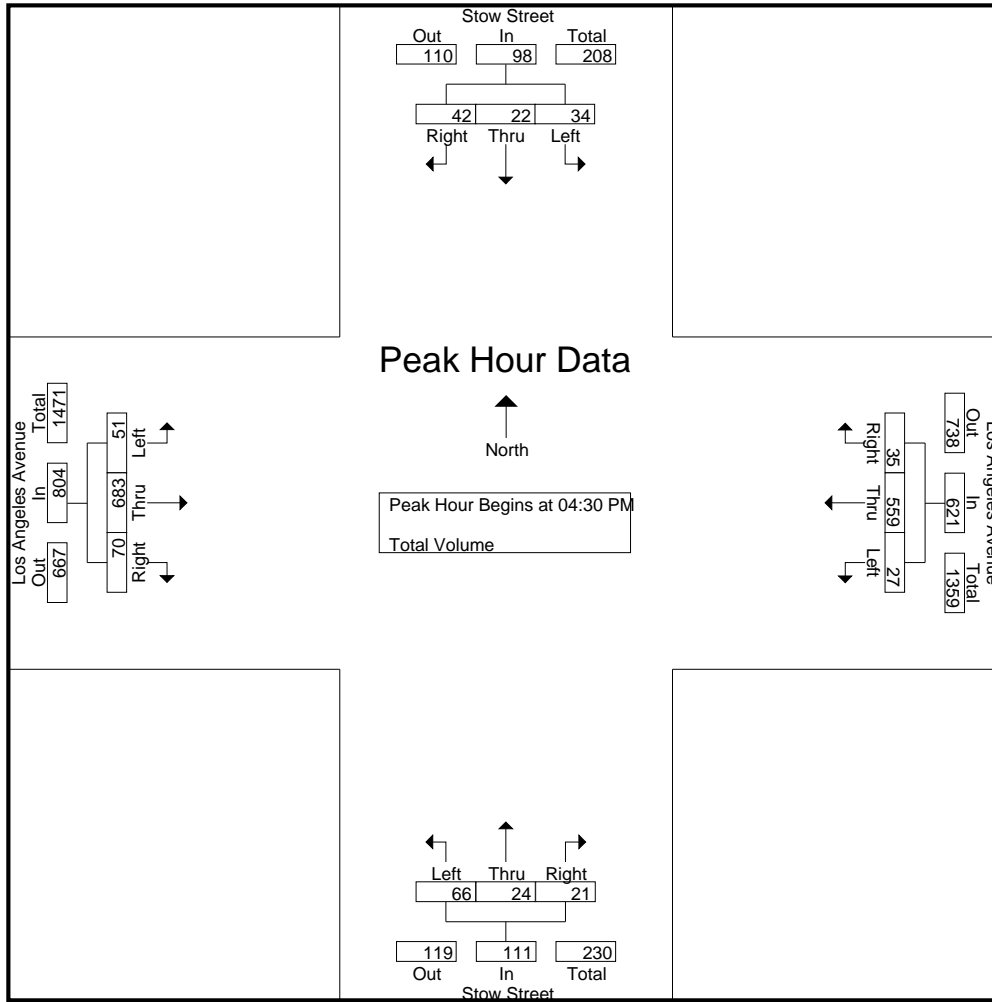
Groups Printed- Total Volume

Start Time	Stow Street Southbound				Los Angeles Avenue Westbound				Stow Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	5	19	31	3	103	9	115	13	3	6	22	9	111	20	140	308
04:15 PM	6	6	6	18	5	123	8	136	10	4	3	17	12	133	17	162	333
04:30 PM	7	7	9	23	7	150	12	169	17	4	6	27	9	172	21	202	421
04:45 PM	9	6	18	33	8	132	8	148	12	5	7	24	17	171	21	209	414
Total	29	24	52	105	23	508	37	568	52	16	22	90	47	587	79	713	1476
05:00 PM	8	4	10	22	6	148	6	160	26	11	3	40	14	187	13	214	436
05:15 PM	10	5	5	20	6	129	9	144	11	4	5	20	11	153	15	179	363
05:30 PM	3	7	12	22	7	141	6	154	13	12	10	35	7	173	18	198	409
05:45 PM	14	10	17	41	6	127	8	141	10	8	3	21	9	134	16	159	362
Total	35	26	44	105	25	545	29	599	60	35	21	116	41	647	62	750	1570
Grand Total	64	50	96	210	48	1053	66	1167	112	51	43	206	88	1234	141	1463	3046
Apprch %	30.5	23.8	45.7		4.1	90.2	5.7		54.4	24.8	20.9		6	84.3	9.6		
Total %	2.1	1.6	3.2	6.9	1.6	34.6	2.2	38.3	3.7	1.7	1.4	6.8	2.9	40.5	4.6	48	

Start Time	Stow Street Southbound				Los Angeles Avenue Westbound				Stow Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	7	9	23	7	150	12	169	17	4	6	27	9	172	21	202	421
04:45 PM	9	6	18	33	8	132	8	148	12	5	7	24	17	171	21	209	414
05:00 PM	8	4	10	22	6	148	6	160	26	11	3	40	14	187	13	214	436
05:15 PM	10	5	5	20	6	129	9	144	11	4	5	20	11	153	15	179	363
Total Volume	34	22	42	98	27	559	35	621	66	24	21	111	51	683	70	804	1634
% App. Total	34.7	22.4	42.9		4.3	90	5.6		59.5	21.6	18.9		6.3	85	8.7		
PHF	.850	.786	.583	.742	.844	.932	.729	.919	.635	.545	.750	.694	.750	.913	.833	.939	.937

City of Simi Valley  
 N/S: Stow Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 15\_SMV\_Stow\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

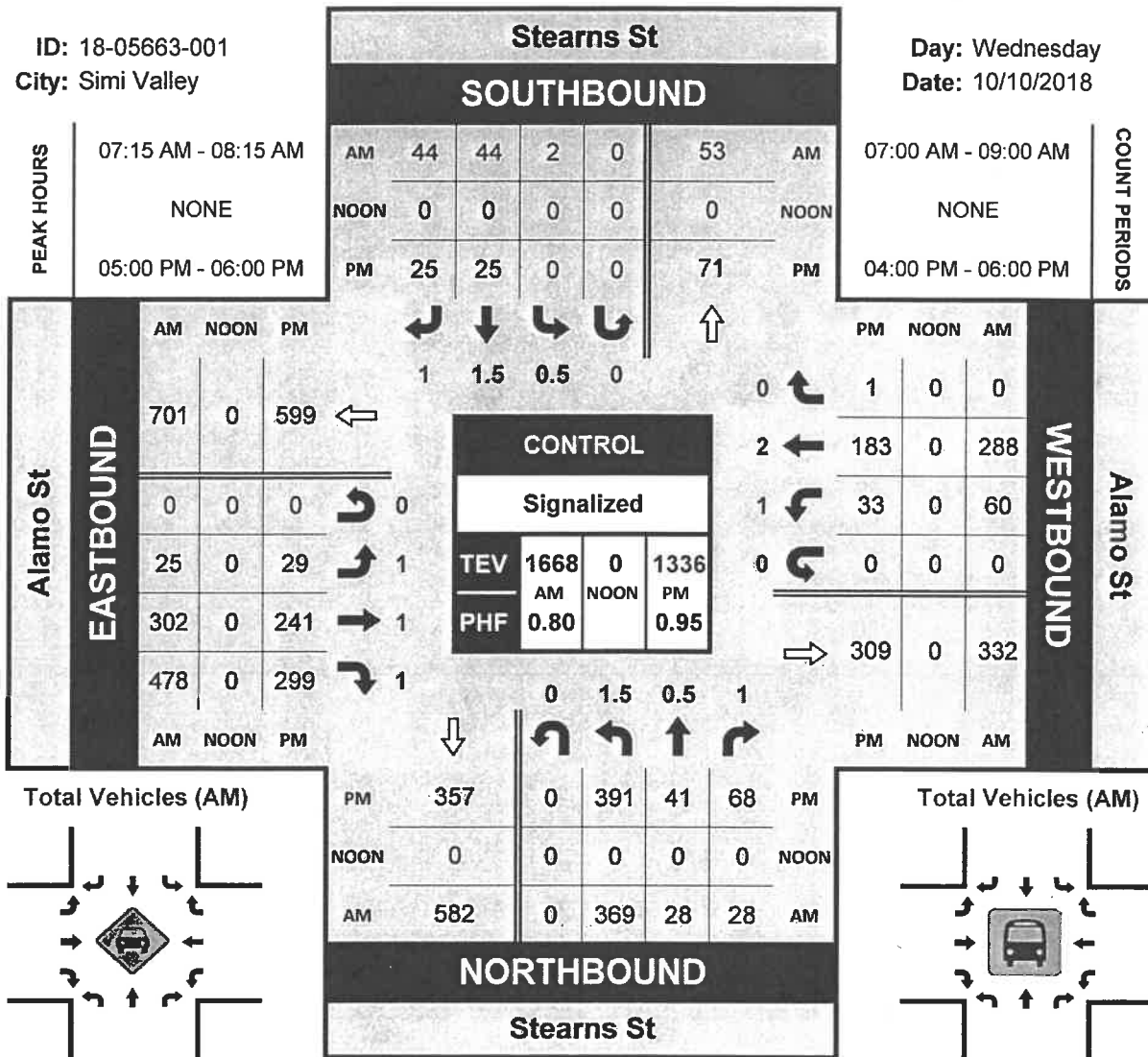
	04:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	7	5	<b>19</b>	31	7	<b>150</b>	<b>12</b>	<b>169</b>	12	5	7	24	9	172	<b>21</b>	202
+15 mins.	6	6	6	18	<b>8</b>	132	8	148	<b>26</b>	11	3	<b>40</b>	<b>17</b>	171	21	209
+30 mins.	7	<b>7</b>	9	23	6	148	6	160	11	4	5	20	14	<b>187</b>	13	<b>214</b>
+45 mins.	<b>9</b>	6	18	<b>33</b>	6	129	9	144	13	<b>12</b>	<b>10</b>	35	11	153	15	179
Total Volume	29	24	52	105	27	559	35	621	62	32	25	119	51	683	70	804
% App. Total	27.6	22.9	49.5		4.3	90	5.6		52.1	26.9	21		6.3	85	8.7	
PHF	.806	.857	.684	.795	.844	.932	.729	.919	.596	.667	.625	.744	.750	.913	.833	.939

# Stearns St & Alamo St

## Peak Hour Turning Movement Count

ID: 18-05663-001  
City: Simi Valley

Day: Wednesday  
Date: 10/10/2018



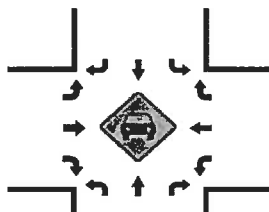
**PEAK HOURS**

07:15 AM - 08:15 AM
NONE
05:00 PM - 06:00 PM

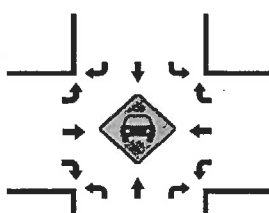
**COUNT PERIODS**

07:00 AM - 09:00 AM
NONE
04:00 PM - 06:00 PM

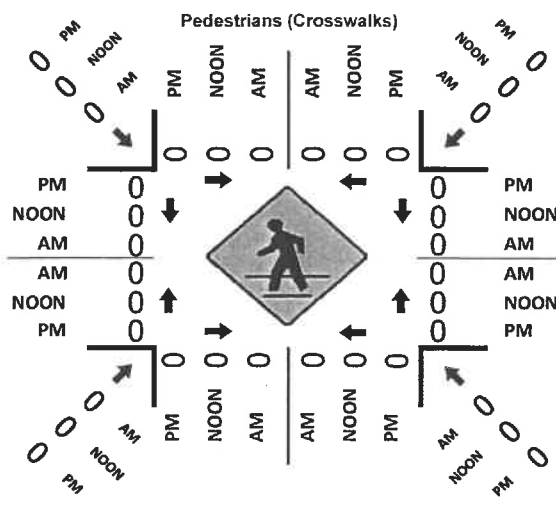
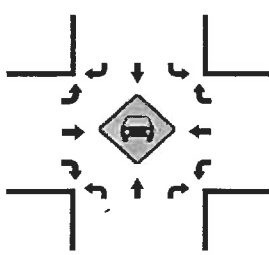
Total Vehicles (AM)



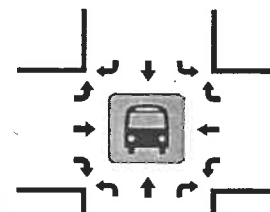
Total Vehicles (NOON)



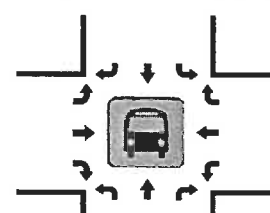
Total Vehicles (PM)



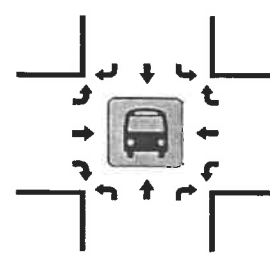
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Stearns St & Alamo St  
 City: Simi Valley  
 Control: Signalized

Project ID: 18-05663-001  
 Date: 10/10/2018

### Total

NS/EW Streets:	Stearns St				Stearns St				Alamo St				Alamo St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1.5 NL	0.5 NT	1 NR	0 NU	0.5 SL	1.5 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	46	2	6	0	0	5	10	0	4	34	103	0	8	20	0	0	
7:15 AM	79	7	5	0	1	16	7	0	5	49	103	0	16	64	0	0	
7:30 AM	129	6	5	0	1	15	17	0	6	85	117	0	25	114	0	0	
7:45 AM	88	6	7	0	0	6	8	0	4	115	151	0	13	72	0	0	
8:00 AM	73	9	11	0	0	7	12	0	10	53	107	0	6	38	0	0	
8:15 AM	47	4	11	0	2	6	10	0	1	48	79	0	11	36	1	0	
8:30 AM	39	5	5	0	0	11	5	0	5	20	82	0	4	34	0	0	
8:45 AM	36	2	7	0	0	10	3	0	3	21	60	0	12	28	0	0	
<b>TOTAL VOLUMES :</b>	537	41	57	0	4	76	72	0	38	425	802	0	95	406	1	0	
<b>APPROACH %'s :</b>	84.57%	6.46%	8.98%	0.00%	2.63%	50.00%	47.37%	0.00%	3.00%	33.60%	63.40%	0.00%	18.92%	80.88%	0.20%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																
<b>PEAK HR VOL :</b>	369	28	28	0	2	44	44	0	25	302	478	0	60	288	0	0	
<b>PEAK HR FACTOR :</b>	0.715	0.778	0.636	0.000	0.500	0.688	0.647	0.000	0.625	0.657	0.791	0.000	0.600	0.632	0.000	0.000	
	0.759				0.682				0.745				0.626				0.802
PM	1.5 NL	0.5 NT	1 NR	0 NU	0.5 SL	1.5 ST	1 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	81	7	13	0	1	2	4	0	12	49	56	0	4	44	0	0	
4:15 PM	103	13	14	0	0	7	5	0	9	51	78	0	5	37	0	0	
4:30 PM	75	12	16	0	0	3	2	0	8	49	54	0	5	36	1	0	
4:45 PM	87	11	14	0	0	6	3	0	4	52	71	0	9	33	1	0	
5:00 PM	89	9	16	0	0	6	5	0	12	69	81	0	5	59	0	0	
5:15 PM	107	12	16	0	0	8	9	0	8	52	63	0	5	37	1	0	
5:30 PM	98	10	14	0	0	5	2	0	8	62	78	0	12	49	0	0	
5:45 PM	97	10	22	0	0	6	9	0	1	58	77	0	11	38	0	0	
<b>TOTAL VOLUMES :</b>	737	84	125	0	1	43	39	0	62	442	558	0	56	333	3	0	
<b>APPROACH %'s :</b>	77.91%	8.88%	13.21%	0.00%	1.20%	51.81%	46.99%	0.00%	5.84%	41.62%	52.54%	0.00%	14.29%	84.95%	0.77%	0.00%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																
<b>PEAK HR VOL :</b>	391	41	68	0	0	25	25	0	29	241	299	0	33	183	1	0	
<b>PEAK HR FACTOR :</b>	0.914	0.854	0.773	0.000	0.000	0.781	0.694	0.000	0.604	0.873	0.923	0.000	0.688	0.775	0.250	0.000	
	0.926				0.735				0.878				0.848				0.952



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Stearns St & Barnard Street/SR-118 WB Ramps  
 City: Simi Valley  
 Control: Signalized

Project ID: 18-05663-002  
 Date: 10/10/2018

**Total**

NS/EW Streets:	Stearns St				Stearns St				Barnard Street/SR-118 WB Ramps				Barnard Street/SR-118 WB Ramps				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	1 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
7:00 AM	3	31	91	1	0	126	0	0	1	0	28	0	52	16	22	0	371
7:15 AM	2	47	99	2	0	154	3	0	1	0	27	0	45	11	30	0	421
7:30 AM	4	93	87	2	0	164	0	0	2	0	31	0	55	16	40	0	494
7:45 AM	3	88	95	1	0	186	0	0	2	0	31	0	56	21	36	0	519
8:00 AM	7	68	58	0	0	158	4	0	2	0	19	0	77	21	28	0	442
8:15 AM	3	47	57	1	0	107	1	0	2	0	18	0	62	16	27	0	341
8:30 AM	6	37	61	0	0	107	2	0	2	0	18	0	52	12	16	0	313
8:45 AM	3	34	60	3	0	101	3	0	1	0	22	0	68	9	19	0	323
<b>TOTAL VOLUMES :</b>	NL 31	NT 445	NR 608	NU 10	SL 0	ST 1103	SR 13	SU 0	EL 13	ET 0	ER 194	EU 0	WL 467	WT 122	WR 218	WU 0	TOTAL 3224
<b>APPROACH %'s :</b>	2.83%	40.68%	55.58%	0.91%	0.00%	98.84%	1.16%	0.00%	6.28%	0.00%	93.72%	0.00%	57.87%	15.12%	27.01%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	16	296	339	5	0	662	7	0	7	0	108	0	233	69	134	0	1876
<b>PEAK HR FACTOR :</b>	0.571	0.796	0.856	0.625	0.000	0.890	0.438	0.000	0.875	0.000	0.871	0.000	0.756	0.821	0.838	0.000	0.904
	0.877				0.899				0.871				0.865				

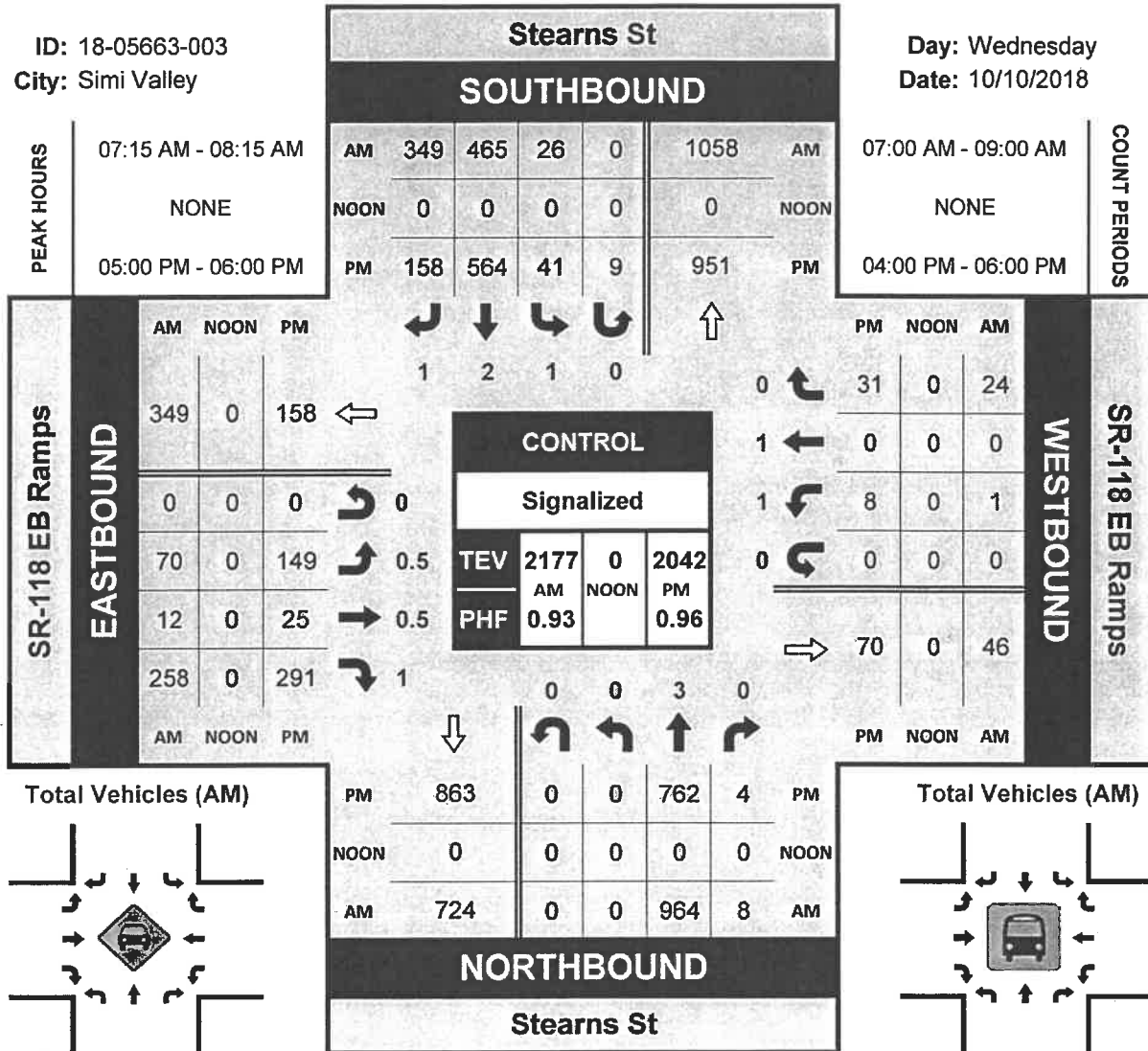
NS/EW Streets:	Stearns St				Stearns St				Barnard Street/SR-118 WB Ramps				Barnard Street/SR-118 WB Ramps				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1 NL	2 NT	1 NR	0 NU	0 SL	2 ST	0 SR	0 SU	1 EL	0 ET	1 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
4:00 PM	4	68	54	2	0	85	3	0	3	0	9	0	87	21	46	0	382
4:15 PM	5	87	48	0	0	91	2	0	0	0	21	0	100	31	56	0	441
4:30 PM	5	82	59	0	0	87	2	0	3	0	16	0	96	24	61	0	435
4:45 PM	6	74	52	2	0	98	2	0	2	0	17	0	100	34	53	0	440
5:00 PM	4	81	68	0	0	117	5	0	2	0	22	0	108	34	59	0	500
5:15 PM	8	72	70	0	0	98	1	0	2	0	24	0	101	36	79	0	491
5:30 PM	12	86	55	1	0	94	2	0	3	0	19	0	93	27	71	1	464
5:45 PM	8	90	58	0	0	115	2	0	2	0	16	0	94	27	67	0	479
<b>TOTAL VOLUMES :</b>	NL 52	NT 640	NR 464	NU 5	SL 0	ST 785	SR 19	SU 0	EL 17	ET 0	ER 144	EU 0	WL 779	WT 234	WR 492	WU 1	TOTAL 3632
<b>APPROACH %'s :</b>	4.48%	55.12%	39.97%	0.43%	0.00%	97.64%	2.36%	0.00%	10.56%	0.00%	89.44%	0.00%	51.73%	15.54%	32.67%	0.07%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	32	329	251	1	0	424	10	0	9	0	81	0	396	124	276	1	1934
<b>PEAK HR FACTOR :</b>	0.667	0.914	0.896	0.250	0.000	0.906	0.500	0.000	0.750	0.000	0.844	0.000	0.917	0.861	0.873	0.250	0.967
	0.982				0.889				0.865				0.922				

# Stearns St & SR-118 EB Ramps

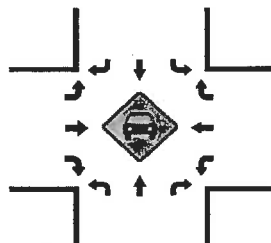
## Peak Hour Turning Movement Count

ID: 18-05663-003  
City: Simi Valley

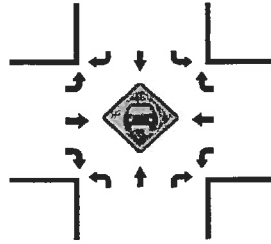
Day: Wednesday  
Date: 10/10/2018



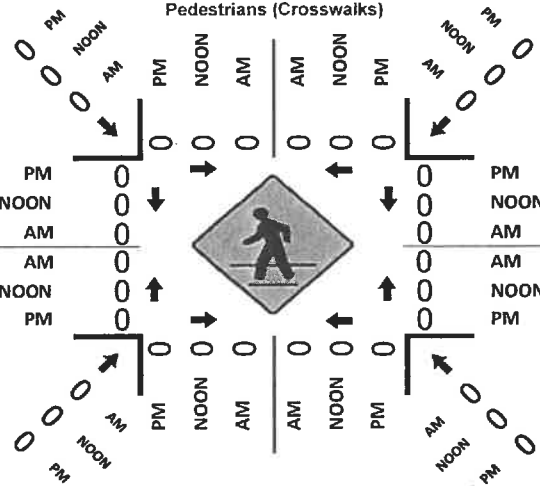
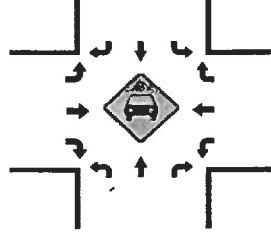
Total Vehicles (AM)



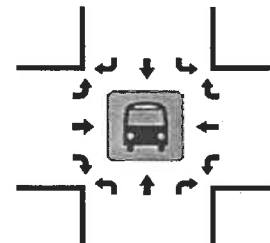
Total Vehicles (NOON)



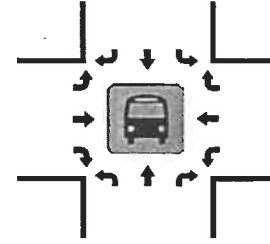
Total Vehicles (PM)



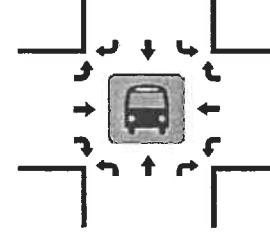
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Stearns St & SR-118 EB Ramps  
 City: Simi Valley  
 Control: Signalized

Project ID: 18-05663-003  
 Date: 10/10/2018

### Total

NS/EW Streets:	Stearns St				Stearns St				SR-118 EB Ramps				SR-118 EB Ramps				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	227	0	0	9	69	93	0	7	3	48	0	0	0	7	0	463
7:15 AM	0	242	3	0	2	107	76	0	11	2	68	0	0	0	5	0	516
7:30 AM	0	253	2	0	11	109	76	0	16	8	84	0	0	0	8	0	567
7:45 AM	0	264	3	0	8	128	99	0	20	2	60	0	0	0	3	0	587
8:00 AM	0	205	0	0	5	121	98	0	23	0	46	0	1	0	8	0	507
8:15 AM	0	174	0	0	7	92	56	0	17	4	42	0	1	0	2	0	395
8:30 AM	0	184	3	0	2	79	67	0	15	8	39	0	1	1	2	0	401
8:45 AM	0	157	1	0	6	101	58	1	15	4	49	0	1	0	6	0	399
<b>TOTAL VOLUMES :</b>	0	1706	12	0	50	806	623	1	124	31	436	0	4	1	41	0	3835
<b>APPROACH %'s :</b>	0.00%	99.30%	0.70%	0.00%	3.38%	54.46%	42.09%	0.07%	20.98%	5.25%	73.77%	0.00%	8.70%	2.17%	89.13%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																
<b>PEAK HR VOL :</b>	0	964	8	0	26	465	349	0	70	12	258	0	1	0	24	0	2177
<b>PEAK HR FACTOR :</b>	0.000	0.913	0.667	0.000	0.591	0.908	0.881	0.000	0.761	0.375	0.768	0.000	0.250	0.000	0.750	0.000	0.927
	0.910				0.894				0.787				0.694				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	175	0	0	9	127	24	0	25	7	55	0	2	0	5	0	429
4:15 PM	0	163	2	0	5	143	39	7	33	2	59	0	1	1	4	0	459
4:30 PM	0	198	2	0	9	144	17	5	29	2	53	0	0	0	5	0	464
4:45 PM	0	181	1	0	7	142	39	3	25	4	58	0	1	0	9	0	470
5:00 PM	0	208	1	0	10	148	53	2	38	2	69	0	0	0	2	0	533
5:15 PM	0	190	1	0	3	137	34	5	33	9	74	0	2	0	14	0	502
5:30 PM	0	204	1	0	13	132	31	1	36	9	82	0	2	0	12	0	523
5:45 PM	0	160	1	0	15	147	40	1	42	5	66	0	4	0	3	0	484
<b>TOTAL VOLUMES :</b>	0	1479	9	0	71	1120	277	24	261	40	516	0	12	1	54	0	3864
<b>APPROACH %'s :</b>	0.00%	99.40%	0.60%	0.00%	4.76%	75.07%	18.57%	1.61%	31.95%	4.90%	63.16%	0.00%	17.91%	1.49%	80.60%	0.00%	
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																
<b>PEAK HR VOL :</b>	0	762	4	0	41	564	158	9	149	25	291	0	8	0	31	0	2042
<b>PEAK HR FACTOR :</b>	0.000	0.916	1.000	0.000	0.683	0.953	0.745	0.450	0.887	0.694	0.887	0.000	0.500	0.000	0.554	0.000	0.958
	0.916				0.906				0.915				0.609				



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Stearns St & Cochran St  
 City: Simi Valley  
 Control: Signalized

Project ID: 18-05663-004  
 Date: 10/10/2018

### Total

NS/EW Streets:	Stearns St				Stearns St				Cochran St				Cochran St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	7	110	14	0	33	45	33	0	56	35	6	0	7	27	46	0	
7:15 AM	10	107	31	0	87	55	38	0	76	77	9	0	8	30	68	0	
7:30 AM	21	124	47	0	94	52	47	0	62	153	12	0	15	56	66	0	
7:45 AM	29	102	42	0	59	67	72	0	69	121	26	0	13	83	62	0	
8:00 AM	19	78	9	0	27	70	59	0	62	45	22	0	8	48	35	0	
8:15 AM	15	95	8	0	26	42	59	0	67	38	10	0	4	43	31	0	
8:30 AM	15	86	7	0	17	56	55	0	57	28	20	0	6	48	33	0	
8:45 AM	14	64	6	0	30	73	47	0	55	27	7	0	2	33	35	0	
<b>TOTAL VOLUMES :</b>	130	766	164	0	373	460	410	0	504	524	112	0	63	368	376	0	
<b>APPROACH %'s :</b>	12.26%	72.26%	15.47%	0.00%	30.01%	37.01%	32.98%	0.00%	44.21%	45.96%	9.82%	0.00%	7.81%	45.60%	46.59%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																
<b>PEAK HR VOL :</b>	79	411	123	0	267	244	216	0	269	396	89	0	44	217	231	0	
<b>PEAK HR FACTOR :</b>	0.681	0.829	0.686	0.000	0.710	0.871	0.750	0.000	0.885	0.647	0.663	0.000	0.733	0.654	0.849	0.000	
	0.806				0.918				0.808				0.778				0.858
PM	1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	15	77	9	0	34	81	50	0	46	60	13	0	10	58	36	0	
4:15 PM	10	78	6	0	41	95	77	0	50	63	20	0	6	40	33	0	
4:30 PM	11	96	8	0	30	91	66	0	72	63	27	0	6	51	31	0	
4:45 PM	14	88	9	0	37	103	68	0	78	56	30	0	9	37	25	0	
5:00 PM	12	102	15	0	40	104	65	0	79	82	28	0	14	36	30	0	
5:15 PM	13	88	9	0	37	107	54	0	72	85	33	0	12	56	30	0	
5:30 PM	17	101	12	0	48	113	59	0	63	72	26	0	10	49	31	0	
5:45 PM	17	89	4	0	35	107	69	0	54	64	17	0	10	46	25	0	
<b>TOTAL VOLUMES :</b>	109	719	72	0	302	801	508	0	514	545	194	0	77	373	241	0	
<b>APPROACH %'s :</b>	12.11%	79.89%	8.00%	0.00%	18.75%	49.72%	31.53%	0.00%	41.02%	43.50%	15.48%	0.00%	11.14%	53.98%	34.88%	0.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																
<b>PEAK HR VOL :</b>	56	379	45	0	162	427	246	0	292	295	117	0	45	178	116	0	
<b>PEAK HR FACTOR :</b>	0.824	0.929	0.750	0.000	0.844	0.945	0.904	0.000	0.924	0.868	0.886	0.000	0.804	0.795	0.935	0.000	
	0.923				0.949				0.926				0.865				0.971

City of Simi Valley  
 N/S: Stearns Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 20\_SMV\_Stearns\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

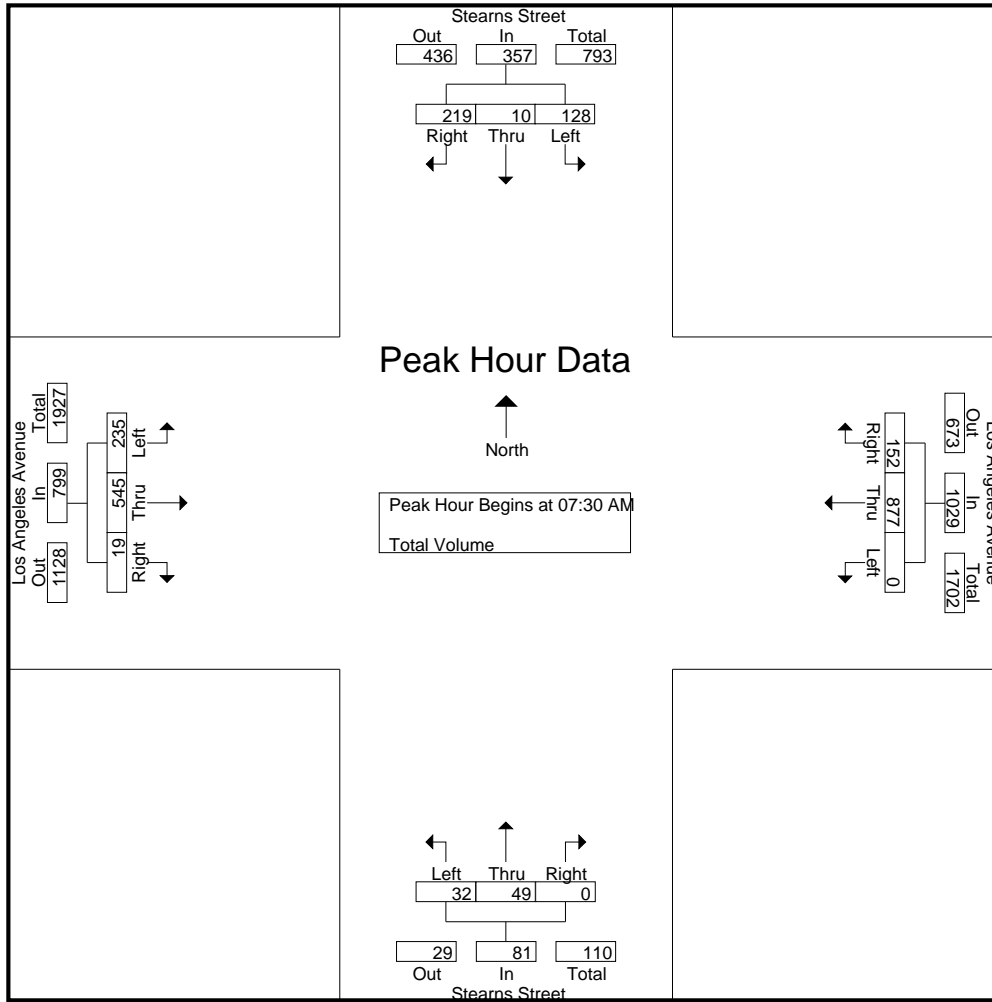
Start Time	Stearns Street Southbound				Los Angeles Avenue Westbound				Stearns Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	1	44	54	0	73	26	99	4	15	1	20	75	63	1	139	312
07:15 AM	17	1	42	60	1	125	17	143	7	7	3	17	50	94	1	145	365
07:30 AM	21	1	41	63	0	245	40	285	14	20	0	34	59	112	3	174	556
07:45 AM	35	4	60	99	0	245	48	293	9	9	0	18	83	151	6	240	650
Total	82	7	187	276	1	688	131	820	34	51	4	89	267	420	11	698	1883
08:00 AM	47	4	67	118	0	207	32	239	3	12	0	15	49	165	7	221	593
08:15 AM	25	1	51	77	0	180	32	212	6	8	0	14	44	117	3	164	467
08:30 AM	16	3	44	63	0	106	20	126	1	10	1	12	27	85	3	115	316
08:45 AM	15	5	44	64	1	102	15	118	1	10	2	13	50	77	1	128	323
Total	103	13	206	322	1	595	99	695	11	40	3	54	170	444	14	628	1699
Grand Total	185	20	393	598	2	1283	230	1515	45	91	7	143	437	864	25	1326	3582
Apprch %	30.9	3.3	65.7		0.1	84.7	15.2		31.5	63.6	4.9		33	65.2	1.9		
Total %	5.2	0.6	11	16.7	0.1	35.8	6.4	42.3	1.3	2.5	0.2	4	12.2	24.1	0.7	37	

Start Time	Stearns Street Southbound				Los Angeles Avenue Westbound				Stearns Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	21	1	41	63	0	245	40	285	14	20	0	34	59	112	3	174	556
07:45 AM	35	4	60	99	0	245	48	293	9	9	0	18	83	151	6	240	650
08:00 AM	47	4	67	118	0	207	32	239	3	12	0	15	49	165	7	221	593
08:15 AM	25	1	51	77	0	180	32	212	6	8	0	14	44	117	3	164	467
Total Volume	128	10	219	357	0	877	152	1029	32	49	0	81	235	545	19	799	2266
% App. Total	35.9	2.8	61.3		0	85.2	14.8		39.5	60.5	0		29.4	68.2	2.4		
PHF	.681	.625	.817	.756	.000	.895	.792	.878	.571	.613	.000	.596	.708	.826	.679	.832	.872



City of Simi Valley  
 N/S: Stearns Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 20\_SMV\_Stearns\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	21	1	41	63	0	<b>245</b>	40	285	4	15	1	20	59	112	3	174
+15 mins.	35	4	60	99	0	245	<b>48</b>	<b>293</b>	7	7	3	17	<b>83</b>	151	6	<b>240</b>
+30 mins.	<b>47</b>	4	<b>67</b>	<b>118</b>	0	207	32	239	<b>14</b>	<b>20</b>	0	<b>34</b>	49	<b>165</b>	<b>7</b>	221
+45 mins.	25	1	51	77	0	180	32	212	9	9	0	18	44	117	3	164
Total Volume	128	10	219	357	0	877	152	1029	34	51	4	89	235	545	19	799
% App. Total	35.9	2.8	61.3		0	85.2	14.8		38.2	57.3	4.5		29.4	68.2	2.4	
PHF	.681	.625	.817	.756	.000	.895	.792	.878	.607	.638	.333	.654	.708	.826	.679	.832

City of Simi Valley  
 N/S: Stearns Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 20\_SMV\_Stearns\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

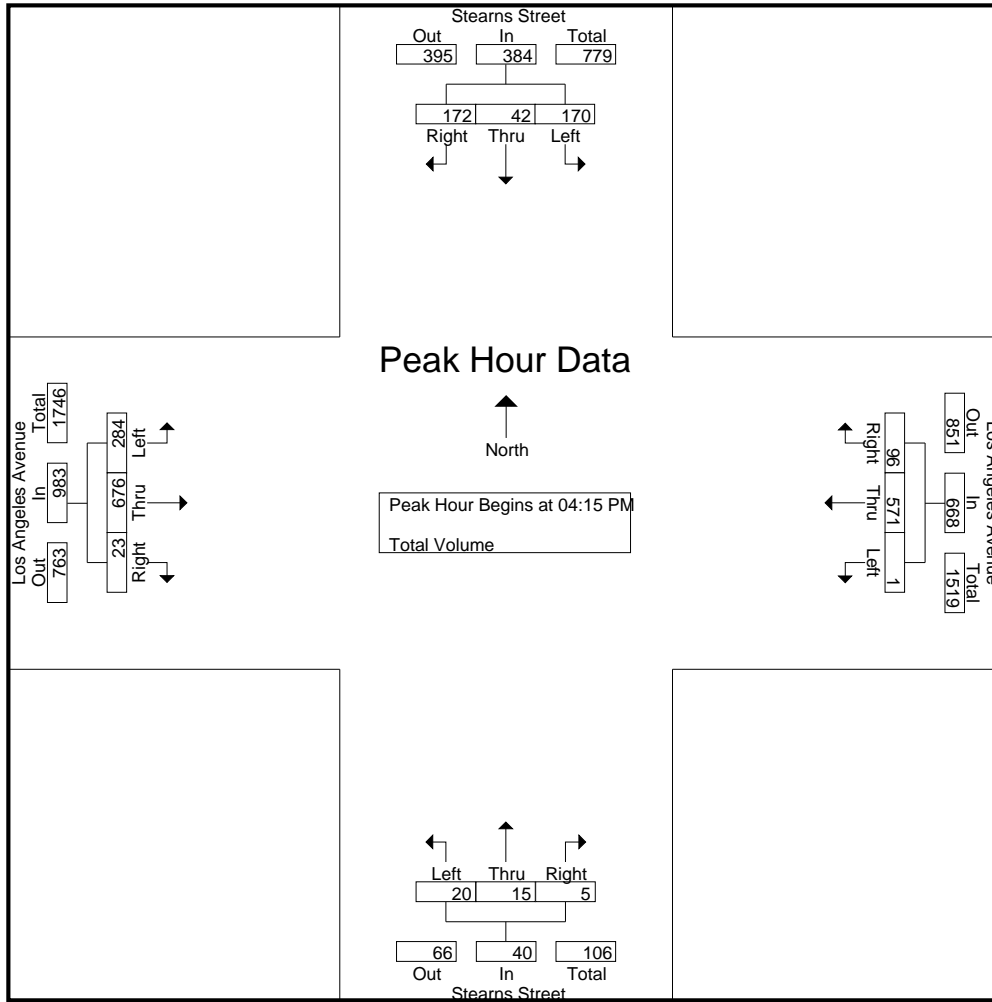
Groups Printed- Total Volume

Start Time	Stearns Street Southbound				Los Angeles Avenue Westbound				Stearns Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	28	3	34	65	0	115	17	132	7	2	0	9	58	144	7	209	415
04:15 PM	43	5	47	95	0	130	24	154	2	4	2	8	50	137	8	195	452
04:30 PM	43	9	38	90	0	141	24	165	7	4	1	12	83	181	4	268	535
04:45 PM	44	16	42	102	0	144	18	162	8	2	2	12	75	175	6	256	532
Total	158	33	161	352	0	530	83	613	24	12	5	41	266	637	25	928	1934
05:00 PM	40	12	45	97	1	156	30	187	3	5	0	8	76	183	5	264	556
05:15 PM	36	7	43	86	0	118	20	138	6	2	0	8	56	150	4	210	442
05:30 PM	35	10	47	92	0	141	15	156	4	5	0	9	83	175	4	262	519
05:45 PM	34	17	59	110	2	158	28	188	7	8	3	18	56	128	2	186	502
Total	145	46	194	385	3	573	93	669	20	20	3	43	271	636	15	922	2019
Grand Total	303	79	355	737	3	1103	176	1282	44	32	8	84	537	1273	40	1850	3953
Apprch %	41.1	10.7	48.2		0.2	86	13.7		52.4	38.1	9.5		29	68.8	2.2		
Total %	7.7	2	9	18.6	0.1	27.9	4.5	32.4	1.1	0.8	0.2	2.1	13.6	32.2	1	46.8	

Start Time	Stearns Street Southbound				Los Angeles Avenue Westbound				Stearns Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	43	5	<b>47</b>	95	0	130	24	154	2	4	<b>2</b>	8	50	137	<b>8</b>	195	452
04:30 PM	43	9	38	90	0	141	24	165	7	4	1	<b>12</b>	<b>83</b>	181	4	<b>268</b>	535
04:45 PM	<b>44</b>	<b>16</b>	42	<b>102</b>	0	144	18	162	<b>8</b>	2	2	12	75	175	6	256	532
05:00 PM	40	12	45	97	<b>1</b>	<b>156</b>	<b>30</b>	<b>187</b>	3	<b>5</b>	0	8	76	<b>183</b>	5	264	<b>556</b>
Total Volume	170	42	172	384	1	571	96	668	20	15	5	40	284	676	23	983	2075
% App. Total	44.3	10.9	44.8		0.1	85.5	14.4		50	37.5	12.5		28.9	68.8	2.3		
PHF	.966	.656	.915	.941	.250	.915	.800	.893	.625	.750	.625	.833	.855	.923	.719	.917	.933

City of Simi Valley  
 N/S: Stearns Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 20\_SMV\_Stearns\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	<b>40</b>	12	45	97	1	156	<b>30</b>	187	3	5	0	8	<b>83</b>	181	4	<b>268</b>
+15 mins.	36	7	43	86	0	118	20	138	6	2	0	8	75	175	6	256
+30 mins.	35	10	47	92	0	141	15	156	4	5	0	9	76	<b>183</b>	5	264
+45 mins.	34	<b>17</b>	<b>59</b>	<b>110</b>	<b>2</b>	<b>158</b>	28	<b>188</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>18</b>	56	150	4	210
Total Volume	145	46	194	385	3	573	93	669	20	20	3	43	290	689	19	998
% App. Total	37.7	11.9	50.4		0.4	85.7	13.9		46.5	46.5	7		29.1	69	1.9	
PHF	.906	.676	.822	.875	.375	.907	.775	.890	.714	.625	.250	.597	.873	.941	.792	.931

City of Simi Valley  
 N/S: Hidden Ranch Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 21\_SMV\_Hidden Ranch\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

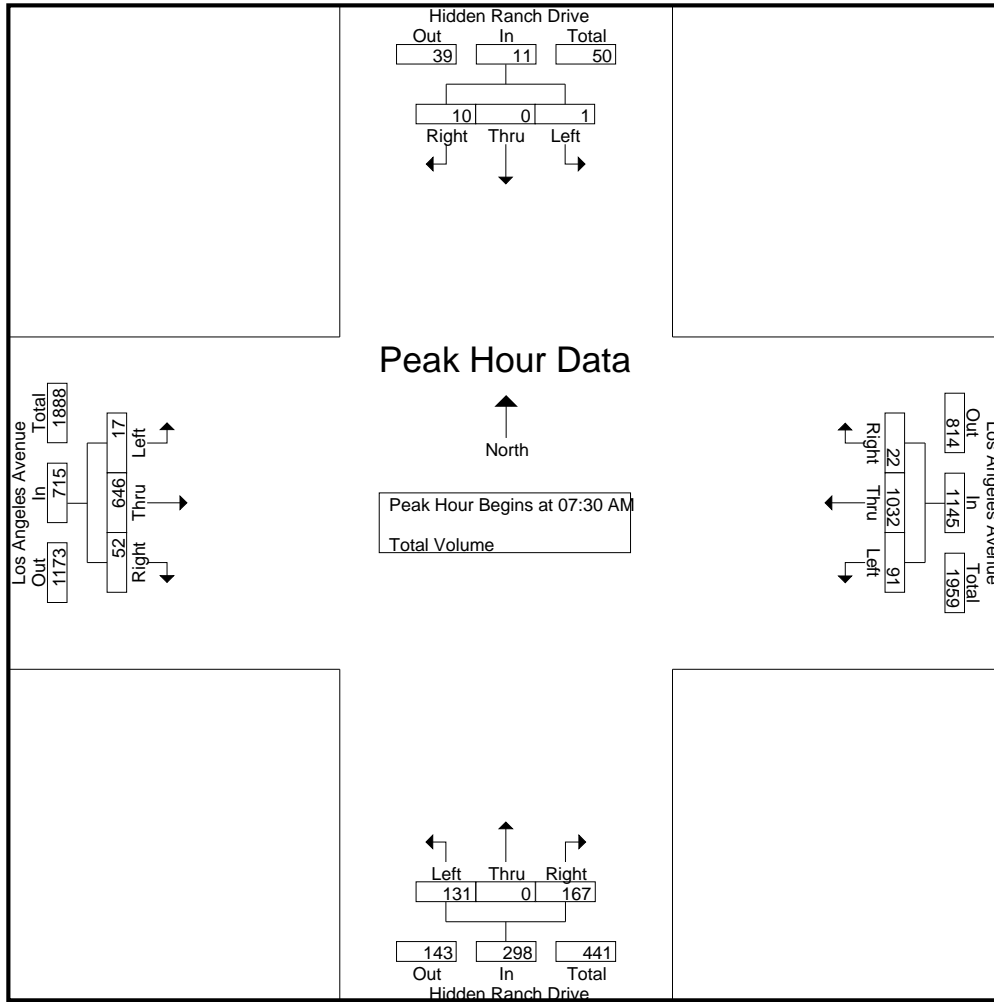
Groups Printed- Total Volume

Start Time	Hidden Ranch Drive Southbound				Los Angeles Avenue Westbound				Hidden Ranch Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	1	2	25	106	1	132	18	0	48	66	1	84	9	94	294
07:15 AM	0	0	0	0	36	139	0	175	35	0	38	73	1	104	6	111	359
07:30 AM	0	0	1	1	12	286	2	300	61	0	43	104	1	149	8	158	563
07:45 AM	0	0	3	3	19	295	7	321	37	0	46	83	1	185	15	201	608
Total	1	0	5	6	92	826	10	928	151	0	175	326	4	522	38	564	1824
08:00 AM	0	0	2	2	30	248	6	284	19	0	45	64	6	176	21	203	553
08:15 AM	1	0	4	5	30	203	7	240	14	0	33	47	9	136	8	153	445
08:30 AM	2	0	3	5	22	123	8	153	17	0	24	41	4	88	8	100	299
08:45 AM	3	0	3	6	15	118	16	149	19	1	27	47	12	96	12	120	322
Total	6	0	12	18	97	692	37	826	69	1	129	199	31	496	49	576	1619
Grand Total	7	0	17	24	189	1518	47	1754	220	1	304	525	35	1018	87	1140	3443
Apprch %	29.2	0	70.8		10.8	86.5	2.7		41.9	0.2	57.9		3.1	89.3	7.6		
Total %	0.2	0	0.5	0.7	5.5	44.1	1.4	50.9	6.4	0	8.8	15.2	1	29.6	2.5	33.1	

Start Time	Hidden Ranch Drive Southbound				Los Angeles Avenue Westbound				Hidden Ranch Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	12	286	2	300	61	0	43	104	1	149	8	158	563
07:45 AM	0	0	3	3	19	295	7	321	37	0	46	83	1	185	15	201	608
08:00 AM	0	0	2	2	30	248	6	284	19	0	45	64	6	176	21	203	553
08:15 AM	1	0	4	5	30	203	7	240	14	0	33	47	9	136	8	153	445
Total Volume	1	0	10	11	91	1032	22	1145	131	0	167	298	17	646	52	715	2169
% App. Total	9.1	0	90.9		7.9	90.1	1.9		44	0	56		2.4	90.3	7.3		
PHF	.250	.000	.625	.550	.758	.875	.786	.892	.537	.000	.908	.716	.472	.873	.619	.881	.892

City of Simi Valley  
 N/S: Hidden Ranch Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 21\_SMV\_Hidden Ranch\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	2	2	12	286	2	300	18	0	<b>48</b>	66	1	149	8	158
+15 mins.	1	0	<b>4</b>	5	19	<b>295</b>	<b>7</b>	<b>321</b>	35	0	38	73	1	<b>185</b>	15	201
+30 mins.	2	0	3	5	<b>30</b>	248	6	284	<b>61</b>	0	43	<b>104</b>	6	176	<b>21</b>	<b>203</b>
+45 mins.	<b>3</b>	0	3	<b>6</b>	30	203	7	240	37	0	46	83	<b>9</b>	136	8	153
Total Volume	6	0	12	18	91	1032	22	1145	151	0	175	326	17	646	52	715
% App. Total	33.3	0	66.7		7.9	90.1	1.9		46.3	0	53.7		2.4	90.3	7.3	
PHF	.500	.000	.750	.750	.758	.875	.786	.892	.619	.000	.911	.784	.472	.873	.619	.881

City of Simi Valley  
 N/S: Hidden Ranch Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 21\_SMV\_Hidden Ranch\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

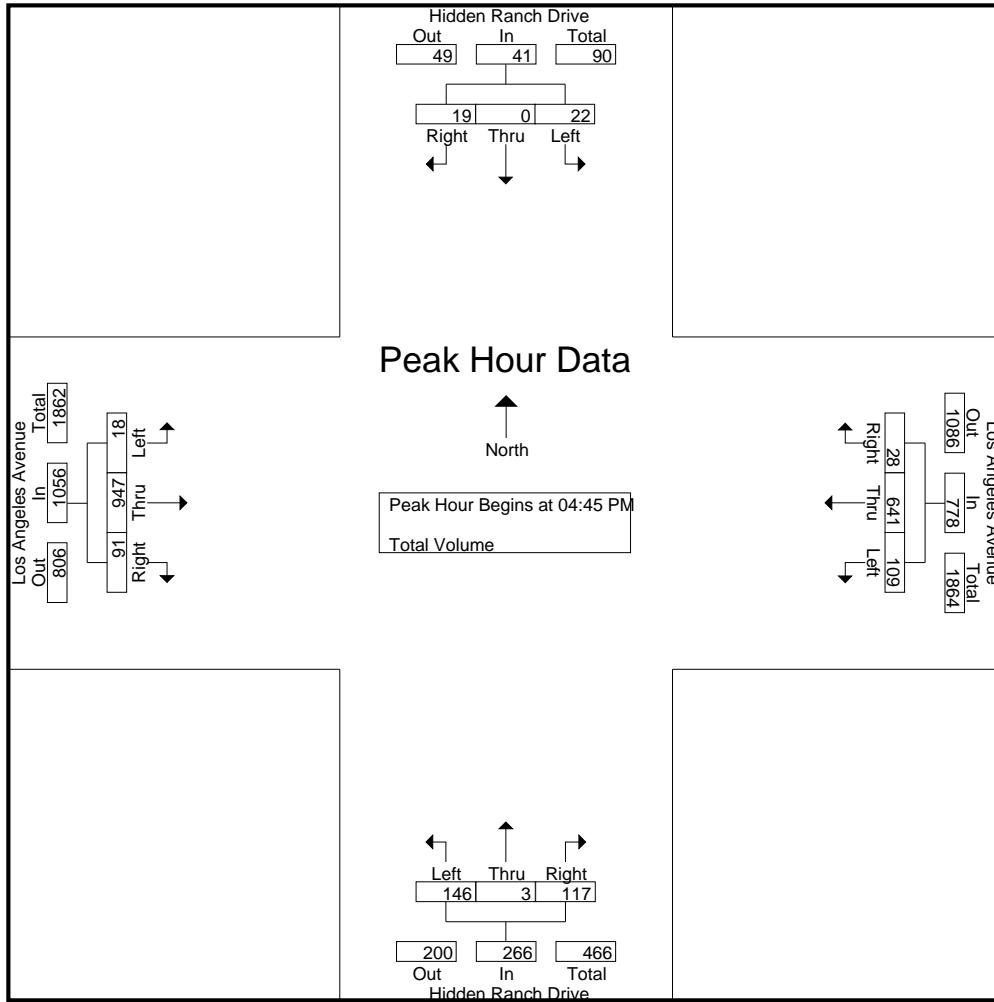
Groups Printed- Total Volume

Start Time	Hidden Ranch Drive Southbound				Los Angeles Avenue Westbound				Hidden Ranch Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	2	4	30	136	7	173	18	0	15	33	7	209	17	233	443
04:15 PM	0	1	2	3	23	155	1	179	24	0	13	37	0	199	19	218	437
04:30 PM	2	0	2	4	20	163	5	188	27	0	24	51	1	260	17	278	521
04:45 PM	5	0	5	10	27	168	8	203	46	2	38	86	6	238	25	269	568
Total	9	1	11	21	100	622	21	743	115	2	90	207	14	906	78	998	1969
05:00 PM	6	0	6	12	30	158	9	197	26	0	12	38	5	261	18	284	531
05:15 PM	8	0	6	14	26	161	5	192	28	1	23	52	3	202	19	224	482
05:30 PM	3	0	2	5	26	154	6	186	46	0	44	90	4	246	29	279	560
05:45 PM	2	0	4	6	32	176	11	219	15	0	27	42	7	191	28	226	493
Total	19	0	18	37	114	649	31	794	115	1	106	222	19	900	94	1013	2066
Grand Total	28	1	29	58	214	1271	52	1537	230	3	196	429	33	1806	172	2011	4035
Apprch %	48.3	1.7	50		13.9	82.7	3.4		53.6	0.7	45.7		1.6	89.8	8.6		
Total %	0.7	0	0.7	1.4	5.3	31.5	1.3	38.1	5.7	0.1	4.9	10.6	0.8	44.8	4.3	49.8	

Start Time	Hidden Ranch Drive Southbound				Los Angeles Avenue Westbound				Hidden Ranch Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	0	5	10	27	<b>168</b>	8	<b>203</b>	<b>46</b>	<b>2</b>	38	86	<b>6</b>	238	25	269	<b>568</b>
05:00 PM	6	0	6	12	<b>30</b>	158	<b>9</b>	197	26	0	12	38	5	<b>261</b>	18	<b>284</b>	531
05:15 PM	<b>8</b>	0	6	<b>14</b>	26	161	5	192	28	1	23	52	3	202	19	224	482
05:30 PM	3	0	2	5	26	154	6	186	46	0	<b>44</b>	<b>90</b>	4	246	<b>29</b>	279	560
Total Volume	22	0	19	41	109	641	28	778	146	3	117	266	18	947	91	1056	2141
% App. Total	53.7	0	46.3		14	82.4	3.6		54.9	1.1	44		1.7	89.7	8.6		
PHF	.688	.000	.792	.732	.908	.954	.778	.958	.793	.375	.665	.739	.750	.907	.784	.930	.942

City of Simi Valley  
 N/S: Hidden Ranch Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 21\_SMV\_Hidden Ranch\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	5	0	5	10	30	158	9	197	<b>46</b>	<b>2</b>	38	86	<b>6</b>	238	25	269
+15 mins.	6	0	<b>6</b>	12	26	161	5	192	26	0	12	38	5	<b>261</b>	18	<b>284</b>
+30 mins.	<b>8</b>	0	6	<b>14</b>	26	154	6	186	28	1	23	52	3	202	19	224
+45 mins.	3	0	2	5	<b>32</b>	<b>176</b>	<b>11</b>	<b>219</b>	46	0	<b>44</b>	<b>90</b>	4	246	<b>29</b>	279
Total Volume	22	0	19	41	114	649	31	794	146	3	117	266	18	947	91	1056
% App. Total	53.7	0	46.3		14.4	81.7	3.9		54.9	1.1	44		1.7	89.7	8.6	
PHF	.688	.000	.792	.732	.891	.922	.705	.906	.793	.375	.665	.739	.750	.907	.784	.930

City of Simi Valley  
 N/S: Ralston Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 22\_SMV\_Ralston\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Ralston Street Southbound			Los Angeles Avenue Westbound			Los Angeles Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	3	5	8	132	0	132	3	117	120	260
07:15 AM	7	5	12	164	2	166	3	122	125	303
07:30 AM	2	9	11	334	9	343	2	166	168	522
07:45 AM	3	6	9	322	5	327	5	222	227	563
Total	15	25	40	952	16	968	13	627	640	1648
08:00 AM	2	10	12	239	1	240	7	214	221	473
08:15 AM	2	9	11	211	5	216	3	153	156	383
08:30 AM	4	3	7	153	3	156	3	107	110	273
08:45 AM	2	5	7	143	0	143	6	131	137	287
Total	10	27	37	746	9	755	19	605	624	1416
Grand Total	25	52	77	1698	25	1723	32	1232	1264	3064
Apprch %	32.5	67.5		98.5	1.5		2.5	97.5		
Total %	0.8	1.7	2.5	55.4	0.8	56.2	1	40.2	41.3	

Start Time	Ralston Street Southbound			Los Angeles Avenue Westbound			Los Angeles Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	2	9	11	<b>334</b>	<b>9</b>	<b>343</b>	2	166	168	522
07:45 AM	<b>3</b>	6	9	322	5	327	5	<b>222</b>	<b>227</b>	<b>563</b>
08:00 AM	2	<b>10</b>	<b>12</b>	239	1	240	<b>7</b>	214	221	473
08:15 AM	2	9	11	211	5	216	3	153	156	383
Total Volume	9	34	43	1106	20	1126	17	755	772	1941
% App. Total	20.9	79.1		98.2	1.8		2.2	97.8		
PHF	.750	.850	.896	.828	.556	.821	.607	.850	.850	.862

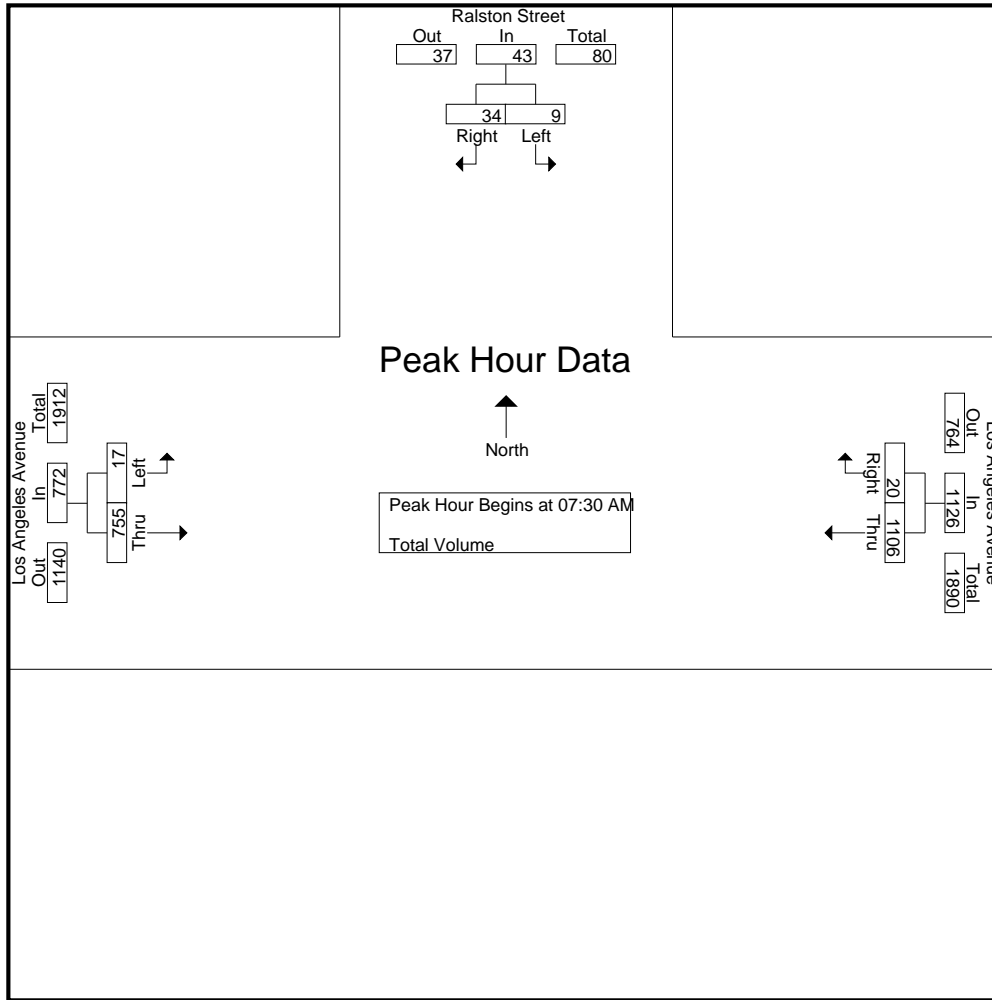
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



City of Simi Valley  
 N/S: Ralston Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 22\_SMV\_Ralston\_Los Angeles AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	<b>7</b>	5	<b>12</b>	<b>334</b>	<b>9</b>	<b>343</b>	2	166	168
+15 mins.	2	9	11	322	5	327	5	<b>222</b>	<b>227</b>
+30 mins.	3	6	9	239	1	240	<b>7</b>	214	221
+45 mins.	2	<b>10</b>	12	211	5	216	3	153	156
Total Volume	14	30	44	1106	20	1126	17	755	772
% App. Total	31.8	68.2		98.2	1.8		2.2	97.8	
PHF	.500	.750	.917	.828	.556	.821	.607	.850	.850

City of Simi Valley  
 N/S: Ralston Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 22\_SMV\_Ralston\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Ralston Street Southbound			Los Angeles Avenue Westbound			Los Angeles Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	3	3	161	2	163	5	230	235	401
04:15 PM	5	8	13	194	6	200	3	225	228	441
04:30 PM	5	2	7	211	10	221	9	269	278	506
04:45 PM	3	1	4	221	8	229	12	268	280	513
Total	13	14	27	787	26	813	29	992	1021	1861
05:00 PM	3	3	6	192	3	195	11	285	296	497
05:15 PM	3	2	5	187	7	194	4	238	242	441
05:30 PM	1	2	3	201	6	207	5	276	281	491
05:45 PM	2	2	4	191	2	193	5	239	244	441
Total	9	9	18	771	18	789	25	1038	1063	1870
Grand Total	22	23	45	1558	44	1602	54	2030	2084	3731
Apprch %	48.9	51.1		97.3	2.7		2.6	97.4		
Total %	0.6	0.6	1.2	41.8	1.2	42.9	1.4	54.4	55.9	

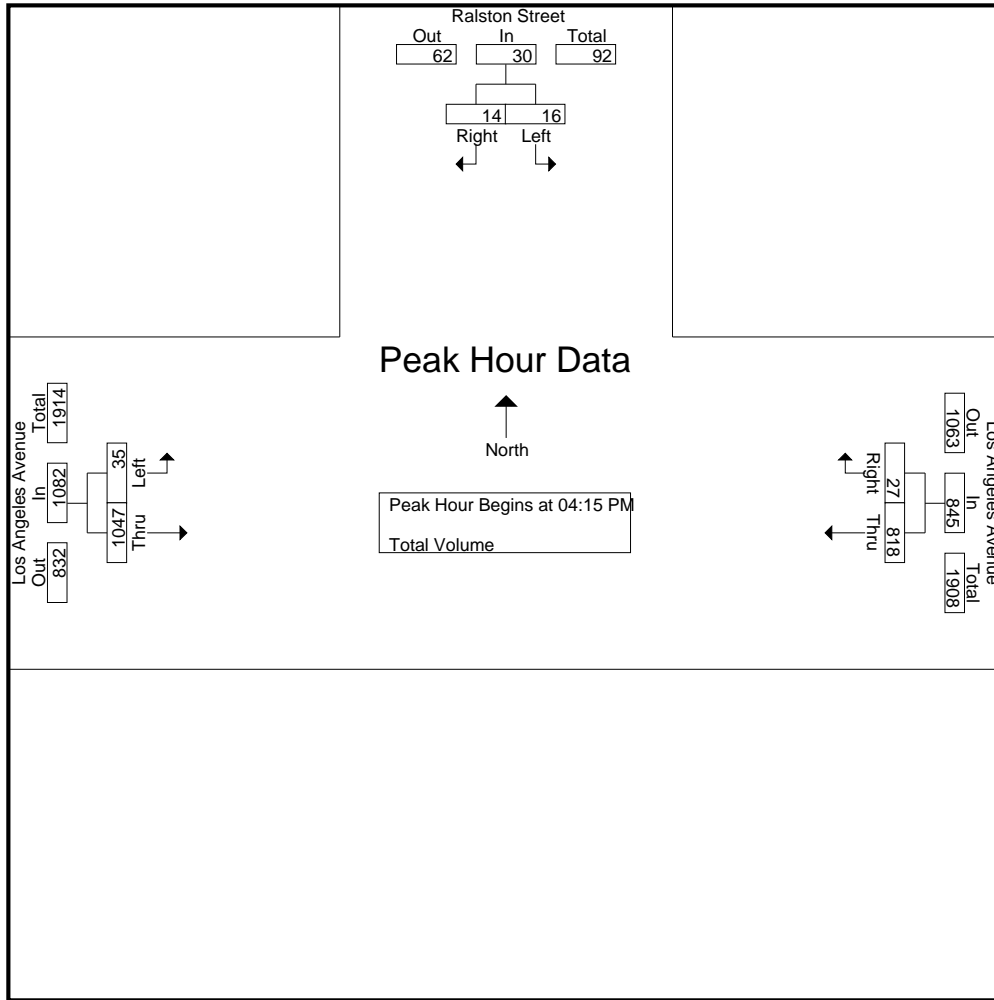
Start Time	Ralston Street Southbound			Los Angeles Avenue Westbound			Los Angeles Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	<b>5</b>	<b>8</b>	<b>13</b>	194	6	200	3	225	228	441
04:30 PM	5	2	7	211	<b>10</b>	221	9	269	278	506
04:45 PM	3	1	4	<b>221</b>	8	<b>229</b>	<b>12</b>	268	280	<b>513</b>
05:00 PM	3	3	6	192	3	195	11	<b>285</b>	<b>296</b>	497
Total Volume	16	14	30	818	27	845	35	1047	1082	1957
% App. Total	53.3	46.7		96.8	3.2		3.2	96.8		
PHF	.800	.438	.577	.925	.675	.922	.729	.918	.914	.954

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Simi Valley  
 N/S: Ralston Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 22\_SMV\_Ralston\_Los Angeles PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:45 PM		
+0 mins.	<b>5</b>	<b>8</b>	<b>13</b>	194	6	200	<b>12</b>	268	280
+15 mins.	5	2	7	211	<b>10</b>	221	11	<b>285</b>	<b>296</b>
+30 mins.	3	1	4	<b>221</b>	8	<b>229</b>	4	238	242
+45 mins.	3	3	6	192	3	195	5	276	281
Total Volume	16	14	30	818	27	845	32	1067	1099
% App. Total	53.3	46.7		96.8	3.2		2.9	97.1	
PHF	.800	.438	.577	.925	.675	.922	.667	.936	.928

City of Simi Valley  
 N/S: Kadota Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 23\_SMV\_Kadota\_Cochran AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

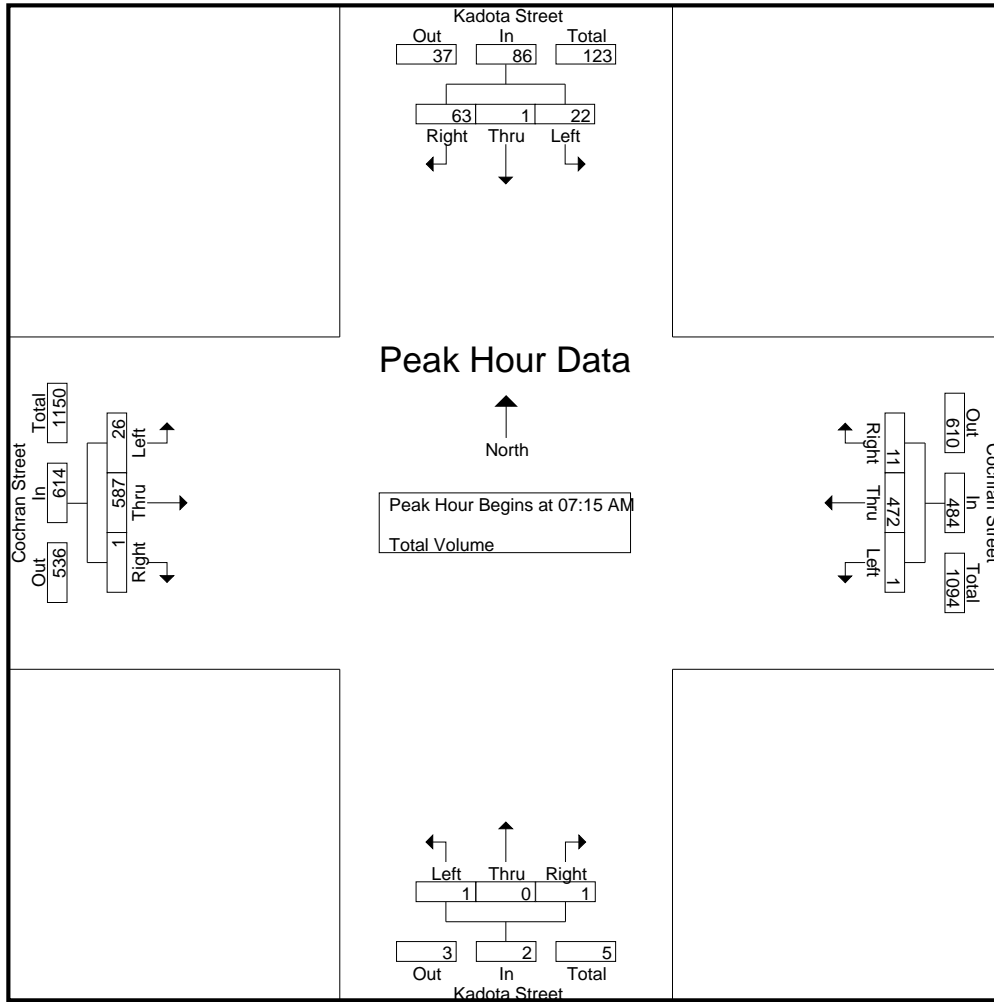
Groups Printed- Total Volume

Start Time	Kadota Street Southbound				Cochran Street Westbound				Kadota Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	14	14	1	60	1	62	0	0	0	0	0	74	0	74	150
07:15 AM	2	0	15	17	0	71	3	74	1	0	0	1	5	115	0	120	212
07:30 AM	3	0	23	26	0	137	4	141	0	0	0	0	7	179	0	186	353
07:45 AM	13	0	12	25	0	148	1	149	0	0	0	0	8	168	1	177	351
Total	18	0	64	82	1	416	9	426	1	0	0	1	20	536	1	557	1066
08:00 AM	4	1	13	18	1	116	3	120	0	0	1	1	6	125	0	131	270
08:15 AM	5	0	11	16	0	101	3	104	0	1	0	1	7	79	1	87	208
08:30 AM	4	0	10	14	1	83	0	84	0	0	1	1	5	78	0	83	182
08:45 AM	4	0	18	22	0	87	2	89	0	0	1	1	4	77	0	81	193
Total	17	1	52	70	2	387	8	397	0	1	3	4	22	359	1	382	853
Grand Total	35	1	116	152	3	803	17	823	1	1	3	5	42	895	2	939	1919
Apprch %	23	0.7	76.3		0.4	97.6	2.1		20	20	60		4.5	95.3	0.2		
Total %	1.8	0.1	6	7.9	0.2	41.8	0.9	42.9	0.1	0.1	0.2	0.3	2.2	46.6	0.1	48.9	

Start Time	Kadota Street Southbound				Cochran Street Westbound				Kadota Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	0	15	17	0	71	3	74	1	0	0	1	5	115	0	120	212
07:30 AM	3	0	<b>23</b>	<b>26</b>	0	137	<b>4</b>	141	0	0	0	0	7	<b>179</b>	0	<b>186</b>	<b>353</b>
07:45 AM	<b>13</b>	0	12	25	0	<b>148</b>	1	<b>149</b>	0	0	0	0	<b>8</b>	168	<b>1</b>	177	351
08:00 AM	4	<b>1</b>	13	18	<b>1</b>	116	3	120	0	0	<b>1</b>	1	6	125	0	131	270
Total Volume	22	1	63	86	1	472	11	484	1	0	1	2	26	587	1	614	1186
% App. Total	25.6	1.2	73.3		0.2	97.5	2.3		50	0	50		4.2	95.6	0.2		
PHF	.423	.250	.685	.827	.250	.797	.688	.812	.250	.000	.250	.500	.813	.820	.250	.825	.840

City of Simi Valley  
 N/S: Kadota Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 23\_SMV\_Kadota\_Cochran AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				08:00 AM				07:15 AM			
+0 mins.	2	0	15	17	0	137	4	141	0	0	1	1	5	115	0	120
+15 mins.	3	0	23	26	0	148	1	149	0	1	0	1	7	179	0	186
+30 mins.	13	0	12	25	1	116	3	120	0	0	1	1	8	168	1	177
+45 mins.	4	1	13	18	0	101	3	104	0	0	1	1	6	125	0	131
Total Volume	22	1	63	86	1	502	11	514	0	1	3	4	26	587	1	614
% App. Total	25.6	1.2	73.3		0.2	97.7	2.1		0	25	75		4.2	95.6	0.2	
PHF	.423	.250	.685	.827	.250	.848	.688	.862	.000	.250	.750	1.000	.813	.820	.250	.825

City of Simi Valley  
 N/S: Kadota Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 23\_SMV\_Kadota\_Cochran PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

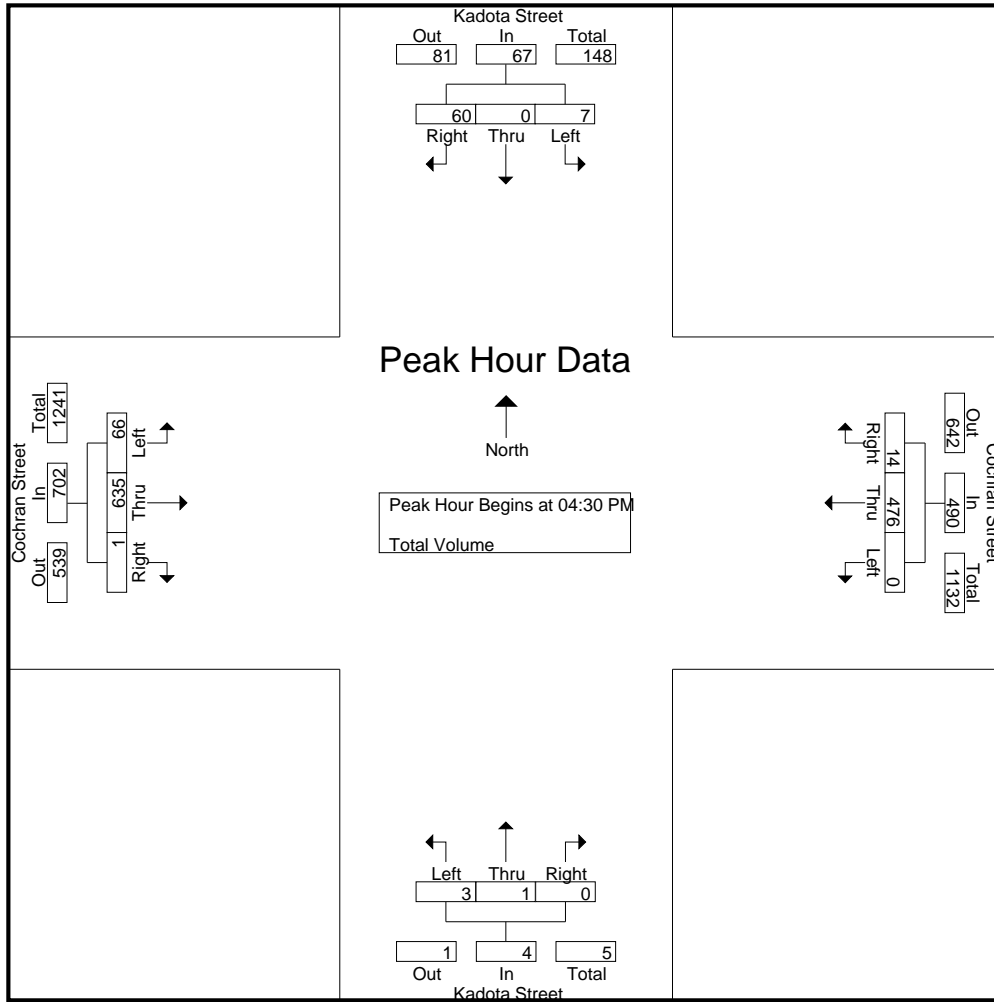
Groups Printed- Total Volume

Start Time	Kadota Street Southbound				Cochran Street Westbound				Kadota Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	15	15	0	112	2	114	2	1	0	3	14	128	1	143	275
04:15 PM	4	0	17	21	0	114	2	116	1	0	0	1	13	138	2	153	291
04:30 PM	2	0	16	18	0	122	5	127	1	0	0	1	19	157	0	176	322
04:45 PM	1	0	10	11	0	116	5	121	0	0	0	0	17	162	0	179	311
<b>Total</b>	<b>7</b>	<b>0</b>	<b>58</b>	<b>65</b>	<b>0</b>	<b>464</b>	<b>14</b>	<b>478</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>585</b>	<b>3</b>	<b>651</b>	<b>1199</b>
05:00 PM	2	0	18	20	0	124	1	125	1	0	0	1	16	164	0	180	326
05:15 PM	2	0	16	18	0	114	3	117	1	1	0	2	14	152	1	167	304
05:30 PM	2	0	5	7	0	114	1	115	0	0	0	0	15	155	1	171	293
05:45 PM	1	0	14	15	0	120	4	124	0	0	0	0	15	166	0	181	320
<b>Total</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>60</b>	<b>0</b>	<b>472</b>	<b>9</b>	<b>481</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>637</b>	<b>2</b>	<b>699</b>	<b>1243</b>
<b>Grand Total</b>	<b>14</b>	<b>0</b>	<b>111</b>	<b>125</b>	<b>0</b>	<b>936</b>	<b>23</b>	<b>959</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>123</b>	<b>1222</b>	<b>5</b>	<b>1350</b>	<b>2442</b>
Apprch %	11.2	0	88.8		0	97.6	2.4		75	25	0		9.1	90.5	0.4		
Total %	0.6	0	4.5	5.1	0	38.3	0.9	39.3	0.2	0.1	0	0.3	5	50	0.2	55.3	

Start Time	Kadota Street Southbound				Cochran Street Westbound				Kadota Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	0	16	18	0	122	5	127	1	0	0	1	19	157	0	176	322
04:45 PM	1	0	10	11	0	116	5	121	0	0	0	0	17	162	0	179	311
05:00 PM	2	0	18	20	0	124	1	125	1	0	0	1	16	164	0	180	326
05:15 PM	2	0	16	18	0	114	3	117	1	1	0	2	14	152	1	167	304
<b>Total Volume</b>	<b>7</b>	<b>0</b>	<b>60</b>	<b>67</b>	<b>0</b>	<b>476</b>	<b>14</b>	<b>490</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>635</b>	<b>1</b>	<b>702</b>	<b>1263</b>
% App. Total	10.4	0	89.6		0	97.1	2.9		75	25	0		9.4	90.5	0.1		
PHF	.875	.000	.833	.838	.000	.960	.700	.965	.750	.250	.000	.500	.868	.968	.250	.975	.969

City of Simi Valley  
 N/S: Kadota Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 23\_SMV\_Kadota\_Cochran PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	4	0	17	21	0	122	5	127	2	1	0	3	19	157	0	176
+15 mins.	2	0	16	18	0	116	5	121	1	0	0	1	17	162	0	179
+30 mins.	1	0	10	11	0	124	1	125	1	0	0	1	16	164	0	180
+45 mins.	2	0	18	20	0	114	3	117	0	0	0	0	14	152	1	167
Total Volume	9	0	61	70	0	476	14	490	4	1	0	5	66	635	1	702
% App. Total	12.9	0	87.1		0	97.1	2.9		80	20	0		9.4	90.5	0.1	
PHF	.563	.000	.847	.833	.000	.960	.700	.965	.500	.250	.000	.417	.868	.968	.250	.975

City of Simi Valley  
 N/S: Kadota Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 24\_SMV\_Kadota\_Alamo AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

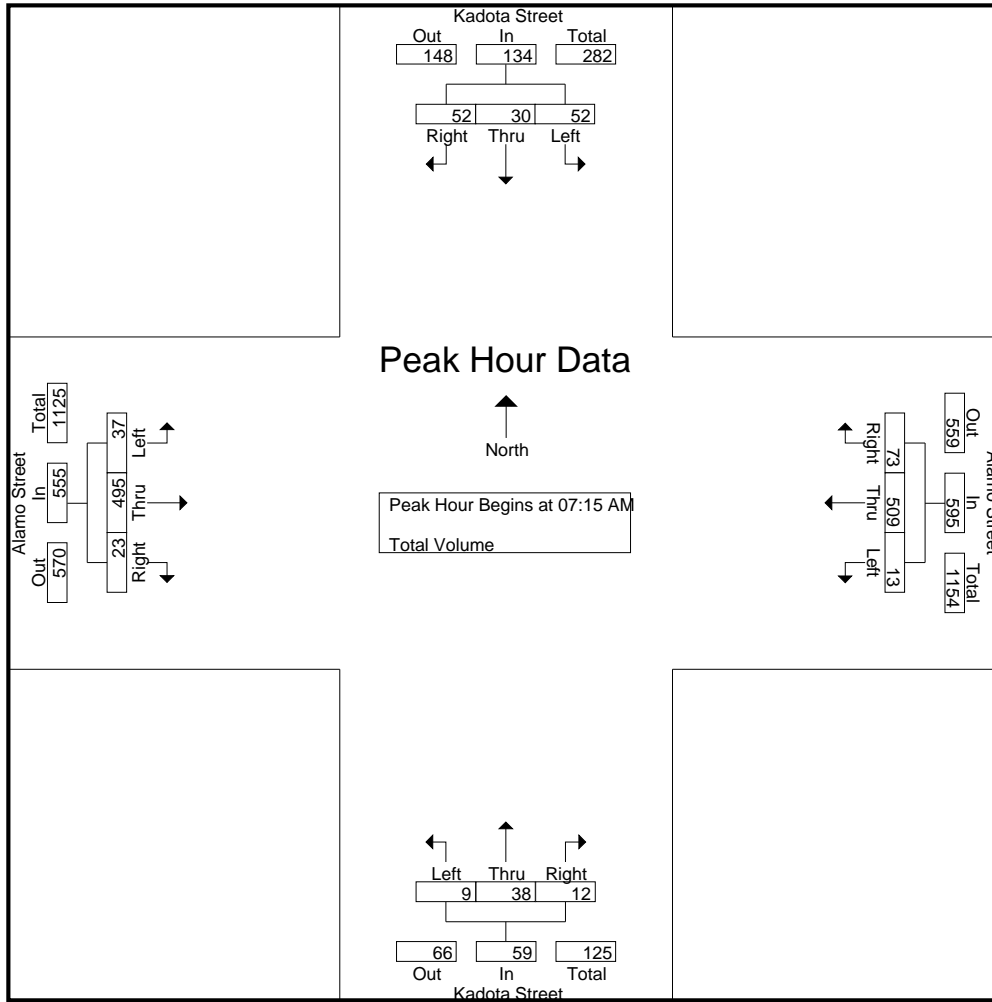
Start Time	Kadota Street Southbound				Alamo Street Westbound				Kadota Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	1	2	10	1	43	3	47	0	1	1	2	2	61	4	67	126
07:15 AM	13	6	8	27	3	82	13	98	1	6	1	8	8	90	4	102	235
07:30 AM	9	5	17	31	1	158	18	177	4	13	2	19	11	137	5	153	380
07:45 AM	16	12	17	45	6	150	30	186	2	18	6	26	15	161	8	184	441
Total	45	24	44	113	11	433	64	508	7	38	10	55	36	449	21	506	1182
08:00 AM	14	7	10	31	3	119	12	134	2	1	3	6	3	107	6	116	287
08:15 AM	5	6	6	17	2	63	4	69	2	6	0	8	2	73	0	75	169
08:30 AM	9	5	3	17	2	74	7	83	1	3	3	7	5	58	0	63	170
08:45 AM	5	0	8	13	9	90	5	104	2	3	3	8	5	56	4	65	190
Total	33	18	27	78	16	346	28	390	7	13	9	29	15	294	10	319	816
Grand Total	78	42	71	191	27	779	92	898	14	51	19	84	51	743	31	825	1998
Apprch %	40.8	22	37.2		3	86.7	10.2		16.7	60.7	22.6		6.2	90.1	3.8		
Total %	3.9	2.1	3.6	9.6	1.4	39	4.6	44.9	0.7	2.6	1	4.2	2.6	37.2	1.6	41.3	

Start Time	Kadota Street Southbound				Alamo Street Westbound				Kadota Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	6	8	27	3	82	13	98	1	6	1	8	8	90	4	102	235
07:30 AM	9	5	17	31	1	158	18	177	4	13	2	19	11	137	5	153	380
07:45 AM	16	12	17	45	6	150	30	186	2	18	6	26	15	161	8	184	441
08:00 AM	14	7	10	31	3	119	12	134	2	1	3	6	3	107	6	116	287
Total Volume	52	30	52	134	13	509	73	595	9	38	12	59	37	495	23	555	1343
% App. Total	38.8	22.4	38.8		2.2	85.5	12.3		15.3	64.4	20.3		6.7	89.2	4.1		
PHF	.813	.625	.765	.744	.542	.805	.608	.800	.563	.528	.500	.567	.617	.769	.719	.754	.761



City of Simi Valley  
 N/S: Kadota Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 24\_SMV\_Kadota\_Alamo AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	13	6	8	27	3	82	13	98	1	6	1	8	8	90	4	102
+15 mins.	9	5	17	31	1	<b>158</b>	18	177	4	13	2	19	11	137	5	153
+30 mins.	<b>16</b>	<b>12</b>	17	<b>45</b>	<b>6</b>	150	<b>30</b>	<b>186</b>	2	<b>18</b>	<b>6</b>	<b>26</b>	<b>15</b>	<b>161</b>	<b>8</b>	<b>184</b>
+45 mins.	14	7	10	31	3	119	12	134	2	1	3	6	3	107	6	116
Total Volume	52	30	52	134	13	509	73	595	9	38	12	59	37	495	23	555
% App. Total	38.8	22.4	38.8		2.2	85.5	12.3		15.3	64.4	20.3		6.7	89.2	4.1	
PHF	.813	.625	.765	.744	.542	.805	.608	.800	.563	.528	.500	.567	.617	.769	.719	.754

City of Simi Valley  
 N/S: Kadota Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 24\_SMV\_Kadota\_Alamo PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

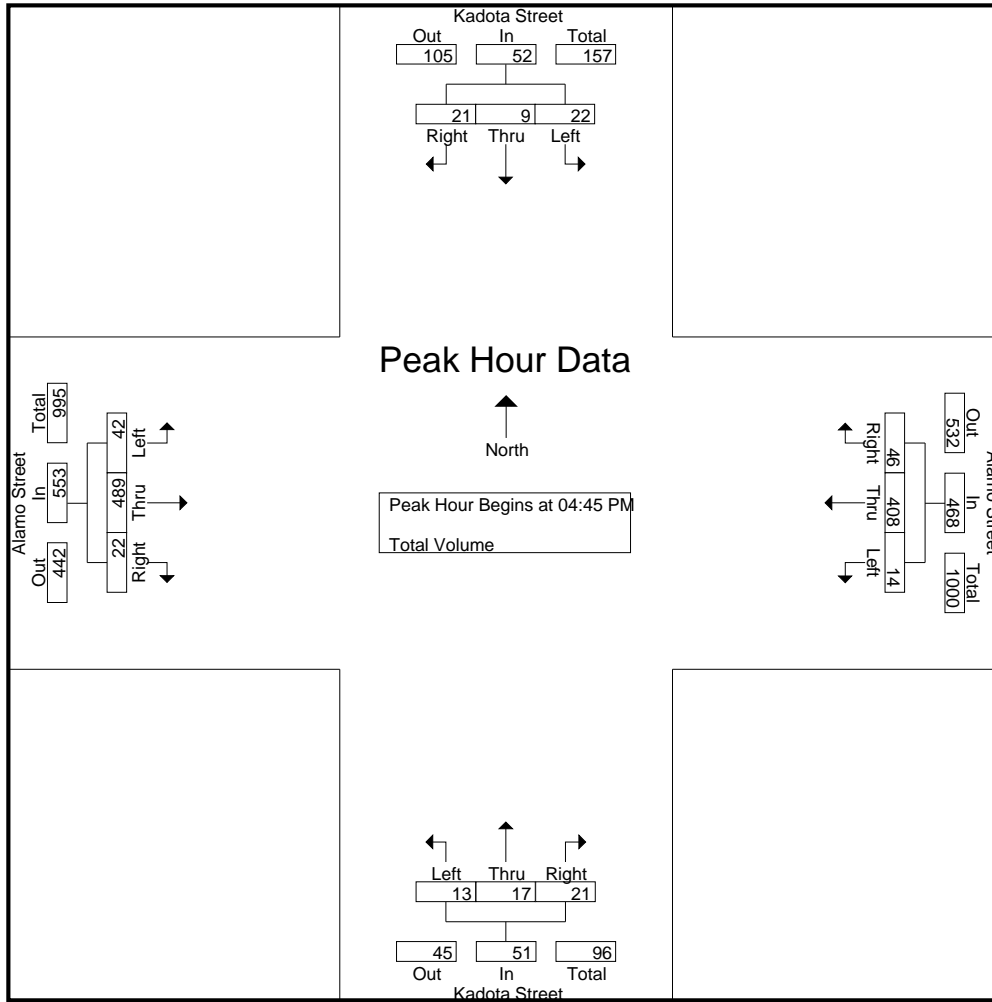
Groups Printed- Total Volume

Start Time	Kadota Street Southbound				Alamo Street Westbound				Kadota Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	2	6	13	2	99	6	107	5	5	5	15	7	104	8	119	254
04:15 PM	3	4	2	9	4	75	10	89	1	6	10	17	6	93	5	104	219
04:30 PM	9	3	6	18	5	96	15	116	4	2	9	15	4	107	8	119	268
04:45 PM	4	4	5	13	3	109	15	127	4	5	7	16	12	122	7	141	297
Total	21	13	19	53	14	379	46	439	14	18	31	63	29	426	28	483	1038
05:00 PM	6	0	9	15	5	106	11	122	3	1	4	8	11	114	1	126	271
05:15 PM	6	5	1	12	5	98	6	109	3	4	4	11	11	118	6	135	267
05:30 PM	6	0	6	12	1	95	14	110	3	7	6	16	8	135	8	151	289
05:45 PM	7	2	6	15	2	115	17	134	4	1	4	9	8	121	6	135	293
Total	25	7	22	54	13	414	48	475	13	13	18	44	38	488	21	547	1120
Grand Total	46	20	41	107	27	793	94	914	27	31	49	107	67	914	49	1030	2158
Apprch %	43	18.7	38.3		3	86.8	10.3		25.2	29	45.8		6.5	88.7	4.8		
Total %	2.1	0.9	1.9	5	1.3	36.7	4.4	42.4	1.3	1.4	2.3	5	3.1	42.4	2.3	47.7	

Start Time	Kadota Street Southbound				Alamo Street Westbound				Kadota Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	4	5	13	3	<b>109</b>	<b>15</b>	<b>127</b>	4	5	7	16	12	122	7	141	<b>297</b>
05:00 PM	6	0	9	15	5	106	11	122	3	1	4	8	11	114	1	126	271
05:15 PM	6	5	1	12	5	98	6	109	3	4	4	11	11	118	6	135	267
05:30 PM	6	0	6	12	1	95	14	110	3	7	6	16	8	<b>135</b>	<b>8</b>	<b>151</b>	289
Total Volume	22	9	21	52	14	408	46	468	13	17	21	51	42	489	22	553	1124
% App. Total	42.3	17.3	40.4		3	87.2	9.8		25.5	33.3	41.2		7.6	88.4	4		
PHF	.917	.450	.583	.867	.700	.936	.767	.921	.813	.607	.750	.797	.875	.906	.688	.916	.946

City of Simi Valley  
 N/S: Kadota Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 24\_SMV\_Kadota\_Alamo PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	9	3	6	18	5	106	11	122	5	5	5	15	12	122	7	141
+15 mins.	4	4	5	13	5	98	6	109	1	6	10	17	11	114	1	126
+30 mins.	6	0	9	15	1	95	14	110	4	2	9	15	11	118	6	135
+45 mins.	6	5	1	12	2	115	17	134	4	5	7	16	8	135	8	151
Total Volume	25	12	21	58	13	414	48	475	14	18	31	63	42	489	22	553
% App. Total	43.1	20.7	36.2		2.7	87.2	10.1		22.2	28.6	49.2		7.6	88.4	4	
PHF	.694	.600	.583	.806	.650	.900	.706	.886	.700	.750	.775	.926	.875	.906	.688	.916

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Walnut Avenue  
 Weather: Clear

File Name : 25\_SMV\_Tapo St\_Walnut AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

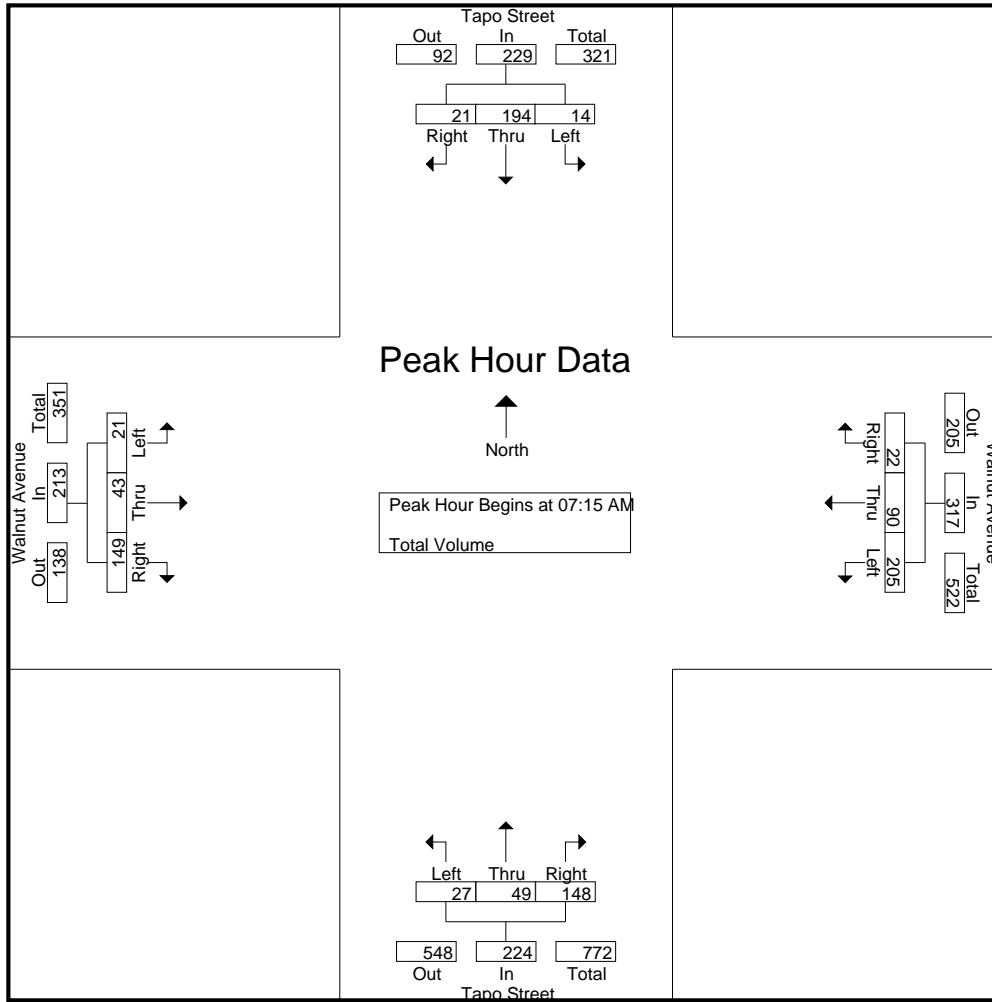
Groups Printed- Total Volume

Start Time	Tapo Street Southbound				Walnut Avenue Westbound				Tapo Street Northbound				Walnut Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	6	0	6	18	15	0	33	2	4	7	13	0	3	2	5	57
07:15 AM	1	20	1	22	20	15	3	38	3	3	16	22	0	5	26	31	113
07:30 AM	2	64	10	76	64	32	5	101	6	17	48	71	8	18	60	86	334
07:45 AM	11	100	9	120	82	25	11	118	16	22	78	116	12	17	54	83	437
Total	14	190	20	224	184	87	19	290	27	46	149	222	20	43	142	205	941
08:00 AM	0	10	1	11	39	18	3	60	2	7	6	15	1	3	9	13	99
08:15 AM	0	5	0	5	16	6	1	23	4	8	16	28	1	3	8	12	68
08:30 AM	0	11	0	11	24	7	1	32	2	6	9	17	0	3	8	11	71
08:45 AM	0	13	3	16	20	9	0	29	4	8	13	25	0	2	11	13	83
Total	0	39	4	43	99	40	5	144	12	29	44	85	2	11	36	49	321
Grand Total	14	229	24	267	283	127	24	434	39	75	193	307	22	54	178	254	1262
Apprch %	5.2	85.8	9		65.2	29.3	5.5		12.7	24.4	62.9		8.7	21.3	70.1		
Total %	1.1	18.1	1.9	21.2	22.4	10.1	1.9	34.4	3.1	5.9	15.3	24.3	1.7	4.3	14.1	20.1	

Start Time	Tapo Street Southbound				Walnut Avenue Westbound				Tapo Street Northbound				Walnut Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	20	1	22	20	15	3	38	3	3	16	22	0	5	26	31	113
07:30 AM	2	64	10	76	64	32	5	101	6	17	48	71	8	18	60	86	334
07:45 AM	11	100	9	120	82	25	11	118	16	22	78	116	12	17	54	83	437
08:00 AM	0	10	1	11	39	18	3	60	2	7	6	15	1	3	9	13	99
Total Volume	14	194	21	229	205	90	22	317	27	49	148	224	21	43	149	213	983
% App. Total	6.1	84.7	9.2		64.7	28.4	6.9		12.1	21.9	66.1		9.9	20.2	70		
PHF	.318	.485	.525	.477	.625	.703	.500	.672	.422	.557	.474	.483	.438	.597	.621	.619	.562

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Walnut Avenue  
 Weather: Clear

File Name : 25\_SMV\_Tapo St\_Walnut AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	1	20	1	22	20	15	3	38	6	17	48	71	0	5	26	31
+15 mins.	2	64	<b>10</b>	76	64	<b>32</b>	5	101	<b>16</b>	<b>22</b>	<b>78</b>	<b>116</b>	8	<b>18</b>	<b>60</b>	<b>86</b>
+30 mins.	<b>11</b>	<b>100</b>	9	<b>120</b>	<b>82</b>	25	<b>11</b>	<b>118</b>	2	7	6	15	<b>12</b>	17	54	83
+45 mins.	0	10	1	11	39	18	3	60	4	8	16	28	1	3	9	13
Total Volume	14	194	21	229	205	90	22	317	28	54	148	230	21	43	149	213
% App. Total	6.1	84.7	9.2		64.7	28.4	6.9		12.2	23.5	64.3		9.9	20.2	70	
PHF	.318	.485	.525	.477	.625	.703	.500	.672	.438	.614	.474	.496	.438	.597	.621	.619

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Walnut Avenue  
 Weather: Clear

File Name : 25\_SMV\_Tapo St\_Walnut PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

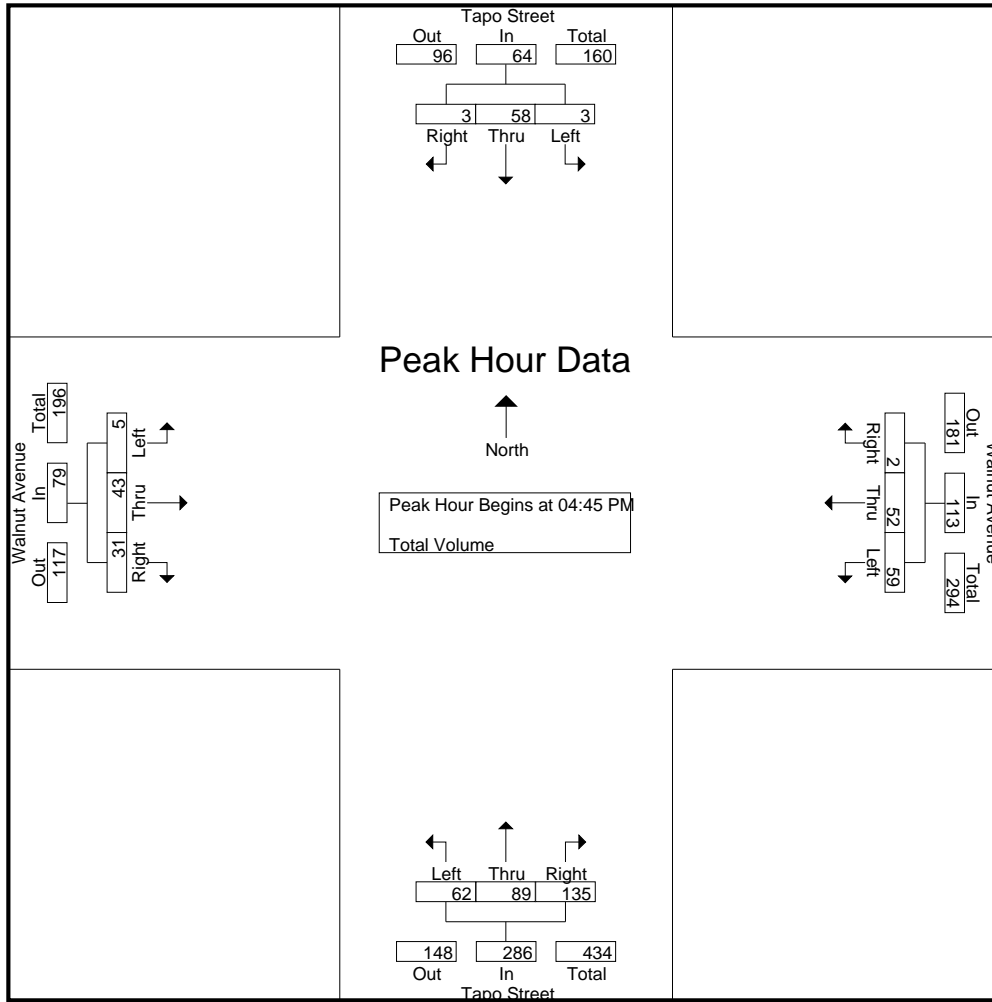
Groups Printed- Total Volume

Start Time	Tapo Street Southbound				Walnut Avenue Westbound				Tapo Street Northbound				Walnut Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	14	0	15	19	19	3	41	5	13	30	48	2	5	2	9	113
04:15 PM	0	8	2	10	12	14	1	27	10	16	29	55	1	10	5	16	108
04:30 PM	1	22	2	25	18	11	0	29	12	11	30	53	0	14	5	19	126
04:45 PM	1	14	2	17	14	17	0	31	12	16	38	66	0	9	7	16	130
Total	3	58	6	67	63	61	4	128	39	56	127	222	3	38	19	60	477
05:00 PM	1	14	0	15	20	15	0	35	15	16	30	61	1	9	4	14	125
05:15 PM	0	10	1	11	8	11	0	19	21	32	40	93	1	16	10	27	150
05:30 PM	1	20	0	21	17	9	2	28	14	25	27	66	3	9	10	22	137
05:45 PM	2	11	1	14	18	13	1	32	7	17	37	61	4	12	7	23	130
Total	4	55	2	61	63	48	3	114	57	90	134	281	9	46	31	86	542
Grand Total	7	113	8	128	126	109	7	242	96	146	261	503	12	84	50	146	1019
Apprch %	5.5	88.3	6.2		52.1	45	2.9		19.1	29	51.9		8.2	57.5	34.2		
Total %	0.7	11.1	0.8	12.6	12.4	10.7	0.7	23.7	9.4	14.3	25.6	49.4	1.2	8.2	4.9	14.3	

Start Time	Tapo Street Southbound				Walnut Avenue Westbound				Tapo Street Northbound				Walnut Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	14	2	17	14	17	0	31	12	16	38	66	0	9	7	16	130
05:00 PM	1	14	0	15	20	15	0	35	15	16	30	61	1	9	4	14	125
05:15 PM	0	10	1	11	8	11	0	19	21	32	40	93	1	16	10	27	150
05:30 PM	1	20	0	21	17	9	2	28	14	25	27	66	3	9	10	22	137
Total Volume	3	58	3	64	59	52	2	113	62	89	135	286	5	43	31	79	542
% App. Total	4.7	90.6	4.7		52.2	46	1.8		21.7	31.1	47.2		6.3	54.4	39.2		
PHF	.750	.725	.375	.762	.738	.765	.250	.807	.738	.695	.844	.769	.417	.672	.775	.731	.903

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Walnut Avenue  
 Weather: Clear

File Name : 25\_SMV\_Tapo St\_Walnut PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	1	22	2	25	19	19	3	41	12	16	38	66	1	9	4	14
+15 mins.	1	14	2	17	12	14	1	27	15	16	30	61	1	16	10	27
+30 mins.	1	14	0	15	18	11	0	29	21	32	40	93	3	9	10	22
+45 mins.	0	10	1	11	14	17	0	31	14	25	27	66	4	12	7	23
Total Volume	3	60	5	68	63	61	4	128	62	89	135	286	9	46	31	86
% App. Total	4.4	88.2	7.4		49.2	47.7	3.1		21.7	31.1	47.2		10.5	53.5	36	
PHF	.750	.682	.625	.680	.829	.803	.333	.780	.738	.695	.844	.769	.563	.719	.775	.796

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 26\_SMV\_Tapo St\_Alamo AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

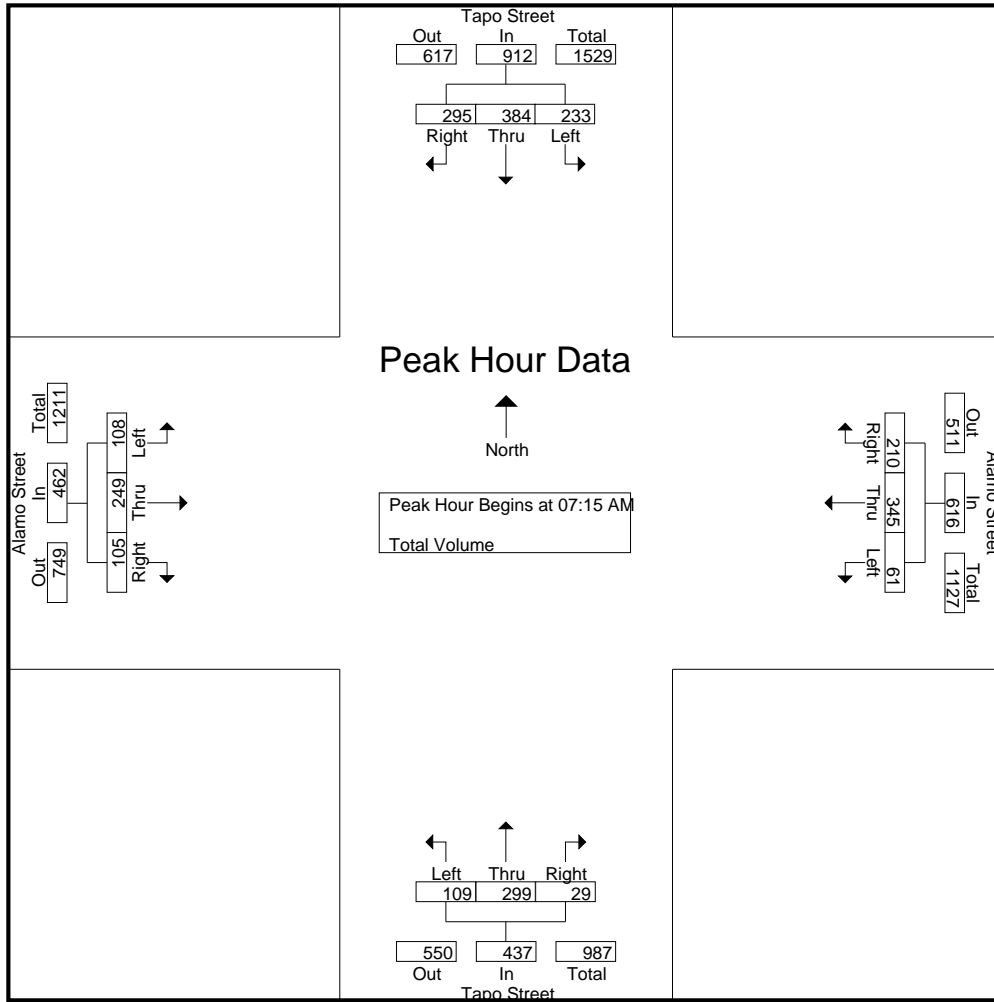
Start Time	Tapo Street Southbound				Alamo Street Westbound				Tapo Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	16	18	35	69	6	37	9	52	19	20	3	42	14	32	15	61	224
07:15 AM	33	45	41	119	4	60	36	100	22	45	8	75	32	51	15	98	392
07:30 AM	73	108	80	261	17	96	80	193	33	117	6	156	30	69	26	125	735
07:45 AM	88	153	115	356	19	106	57	182	29	99	4	132	33	73	31	137	807
Total	210	324	271	805	46	299	182	527	103	281	21	405	109	225	87	421	2158
08:00 AM	39	78	59	176	21	83	37	141	25	38	11	74	13	56	33	102	493
08:15 AM	17	34	34	85	18	55	6	79	33	27	4	64	16	43	40	99	327
08:30 AM	9	30	30	69	11	58	9	78	29	28	7	64	15	44	16	75	286
08:45 AM	16	35	31	82	15	66	10	91	26	21	3	50	9	47	30	86	309
Total	81	177	154	412	65	262	62	389	113	114	25	252	53	190	119	362	1415
Grand Total	291	501	425	1217	111	561	244	916	216	395	46	657	162	415	206	783	3573
Apprch %	23.9	41.2	34.9		12.1	61.2	26.6		32.9	60.1	7		20.7	53	26.3		
Total %	8.1	14	11.9	34.1	3.1	15.7	6.8	25.6	6	11.1	1.3	18.4	4.5	11.6	5.8	21.9	

Start Time	Tapo Street Southbound				Alamo Street Westbound				Tapo Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	33	45	41	119	4	60	36	100	22	45	8	75	32	51	15	98	392
07:30 AM	73	108	80	261	17	96	<b>80</b>	<b>193</b>	<b>33</b>	<b>117</b>	6	<b>156</b>	30	69	26	125	735
07:45 AM	<b>88</b>	<b>153</b>	<b>115</b>	<b>356</b>	19	<b>106</b>	57	182	29	99	4	132	<b>33</b>	<b>73</b>	31	<b>137</b>	<b>807</b>
08:00 AM	39	78	59	176	<b>21</b>	83	37	141	25	38	<b>11</b>	74	13	56	<b>33</b>	102	493
Total Volume	233	384	295	912	61	345	210	616	109	299	29	437	108	249	105	462	2427
% App. Total	25.5	42.1	32.3		9.9	56	34.1		24.9	68.4	6.6		23.4	53.9	22.7		
PHF	.662	.627	.641	.640	.726	.814	.656	.798	.826	.639	.659	.700	.818	.853	.795	.843	.752



City of Simi Valley  
 N/S: Tapo Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 26\_SMV\_Tapo St\_Alamo AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	33	45	41	119	4	60	36	100	22	45	8	75	30	69	26	125
+15 mins.	73	108	80	261	17	96	<b>80</b>	<b>193</b>	<b>33</b>	<b>117</b>	6	<b>156</b>	<b>33</b>	<b>73</b>	31	<b>137</b>
+30 mins.	<b>88</b>	<b>153</b>	<b>115</b>	<b>356</b>	19	<b>106</b>	57	182	29	99	4	132	13	56	33	102
+45 mins.	39	78	59	176	<b>21</b>	83	37	141	25	38	<b>11</b>	74	16	43	<b>40</b>	99
Total Volume	233	384	295	912	61	345	210	616	109	299	29	437	92	241	130	463
% App. Total	25.5	42.1	32.3		9.9	56	34.1		24.9	68.4	6.6		19.9	52.1	28.1	
PHF	.662	.627	.641	.640	.726	.814	.656	.798	.826	.639	.659	.700	.697	.825	.813	.845

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 26\_SMV\_Tapo St\_Alamo PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

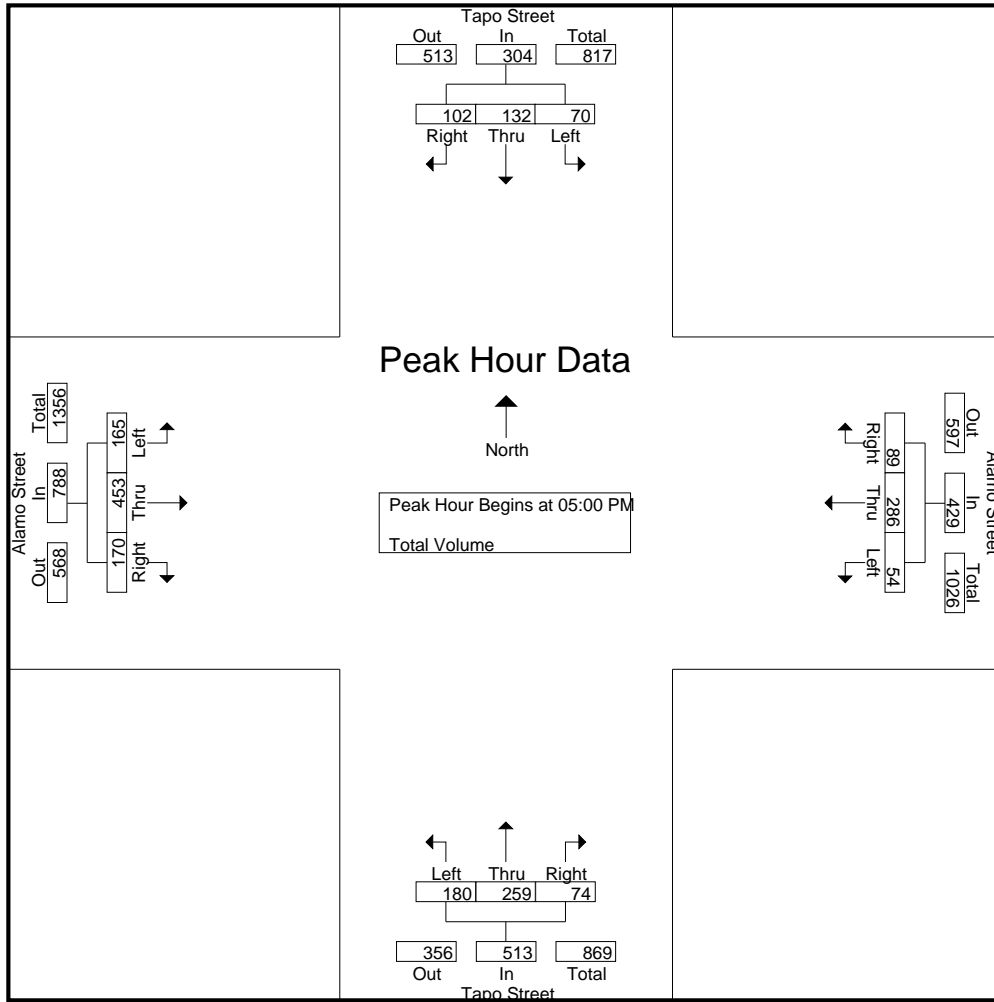
Groups Printed- Total Volume

Start Time	Tapo Street Southbound				Alamo Street Westbound				Tapo Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	20	30	28	78	13	71	20	104	48	50	11	109	30	96	35	161	452
04:15 PM	15	21	20	56	8	47	20	75	38	47	15	100	45	90	45	180	411
04:30 PM	15	36	27	78	9	68	20	97	61	58	24	143	33	95	46	174	492
04:45 PM	11	34	24	69	18	65	22	105	48	52	13	113	40	118	34	192	479
Total	61	121	99	281	48	251	82	381	195	207	63	465	148	399	160	707	1834
05:00 PM	13	38	37	88	16	80	16	112	46	65	20	131	42	99	40	181	512
05:15 PM	18	19	19	56	13	59	30	102	47	64	21	132	46	124	38	208	498
05:30 PM	24	36	23	83	12	71	20	103	38	68	21	127	39	114	46	199	512
05:45 PM	15	39	23	77	13	76	23	112	49	62	12	123	38	116	46	200	512
Total	70	132	102	304	54	286	89	429	180	259	74	513	165	453	170	788	2034
Grand Total	131	253	201	585	102	537	171	810	375	466	137	978	313	852	330	1495	3868
Apprch %	22.4	43.2	34.4		12.6	66.3	21.1		38.3	47.6	14		20.9	57	22.1		
Total %	3.4	6.5	5.2	15.1	2.6	13.9	4.4	20.9	9.7	12	3.5	25.3	8.1	22	8.5	38.7	

Start Time	Tapo Street Southbound				Alamo Street Westbound				Tapo Street Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	38	<b>37</b>	<b>88</b>	<b>16</b>	<b>80</b>	16	<b>112</b>	46	65	20	131	42	99	40	181	<b>512</b>
05:15 PM	18	19	19	56	13	59	<b>30</b>	102	47	64	<b>21</b>	<b>132</b>	<b>46</b>	<b>124</b>	38	<b>208</b>	498
05:30 PM	<b>24</b>	36	23	83	12	71	20	103	38	<b>68</b>	21	127	39	114	<b>46</b>	199	512
05:45 PM	15	<b>39</b>	23	77	13	76	23	112	<b>49</b>	62	12	123	38	116	46	200	512
Total Volume	70	132	102	304	54	286	89	429	180	259	74	513	165	453	170	788	2034
% App. Total	23	43.4	33.6		12.6	66.7	20.7		35.1	50.5	14.4		20.9	57.5	21.6		
PHF	.729	.846	.689	.864	.844	.894	.742	.958	.918	.952	.881	.972	.897	.913	.924	.947	.993

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Alamo Street  
 Weather: Clear

File Name : 26\_SMV\_Tapo St\_Alamo PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	13	38	37	88	16	80	16	112	61	58	24	143	42	99	40	181
+15 mins.	18	19	19	56	13	59	30	102	48	52	13	113	46	124	38	208
+30 mins.	24	36	23	83	12	71	20	103	46	65	20	131	39	114	46	199
+45 mins.	15	39	23	77	13	76	23	112	47	64	21	132	38	116	46	200
Total Volume	70	132	102	304	54	286	89	429	202	239	78	519	165	453	170	788
% App. Total	23	43.4	33.6		12.6	66.7	20.7		38.9	46.1	15		20.9	57.5	21.6	
PHF	.729	.846	.689	.864	.844	.894	.742	.958	.828	.919	.813	.907	.897	.913	.924	.947

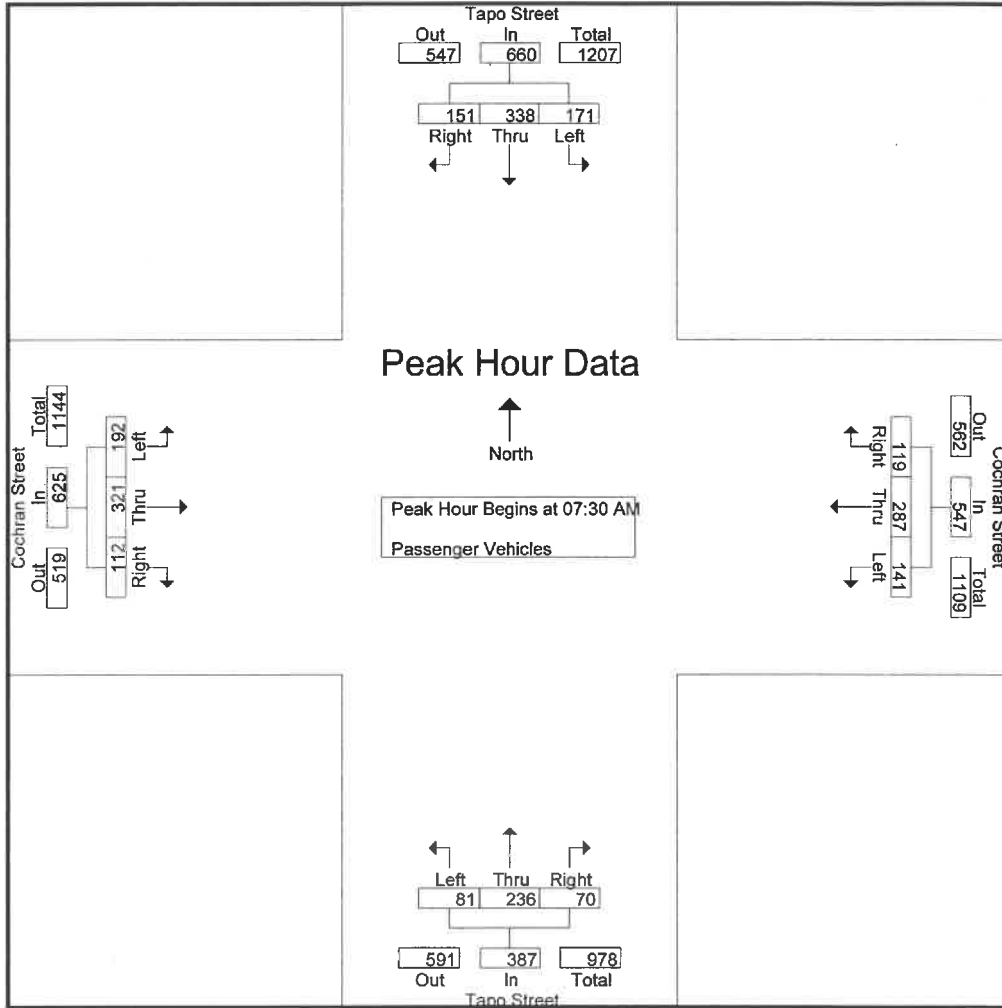
City of Simi Valley  
 N/S: Tapo Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 01\_SMV\_Tapo\_Cochran AM  
 Site Code : 16618419  
 Start Date : 5/22/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Tapo Street Southbound				Cochran Street Westbound				Tapo Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	16	36	12	64	22	51	8	81	14	23	16	53	13	36	7	56	254
07:15 AM	21	40	27	88	18	53	17	88	18	35	13	66	19	55	17	91	333
07:30 AM	72	77	37	186	27	84	29	140	19	69	20	108	46	97	22	165	599
07:45 AM	42	114	48	204	46	82	33	161	27	50	17	94	60	106	34	200	659
Total	151	267	124	542	113	270	87	470	78	177	66	321	138	294	80	512	1845
08:00 AM	36	86	39	161	38	62	34	134	20	60	16	96	56	73	31	160	551
08:15 AM	21	61	27	109	30	59	23	112	15	57	17	89	30	45	25	100	410
08:30 AM	24	60	21	105	25	47	15	87	24	47	21	92	19	57	21	97	381
08:45 AM	15	49	19	83	34	40	11	85	32	44	23	99	20	48	33	101	368
Total	96	256	106	458	127	208	83	418	91	208	77	376	125	223	110	458	1710
09:00 AM	15	44	12	71	30	70	7	107	20	39	15	74	21	51	20	92	344
09:15 AM	21	38	17	76	30	42	10	82	32	35	22	89	12	46	20	78	325
09:30 AM	10	40	22	72	21	36	12	69	29	33	17	79	16	28	26	70	290
09:45 AM	15	61	12	88	19	51	15	85	30	43	19	92	16	37	43	96	361
Total	61	183	63	307	100	199	44	343	111	150	73	334	65	162	109	336	1320
Grand Total	308	706	293	1307	340	677	214	1231	280	535	216	1031	328	679	299	1306	4875
Apprch %	23.6	54	22.4		27.6	55	17.4		27.2	51.9	21		25.1	52	22.9		
Total %	6.3	14.5	6	26.8	7	13.9	4.4	25.3	5.7	11	4.4	21.1	6.7	13.9	6.1	26.8	

Start Time	Tapo Street Southbound				Cochran Street Westbound				Tapo Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	72	77	37	186	27	84	29	140	19	69	20	108	46	97	22	165	599
07:45 AM	42	114	48	204	46	82	33	161	27	50	17	94	60	106	34	200	659
08:00 AM	36	86	39	161	38	62	34	134	20	60	16	96	56	73	31	160	551
08:15 AM	21	61	27	109	30	59	23	112	15	57	17	89	30	45	25	100	410
Total Volume	171	338	151	660	141	287	119	547	81	236	70	387	192	321	112	625	2219
% App. Total	25.9	51.2	22.9		25.8	52.5	21.8		20.9	61	18.1		30.7	51.4	17.9		
PHF	.594	.741	.786	.809	.766	.854	.875	.849	.750	.855	.875	.896	.800	.757	.824	.781	.842



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	72	77	37	186	27	84	29	140	19	69	20	108	46	97	22	165
+15 mins.	42	114	48	204	46	82	33	161	27	50	17	94	60	106	34	200
+30 mins.	36	86	39	161	38	62	34	134	20	60	16	96	56	73	31	160
+45 mins.	21	61	27	109	30	59	23	112	15	57	17	89	30	45	25	100
Total Volume	171	338	151	660	141	287	119	547	81	236	70	387	192	321	112	625
% App. Total	25.9	51.2	22.9		25.8	52.5	21.8		20.9	61	18.1		30.7	51.4	17.9	
PHF	.594	.741	.786	.809	.766	.854	.875	.849	.750	.855	.875	.896	.800	.757	.824	.781

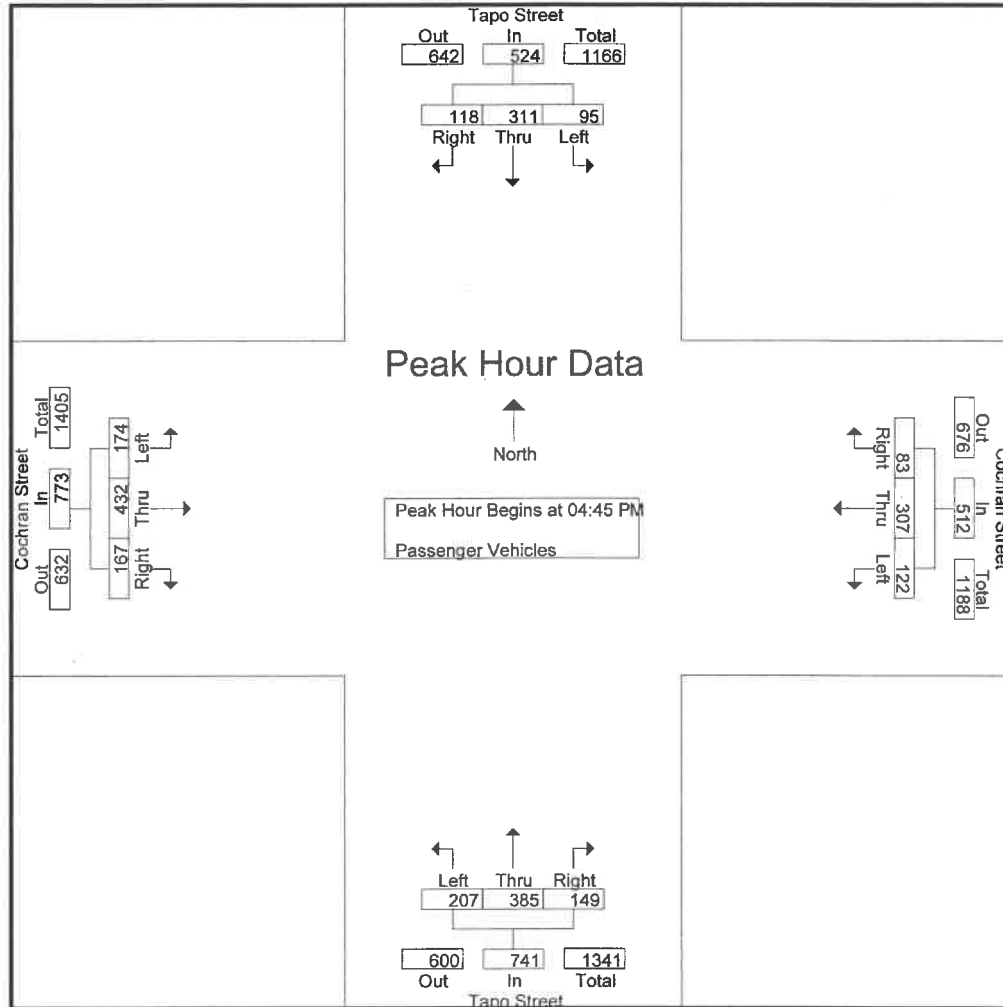
City of Simi Valley  
 N/S: Tapo Street  
 E/W: Cochran Street  
 Weather: Clear

File Name : 01\_SMV\_Tapo\_Cochran PM  
 Site Code : 16618419  
 Start Date : 5/22/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Tapo Street Southbound				Cochran Street Westbound				Tapo Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	34	90	46	170	33	87	21	141	39	90	23	152	34	104	43	181	644
03:15 PM	20	83	33	136	39	71	21	131	46	62	20	128	43	114	40	197	592
03:30 PM	12	49	33	94	30	63	10	103	46	85	26	157	36	94	47	177	531
03:45 PM	17	58	33	108	23	58	17	98	38	76	22	136	28	84	39	151	493
Total	83	280	145	508	125	279	69	473	169	313	91	573	141	396	169	706	2260
04:00 PM	31	80	40	151	29	60	18	107	43	86	33	162	39	105	33	177	597
04:15 PM	19	62	25	106	30	61	19	110	48	64	28	140	28	94	46	168	524
04:30 PM	23	62	25	110	24	73	15	112	66	99	44	209	31	89	40	160	591
04:45 PM	16	73	20	109	28	66	23	117	46	79	28	153	47	111	43	201	580
Total	89	277	110	476	111	260	75	446	203	328	133	664	145	399	162	706	2292
05:00 PM	26	96	32	154	38	85	23	146	57	96	42	195	44	97	43	184	679
05:15 PM	22	63	34	119	30	87	15	132	46	91	40	177	43	116	35	194	622
05:30 PM	31	79	32	142	26	69	22	117	58	119	39	216	40	108	46	194	669
05:45 PM	22	58	23	103	20	73	22	115	46	83	22	151	38	122	39	199	568
Total	101	296	121	518	114	314	82	510	207	389	143	739	165	443	163	771	2538
Grand Total	273	853	376	1502	350	853	226	1429	579	1030	367	1976	451	1238	494	2183	7090
Apprch %	18.2	56.8	25		24.5	59.7	15.8		29.3	52.1	18.6		20.7	56.7	22.6		
Total %	3.9	12	5.3	21.2	4.9	12	3.2	20.2	8.2	14.5	5.2	27.9	6.4	17.5	7	30.8	

Start Time	Tapo Street Southbound				Cochran Street Westbound				Tapo Street Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	73	20	109	28	66	23	117	46	79	28	153	47	111	43	201	580
05:00 PM	26	96	32	154	38	85	23	146	57	96	42	195	44	97	43	184	679
05:15 PM	22	63	34	119	30	87	15	132	46	91	40	177	43	116	35	194	622
05:30 PM	31	79	32	142	26	69	22	117	58	119	39	216	40	108	46	194	669
Total Volume	95	311	118	524	122	307	83	512	207	385	149	741	174	432	167	773	2550
% App. Total	18.1	59.4	22.5		23.8	60	16.2		27.9	52	20.1		22.5	55.9	21.6		
PHF	.766	.810	.868	.851	.803	.882	.902	.877	.892	.809	.887	.858	.926	.931	.908	.961	.939



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	16	73	20	109	28	66	23	117	46	79	28	153	47	111	43	201
+15 mins.	26	96	32	154	38	85	23	146	57	96	42	195	44	97	43	184
+30 mins.	22	63	34	119	30	87	15	132	46	91	40	177	43	116	35	194
+45 mins.	31	79	32	142	26	69	22	117	58	119	39	216	40	108	46	194
Total Volume	95	311	118	524	122	307	83	512	207	385	149	741	174	432	167	773
% App. Total	18.1	59.4	22.5		23.8	60	16.2		27.9	52	20.1		22.5	55.9	21.6	
PHF	.766	.810	.868	.851	.803	.882	.902	.877	.892	.809	.887	.858	.926	.931	.908	.961

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 02\_SMV\_Tapo\_Los Angeles AM  
 Site Code : 16618419  
 Start Date : 5/22/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

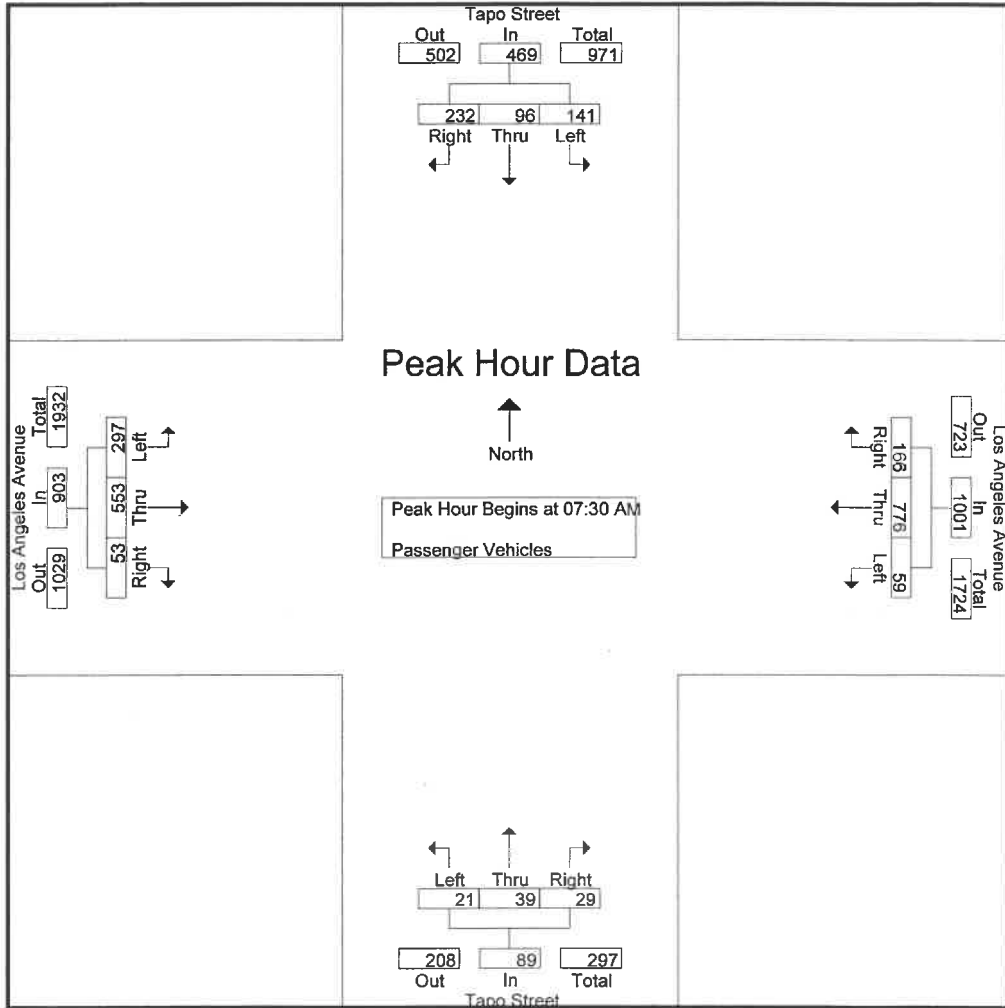
Start Time	Tapo Street Southbound				Los Angeles Avenue Westbound				Tapo Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	14	31	53	6	79	18	103	4	7	3	14	35	93	14	142	312
07:15 AM	20	15	42	77	5	128	22	155	4	5	4	13	30	123	10	163	408
07:30 AM	30	17	53	100	9	222	35	266	8	10	6	24	48	133	10	191	581
07:45 AM	42	25	74	141	10	240	50	300	5	6	12	23	84	165	15	264	728
Total	100	71	200	371	30	669	125	824	21	28	25	74	197	514	49	760	2029
08:00 AM	37	37	52	126	21	176	44	241	5	7	5	17	87	136	11	234	618
08:15 AM	32	17	53	102	19	138	37	194	3	16	6	25	78	119	17	214	535
08:30 AM	21	15	36	72	16	99	40	155	4	8	3	15	39	96	12	147	389
08:45 AM	27	17	41	85	14	96	30	140	9	8	4	21	51	93	9	153	399
Total	117	86	182	385	70	509	151	730	21	39	18	78	255	444	49	748	1941
09:00 AM	26	8	28	62	11	63	32	106	6	5	4	15	54	71	10	135	318
09:15 AM	20	9	47	76	8	90	37	135	4	6	7	17	55	71	9	135	363
09:30 AM	26	7	31	64	7	79	31	117	4	13	4	21	46	69	13	128	330
09:45 AM	27	11	47	85	5	98	41	144	14	9	9	32	49	67	11	127	388
Total	99	35	153	287	31	330	141	502	28	33	24	85	204	278	43	525	1399
Grand Total	316	192	535	1043	131	1508	417	2056	70	100	67	237	656	1236	141	2033	5369
Apprch %	30.3	18.4	51.3		6.4	73.3	20.3		29.5	42.2	28.3		32.3	60.8	6.9		
Total %	5.9	3.6	10	19.4	2.4	28.1	7.8	38.3	1.3	1.9	1.2	4.4	12.2	23	2.6	37.9	

Start Time	Tapo Street Southbound				Los Angeles Avenue Westbound				Tapo Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	30	17	53	100	9	222	35	266	8	10	6	24	48	133	10	191	581
07:45 AM	42	25	74	141	10	240	50	300	5	6	12	23	84	165	15	264	728
08:00 AM	37	37	52	126	21	176	44	241	5	7	5	17	87	136	11	234	618
08:15 AM	32	17	53	102	19	138	37	194	3	16	6	25	78	119	17	214	535
Total Volume	141	96	232	469	59	776	166	1001	21	39	29	89	297	553	53	903	2462
% App. Total	30.1	20.5	49.5		5.9	77.5	16.6		23.6	43.8	32.6		32.9	61.2	5.9		
PHF	.839	.649	.784	.832	.702	.808	.830	.834	.656	.609	.604	.890	.853	.838	.779	.855	.845



City of Simi Valley  
 N/S: Tapo Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 02\_SMV\_Tapo\_Los Angeles AM  
 Site Code : 16618419  
 Start Date : 5/22/2018  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	30	17	53	100	9	222	35	266	8	10	6	24	48	133	10	191
+15 mins.	42	25	74	141	10	240	50	300	5	6	12	23	84	165	15	264
+30 mins.	37	37	52	126	21	176	44	241	5	7	5	17	87	136	11	234
+45 mins.	32	17	53	102	19	138	37	194	3	16	6	25	78	119	17	214
Total Volume	141	96	232	469	59	776	166	1001	21	39	29	89	297	553	53	903
% App. Total	30.1	20.5	49.5		5.9	77.5	16.6		23.6	43.8	32.6		32.9	61.2	5.9	
PHF	.839	.649	.784	.832	.702	.808	.830	.834	.656	.609	.604	.890	.853	.838	.779	.855

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 02\_SMV\_Tapo\_Los Angeles PM  
 Site Code : 16618419  
 Start Date : 5/22/2018  
 Page No : 1

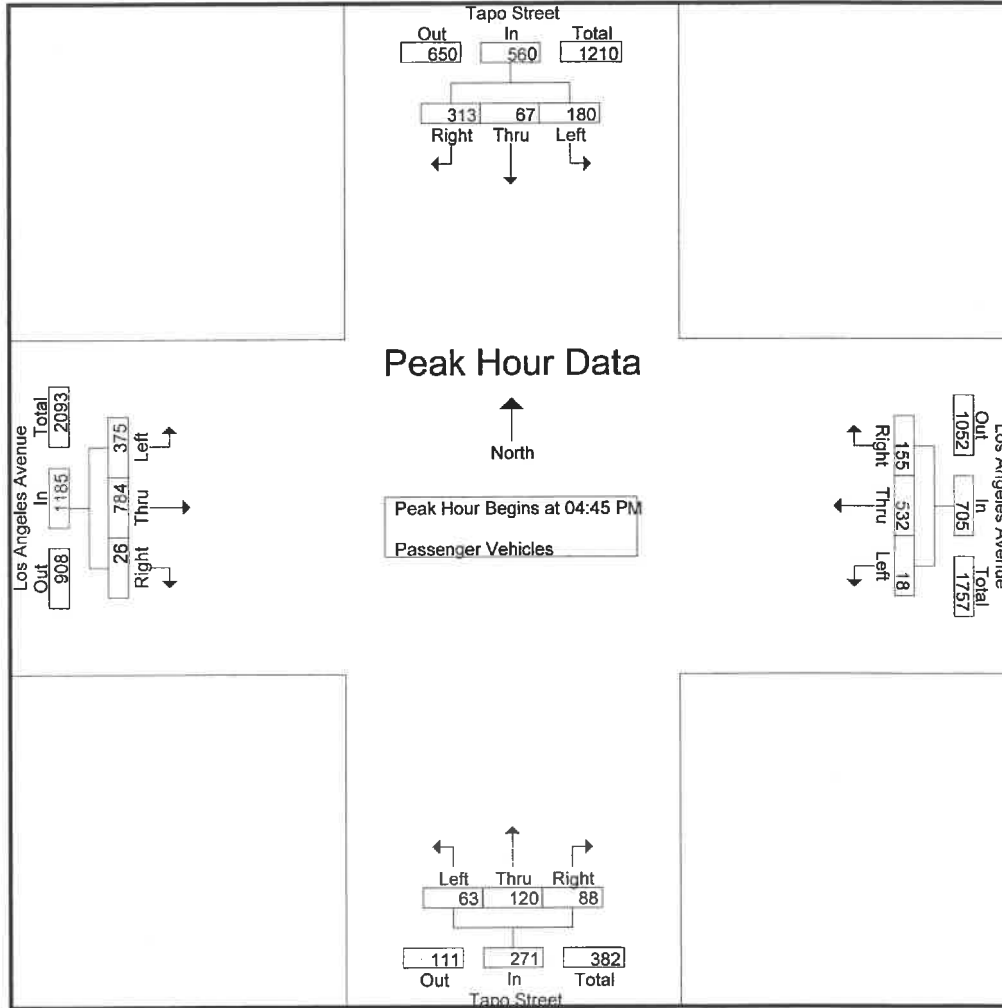
Groups Printed- Passenger Vehicles

Start Time	Tapo Street Southbound				Los Angeles Avenue Westbound				Tapo Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	55	12	76	143	9	176	55	240	12	14	12	38	72	110	18	200	621
03:15 PM	38	14	68	120	3	110	48	161	11	10	5	26	78	159	8	245	552
03:30 PM	50	14	52	116	6	136	50	192	13	25	14	52	83	152	15	250	610
03:45 PM	43	16	74	133	8	113	41	162	19	19	12	50	98	153	9	260	605
Total	186	56	270	512	26	535	194	755	55	68	43	166	331	574	50	955	2388
04:00 PM	33	14	86	133	17	132	34	183	17	22	15	54	86	179	12	277	647
04:15 PM	51	14	63	128	21	119	45	185	12	23	16	51	108	184	21	313	677
04:30 PM	46	9	64	119	8	138	33	179	21	33	25	79	74	168	7	249	626
04:45 PM	53	16	69	138	3	147	29	179	16	44	17	77	95	224	11	330	724
Total	183	53	282	518	49	536	141	726	66	122	73	261	363	755	51	1169	2674
05:00 PM	45	23	73	141	6	100	46	152	17	31	31	79	83	188	6	277	649
05:15 PM	36	15	97	148	3	134	40	177	16	23	18	57	111	196	6	313	695
05:30 PM	46	13	74	133	6	151	40	197	14	22	22	58	86	176	3	265	653
05:45 PM	43	14	83	140	3	132	56	191	4	18	7	29	89	176	5	270	630
Total	170	65	327	562	18	517	182	717	51	94	78	223	369	736	20	1125	2627
Grand Total	539	174	879	1592	93	1588	517	2198	172	284	194	650	1063	2065	121	3249	7689
Approch %	33.9	10.9	55.2		4.2	72.2	23.5		26.5	43.7	29.8		32.7	63.6	3.7		
Total %	7	2.3	11.4	20.7	1.2	20.7	6.7	28.6	2.2	3.7	2.5	8.5	13.8	26.9	1.6	42.3	

Start Time	Tapo Street Southbound				Los Angeles Avenue Westbound				Tapo Street Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	53	16	69	138	3	147	29	179	16	44	17	77	95	224	11	330	724
05:00 PM	45	23	73	141	6	100	46	152	17	31	31	79	83	188	6	277	649
05:15 PM	36	15	97	148	3	134	40	177	16	23	18	57	111	196	6	313	695
05:30 PM	46	13	74	133	6	151	40	197	14	22	22	58	86	176	3	265	653
Total Volume	180	67	313	560	18	532	155	705	63	120	88	271	375	784	26	1185	2721
% App. Total	32.1	12	55.9		2.6	75.5	22		23.2	44.3	32.5		31.6	66.2	2.2		
PHF	.849	.728	.807	.946	.750	.881	.842	.895	.926	.682	.710	.858	.845	.875	.591	.898	.940

City of Simi Valley  
 N/S: Tapo Street  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 02\_SMV\_Tapo\_Los Angeles PM  
 Site Code : 16618419  
 Start Date : 5/22/2018  
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	53	16	69	138	3	147	29	179	16	44	17	77	95	224	11	330
+15 mins.	45	23	73	141	6	100	46	152	17	31	31	79	83	188	6	277
+30 mins.	36	15	97	148	3	134	40	177	16	23	18	57	111	196	6	313
+45 mins.	46	13	74	133	6	151	40	197	14	22	22	58	86	176	3	265
Total Volume	180	67	313	560	18	532	155	705	63	120	88	271	375	784	26	1185
% App. Total	32.1	12	55.9		2.6	75.5	22		23.2	44.3	32.5		31.6	66.2	2.2	
PHF	.849	.728	.807	.946	.750	.881	.842	.895	.926	.682	.710	.858	.845	.875	.591	.898

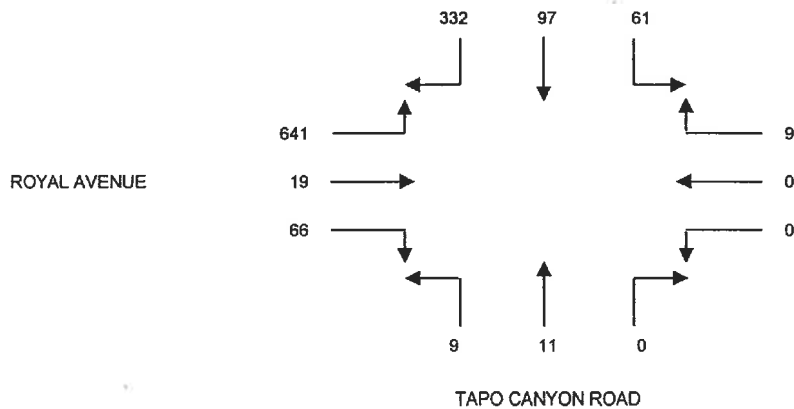
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA  
 PROJECT: HACIENDA PEPPERTREE PROJECT - SIMI VALLEY  
 DATE: WEDNESDAY, MARCH 08, 2018  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S TAPO CANYON ROAD  
 E/W ROYAL AVENUE  
 FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	37	10	15	1	0	0	0	1	2	10	5	100
0715-0730	65	9	18	3	0	0	0	2	3	12	5	118
0730-0745	74	15	19	2	0	0	0	1	2	12	5	134
0745-0800	79	20	15	3	0	0	0	3	3	16	6	177
0800-0815	94	33	13	3	0	0	0	2	1	20	6	191
0815-0830	85	29	14	1	0	0	0	5	3	18	2	139
0830-0845	77	34	13	0	0	0	0	8	0	14	1	116
0845-0900	54	25	10	0	0	0	0	4	0	12	0	92

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	255	54	67	9	0	0	0	7	10	50	21	529	1002
0715-0815	312	77	65	11	0	0	0	8	9	60	22	620	1184
0730-0830	332	97	61	9	0	0	0	11	9	66	19	641	1245
0745-0845	335	116	55	7	0	0	0	18	7	68	15	623	1244
0800-0900	310	121	50	4	0	0	0	19	4	64	9	538	1119

A.M. PEAK HOUR  
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

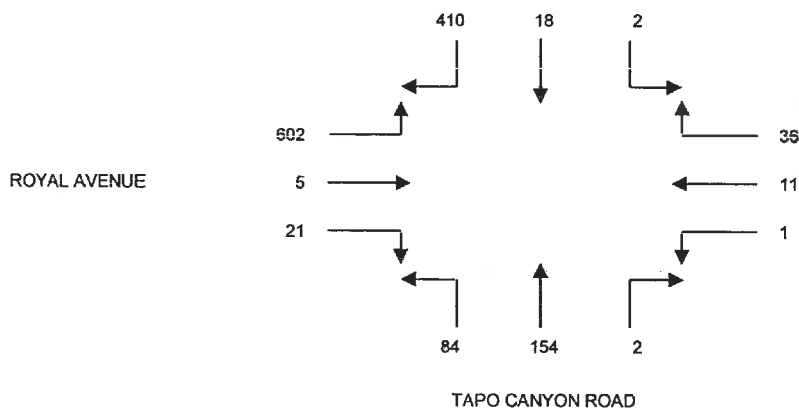
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA  
 PROJECT: HACIENDA PEPPERTREE PROJECT - SIMI VALLEY  
 DATE: WEDNESDAY, MARCH 08, 2018  
 PERIOD: 04:00 PM TO 06:00 PM  
 INTERSECTION: N/S TAPO CANYON ROAD  
 E/W ROYAL AVENUE  
 FILE NUMBER: 3-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	95	3	1	7	2	0	0	20	13	7	1	130
0415-0430	126	2	1	12	3	1	2	33	19	8	3	189
0430-0445	86	4	0	7	3	0	0	26	15	4	0	125
0445-0500	108	7	1	10	2	0	0	41	22	3	1	148
0500-0515	90	5	0	7	3	0	0	54	28	6	1	140
0515-0530	114	6	2	8	2	0	0	33	20	2	0	161
0530-0545	103	2	1	5	2	0	0	21	10	2	0	138
0545-0600	82	2	0	3	0	0	0	11	5	2	1	112

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	415	16	3	36	10	1	2	120	69	22	5	592	1291
0415-0515	410	18	2	36	11	1	2	154	84	21	5	602	1346
0430-0530	398	22	3	32	10	0	0	154	85	15	2	574	1295
0445-0545	415	20	4	30	9	0	0	149	80	13	2	587	1309
0500-0600	389	15	3	23	7	0	0	119	63	12	2	551	1184

P.M. PEAK HOUR  
0415-0515



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

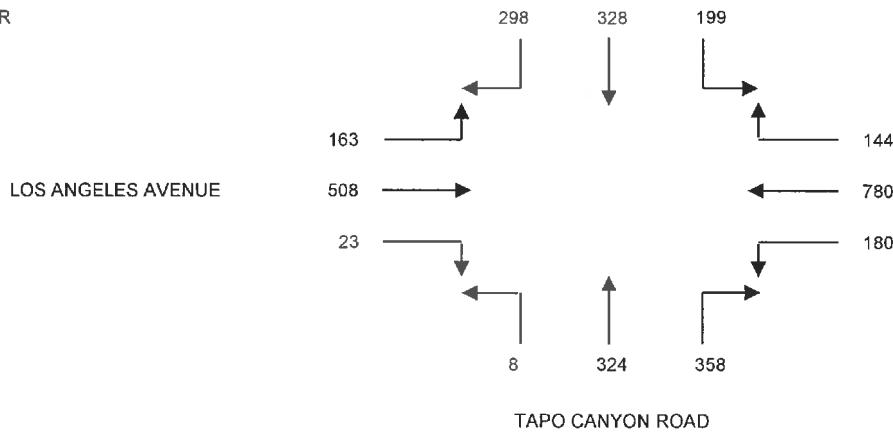
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA  
 PROJECT: HACIENDA PEPPERTREE PROJECT - SIMI VALLEY  
 DATE: WEDNESDAY, MARCH 08, 2018  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S TAPO CANYON ROAD  
 E/W LOS ANGELES AVENUE  
 FILE NUMBER: 2-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	29	58	39	22	74	20	47	51	0	4	95	32
0715-0730	36	63	33	20	86	22	71	66	0	4	70	32
0730-0745	45	54	37	21	140	33	80	70	1	5	83	30
0745-0800	65	70	40	30	200	59	92	82	1	6	111	38
0800-0815	99	86	60	48	255	55	100	95	2	8	141	38
0815-0830	73	92	56	40	192	40	97	94	3	6	130	56
0830-0845	61	80	43	26	133	26	69	53	2	3	126	31
0845-0900	48	56	30	19	151	20	44	37	2	5	80	24

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	175	245	149	93	500	134	290	269	2	19	359	132	2367
0715-0815	245	273	170	119	681	169	343	313	4	23	405	138	2883
0730-0830	282	302	193	139	787	187	369	341	7	25	465	162	3259
0745-0845	298	328	199	144	780	180	358	324	8	23	508	163	3313
0800-0900	281	314	189	133	731	141	310	279	9	22	477	149	3035

A.M. PEAK HOUR  
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

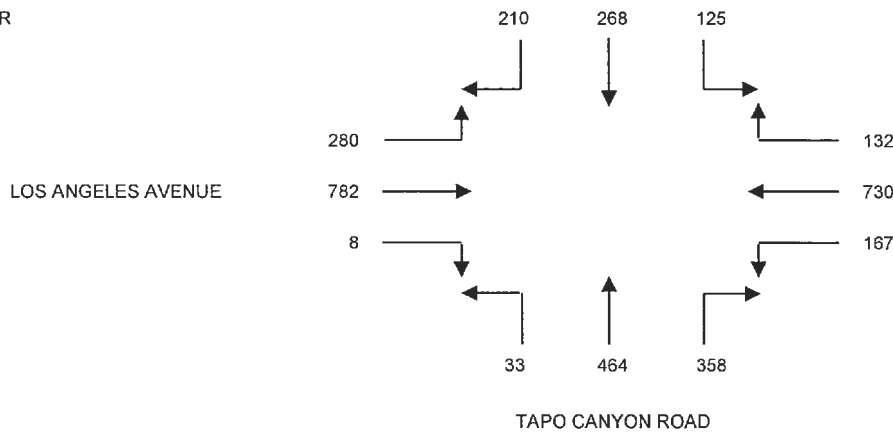
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA  
 PROJECT: HACIENDA PEPPERTREE PROJECT - SIMI VALLEY  
 DATE: WEDNESDAY, MARCH 08, 2018  
 PERIOD: 04:00 PM TO 06:00 PM  
 INTERSECTION: N/S TAPO CANYON ROAD  
 E/W LOS ANGELES AVENUE  
 FILE NUMBER: 2-PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	60	58	37	27	171	28	64	99	12	2	143	73
0415-0430	53	74	36	41	195	38	74	89	8	5	186	63
0430-0445	51	69	26	25	157	40	82	141	9	3	191	81
0445-0500	58	68	31	37	174	36	92	101	9	1	177	54
0500-0515	55	64	36	46	204	45	89	128	9	1	213	79
0515-0530	46	67	32	24	195	46	95	94	6	3	201	66
0530-0545	65	52	34	44	197	43	93	81	4	2	195	57
0545-0600	52	64	31	30	191	34	75	70	4	2	167	58

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0400-0500	222	269	130	130	697	142	312	430	38	11	697	271	3349
0415-0515	217	275	129	149	730	159	337	459	35	10	767	277	3544
0430-0530	210	268	125	132	730	167	358	464	33	8	782	280	3557
0445-0545	224	251	133	151	770	170	369	404	28	7	786	256	3549
0500-0600	218	247	133	144	787	168	352	373	23	8	776	260	3489

P.M. PEAK HOUR  
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

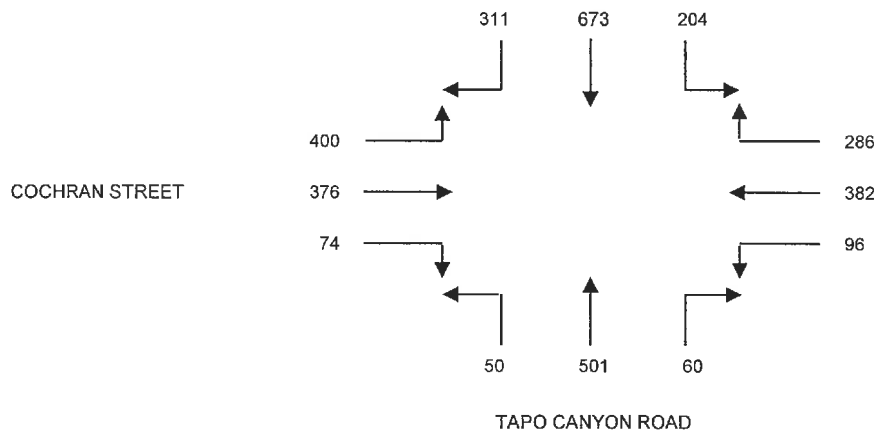
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA  
 PROJECT: HACIENDA PEPPERTREE PROJECT - SIMI VALLEY  
 DATE: WEDNESDAY, MARCH 08, 2018  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S TAPO CANYON ROAD  
 E/W COCHRAN STREET  
 FILE NUMBER: 1-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	26	105	38	70	38	10	7	112	4	5	56	85
0715-0730	34	100	29	78	50	9	5	107	3	8	40	99
0730-0745	47	122	29	84	60	14	9	112	5	10	62	83
0745-0800	76	171	38	77	94	23	16	140	11	15	110	93
0800-0815	101	180	45	71	116	37	20	149	19	29	120	118
0815-0830	81	169	66	70	98	24	15	121	13	20	96	119
0830-0845	53	153	55	68	74	12	9	91	7	10	50	70
0845-0900	51	110	50	61	72	9	7	79	7	5	62	69

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	183	498	134	309	242	56	37	471	23	38	268	360	2619
0715-0815	258	573	141	310	320	83	50	508	38	62	332	393	3068
0730-0830	305	642	178	302	368	98	60	522	48	74	388	413	3398
0745-0845	311	673	204	286	382	96	60	501	50	74	376	400	3413
0800-0900	286	612	216	270	360	82	51	440	46	64	328	376	3131

A.M. PEAK HOUR  
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877



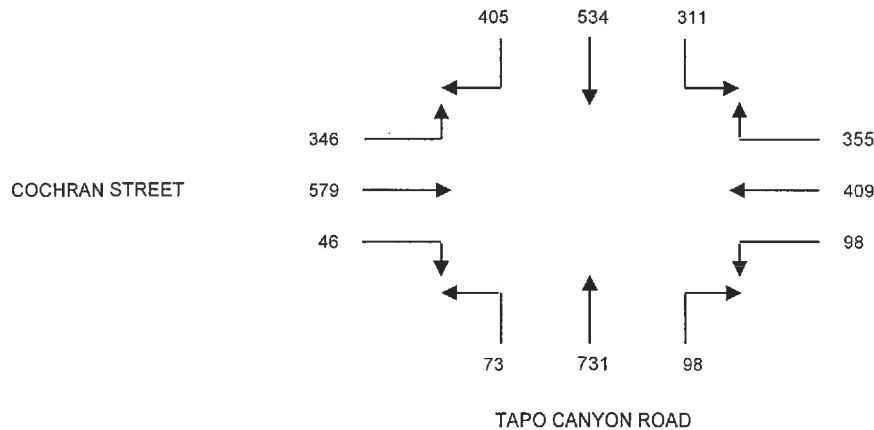
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA  
 PROJECT: HACIENDA PEPPERTREE PROJECT - SIMI VALLEY  
 DATE: WEDNESDAY, MARCH 08, 2018  
 PERIOD: 04:00 PM TO 06:00 PM  
 INTERSECTION: N/S TAPO CANYON ROAD  
 E/W COCHRAN STREET  
 FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	88	126	68	76	98	15	12	175	14	13	129	74
0415-0430	78	137	50	69	82	29	14	180	20	10	127	65
0430-0445	95	140	59	75	90	33	23	191	19	11	127	87
0445-0500	95	131	77	77	100	24	21	183	17	6	130	84
0500-0515	107	133	91	96	118	20	33	196	16	10	177	85
0515-0530	108	130	84	107	101	21	21	161	21	19	145	90
0530-0545	97	121	72	95	91	19	16	152	13	18	135	94
0545-0600	88	108	62	85	108	15	18	135	12	15	130	80

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0400-0500	356	534	254	297	370	101	70	729	70	40	513	310	3644
0415-0515	375	541	277	317	390	106	91	750	72	37	561	321	3838
0430-0530	405	534	311	355	409	98	98	731	73	46	579	346	3985
0445-0545	407	515	324	375	410	84	91	692	67	53	587	353	3958
0500-0600	400	492	309	383	418	75	88	644	62	62	587	349	3869

P.M. PEAK HOUR  
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91005  
 PH: 626-446-7978  
 FAX: 626-446-2877

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 13\_SMV\_Tapo Canyon\_118E AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

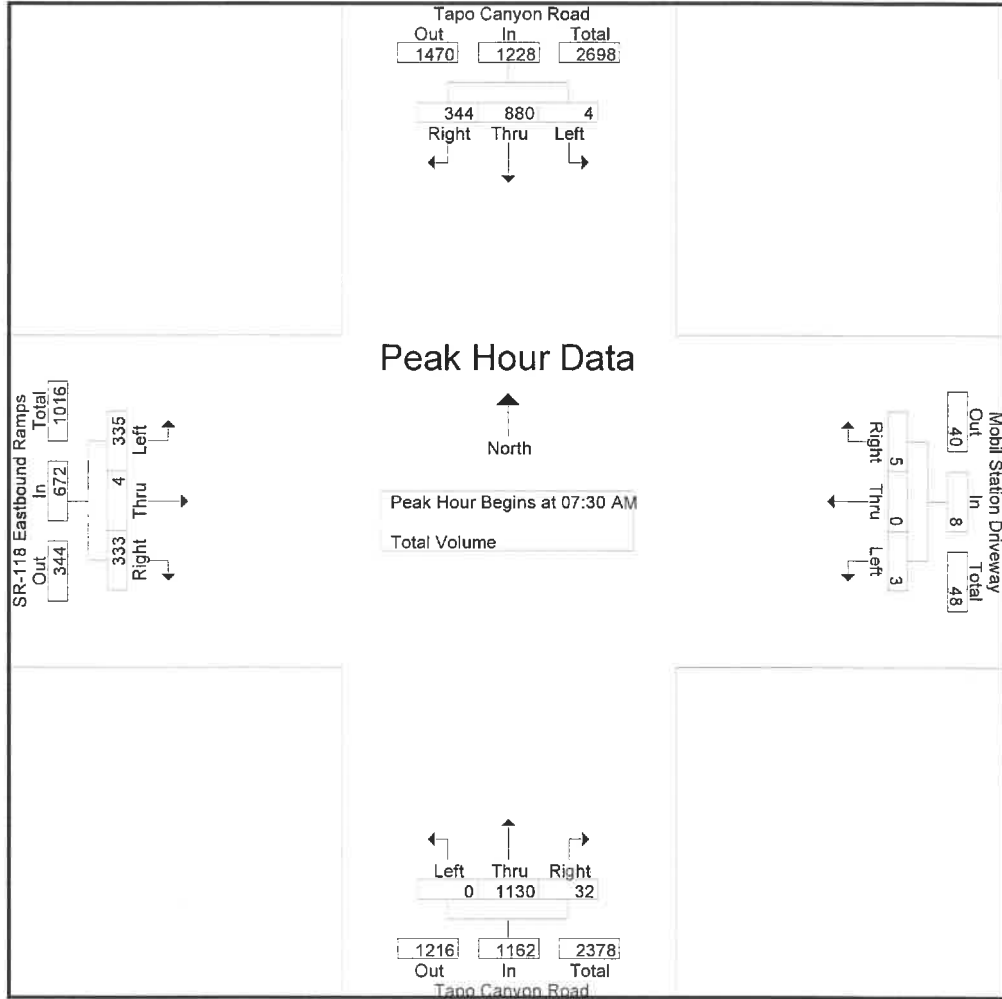
Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound				Mobil Station Driveway Westbound				Tapo Canyon Road Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	92	115	209	0	0	1	1	0	279	8	287	44	2	47	93	590
07:15 AM	1	132	93	226	0	0	0	0	0	236	9	245	76	1	42	119	590
07:30 AM	1	181	87	269	1	0	3	4	0	306	6	312	104	1	64	169	754
07:45 AM	0	268	89	357	1	0	0	1	0	293	4	297	87	1	95	183	838
Total	4	673	384	1061	2	0	4	6	0	1114	27	1141	311	5	248	564	2772
08:00 AM	1	210	83	294	0	0	1	1	0	290	13	303	84	1	94	179	777
08:15 AM	2	221	85	308	1	0	1	2	0	241	9	250	60	1	80	141	701
08:30 AM	2	142	70	214	0	0	2	2	0	198	7	205	81	4	59	144	565
08:45 AM	0	130	56	186	0	0	0	0	0	219	10	229	65	1	96	162	577
Total	5	703	294	1002	1	0	4	5	0	948	39	987	290	7	329	626	2620
Grand Total	9	1376	678	2063	3	0	8	11	0	2062	66	2128	601	12	577	1190	5392
Apprch %	0.4	66.7	32.9		27.3	0	72.7		0	96.9	3.1		50.5	1	48.5		
Total %	0.2	25.5	12.6	38.3	0.1	0	0.1	0.2	0	38.2	1.2	39.5	11.1	0.2	10.7	22.1	

Start Time	Tapo Canyon Road Southbound				Mobil Station Driveway Westbound				Tapo Canyon Road Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	181	87	269	1	0	3	4	0	306	6	312	104	1	64	169	754
07:45 AM	0	268	89	357	1	0	0	1	0	293	4	297	87	1	95	183	838
08:00 AM	1	210	83	294	0	0	1	1	0	290	13	303	84	1	94	179	777
08:15 AM	2	221	85	308	1	0	1	2	0	241	9	250	60	1	80	141	701
Total Volume	4	880	344	1228	3	0	5	8	0	1130	32	1162	335	4	333	672	3070
% App. Total	0.3	71.7	28		37.5	0	62.5		0	97.2	2.8		49.9	0.6	49.6		
PHF	.500	.821	.966	.860	.750	.000	.417	.500	.000	.923	.615	.931	.805	1.00	.876	.918	.916

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 13\_SMV\_Tapo Canyon\_118E AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM							
+0 mins.	1	181	87	269	1	0	3	4	0	306	6	312	104	1	64	169
+15 mins.	0	268	89	357	1	0	0	1	0	293	4	297	87	1	95	183
+30 mins.	1	210	83	294	0	0	1	1	0	290	13	303	84	1	94	179
+45 mins.	2	221	85	308	1	0	1	2	0	241	9	250	60	1	80	141
Total Volume	4	880	344	1228	3	0	5	8	0	1130	32	1162	335	4	333	672
% App. Total	0.3	71.7	28		37.5	0	62.5		0	97.2	2.8		49.9	0.6	49.6	
PHF	.500	.821	.966	.860	.750	.000	.417	.500	.000	.923	.615	.931	.805	1.000	.876	.918

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

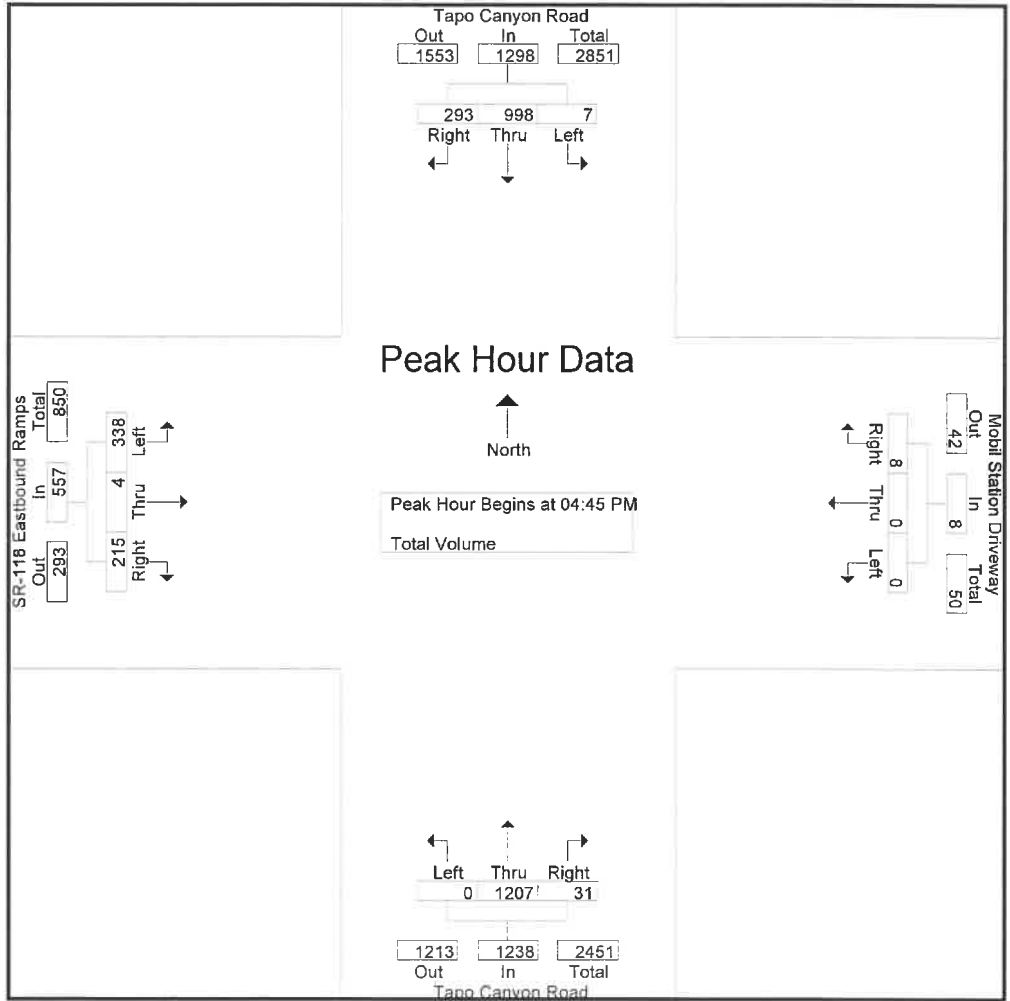
City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 13\_SMV\_Tapo Canyon\_118E PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound				Mobil Station Driveway Westbound				Tapo Canyon Road Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	228	74	304	0	0	1	1	0	314	5	319	85	0	51	136	760
04:15 PM	1	228	67	296	0	0	0	0	0	259	4	263	82	0	46	128	687
04:30 PM	1	237	74	312	0	0	0	0	0	325	5	330	90	1	56	147	789
04:45 PM	4	240	80	324	0	0	0	0	0	303	6	309	100	1	54	155	788
Total	8	933	295	1236	0	0	1	1	0	1201	20	1221	357	2	207	566	3024
05:00 PM	2	278	89	369	0	0	1	1	0	294	9	303	86	0	51	137	810
05:15 PM	0	231	58	289	0	0	4	4	0	285	7	292	68	1	51	120	705
05:30 PM	1	249	66	316	0	0	3	3	0	325	9	334	84	2	59	145	798
05:45 PM	1	244	54	299	0	0	5	5	0	253	12	265	98	2	56	156	725
Total	4	1002	267	1273	0	0	13	13	0	1157	37	1194	336	5	217	558	3038
Grand Total	12	1935	562	2509	0	0	14	14	0	2358	57	2415	693	7	424	1124	6062
Apprch %	0.5	77.1	22.4		0	0	100		0	97.6	2.4		61.7	0.6	37.7		
Total %	0.2	31.9	9.3	41.4	0	0	0.2	0.2	0	38.9	0.9	39.8	11.4	0.1	7	18.5	

Start Time	Tapo Canyon Road Southbound				Mobil Station Driveway Westbound				Tapo Canyon Road Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	240	80	324	0	0	0	0	0	303	6	309	100	1	54	155	788
05:00 PM	2	278	89	369	0	0	1	1	0	294	9	303	86	0	51	137	810
05:15 PM	0	231	58	289	0	0	4	4	0	285	7	292	68	1	51	120	705
05:30 PM	1	249	66	316	0	0	3	3	0	325	9	334	84	2	59	145	798
Total Volume	7	998	293	1298	0	0	8	8	0	1207	31	1238	338	4	215	557	3101
% App. Total	0.5	76.9	22.6		0	0	100		0	97.5	2.5		60.7	0.7	38.6		
PHF	.438	.897	.823	.879	.000	.000	.500	.500	.000	.928	.861	.927	.845	.500	.911	.898	.957



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	1	228	67	296	0	0	1	1	0	303	6	309	82	0	46	.128
+15 mins.	1	237	74	312	0	0	4	4	0	294	9	303	90	1	56	147
+30 mins.	4	240	80	324	0	0	3	3	0	285	7	292	100	1	54	155
+45 mins.	2	278	89	369	0	0	5	5	0	325	9	334	86	0	51	137
Total Volume	8	983	310	1301	0	0	13	13	0	1207	31	1238	358	2	207	567
% App. Total	0.6	75.6	23.8		0	0	100		0	97.5	2.5		63.1	0.4	36.5	
PHF	.500	.884	.871	.881	.000	.000	.650	.650	.000	.928	.861	.927	.895	.500	.924	.915

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

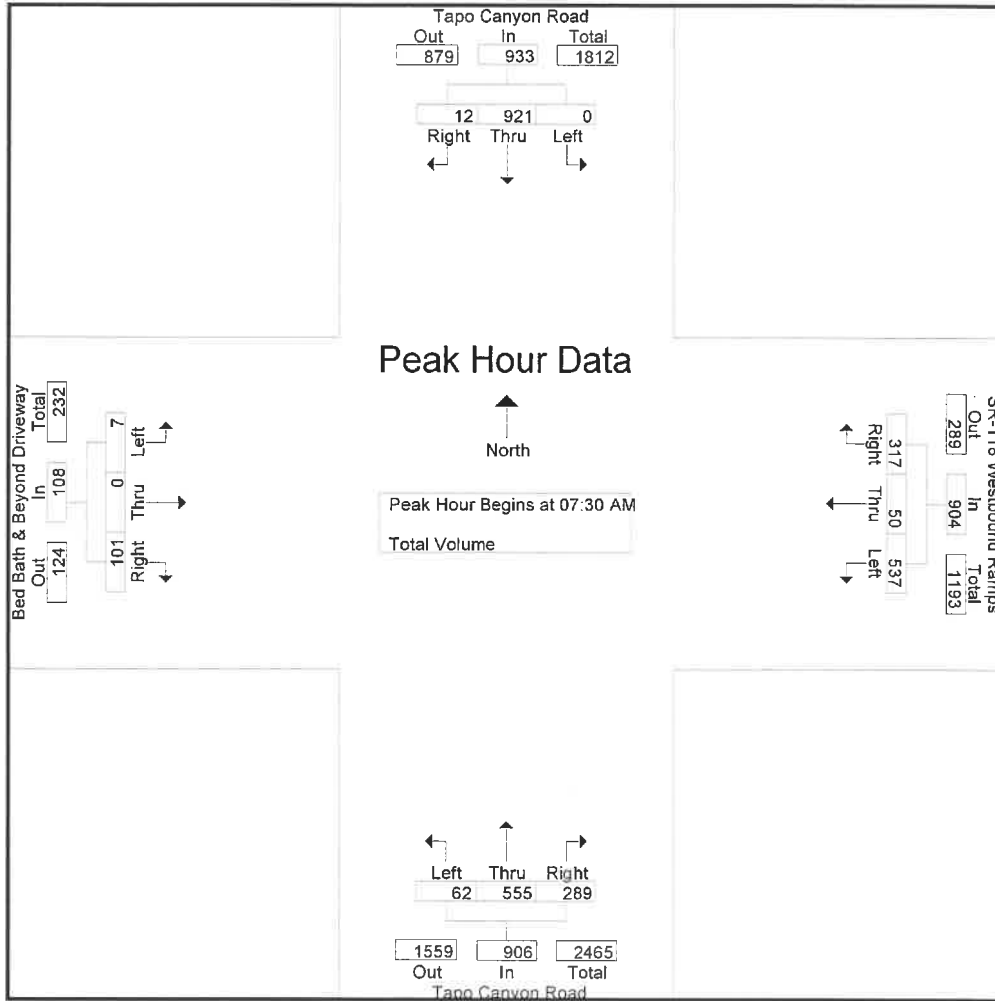
City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 12\_SMV\_Tapo Canyon\_118W AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound				SR-118 Westbound Ramps Westbound				Tapo Canyon Road Northbound				Bed Bath & Beyond Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	202	0	202	66	4	25	95	11	52	68	131	2	0	14	16	444
07:15 AM	0	233	1	234	96	5	50	151	8	98	74	180	2	0	13	15	580
07:30 AM	0	232	2	234	110	12	60	182	9	170	77	256	1	0	23	24	696
07:45 AM	0	254	2	256	171	9	79	259	12	132	76	220	2	0	22	24	759
<b>Total</b>	0	921	5	926	443	30	214	687	40	452	295	787	7	0	72	79	2479
08:00 AM	0	229	2	231	134	15	92	241	25	148	69	242	2	0	22	24	738
08:15 AM	0	206	6	212	122	14	86	222	16	105	67	188	2	0	34	36	658
08:30 AM	0	151	1	152	103	15	61	179	14	120	43	177	2	0	18	20	528
08:45 AM	0	161	2	163	73	12	67	152	20	120	56	196	4	0	27	31	542
<b>Total</b>	0	747	11	758	432	56	306	794	75	493	235	803	10	0	101	111	2466
<b>Grand Total</b>	0	1668	16	1684	875	86	520	1481	115	945	530	1590	17	0	173	190	4945
Apprch %	0	99	1		59.1	5.8	35.1		7.2	59.4	33.3		8.9	0	91.1		
Total %	0	33.7	0.3	34.1	17.7	1.7	10.5	29.9	2.3	19.1	10.7	32.2	0.3	0	3.5	3.8	

Start Time	Tapo Canyon Road Southbound				SR-118 Westbound Ramps Westbound				Tapo Canyon Road Northbound				Bed Bath & Beyond Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	232	2	234	110	12	60	182	9	170	77	256	1	0	23	24	696
07:45 AM	0	254	2	256	171	9	79	259	12	132	76	220	2	0	22	24	759
08:00 AM	0	229	2	231	134	15	92	241	25	148	69	242	2	0	22	24	738
08:15 AM	0	206	6	212	122	14	86	222	16	105	67	188	2	0	34	36	658
<b>Total Volume</b>	0	921	12	933	537	50	317	904	62	555	289	906	7	0	101	108	2851
% App. Total	0	98.7	1.3		59.4	5.5	35.1		6.8	61.3	31.9		6.5	0	93.5		
PHF	.000	.906	.500	.911	.785	.833	.861	.873	.620	.816	.938	.885	.875	.000	.743	.750	.939



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	0	233	1	234	110	12	60	182	9	170	77	256	2	0	22	24
+15 mins.	0	232	2	234	171	9	79	259	12	132	76	220	2	0	34	36
+30 mins.	0	254	2	256	134	15	92	241	25	148	69	242	2	0	18	20
+45 mins.	0	229	2	231	122	14	86	222	16	105	67	188	4	0	27	31
Total Volume	0	948	7	955	537	50	317	904	62	555	289	906	10	0	101	111
% App. Total	0	99.3	0.7		59.4	5.5	35.1		6.8	61.3	31.9		9	0	91	
PHF	.000	.933	.875	.933	.785	.833	.861	.873	.620	.816	.938	.885	.625	.000	.743	.771

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

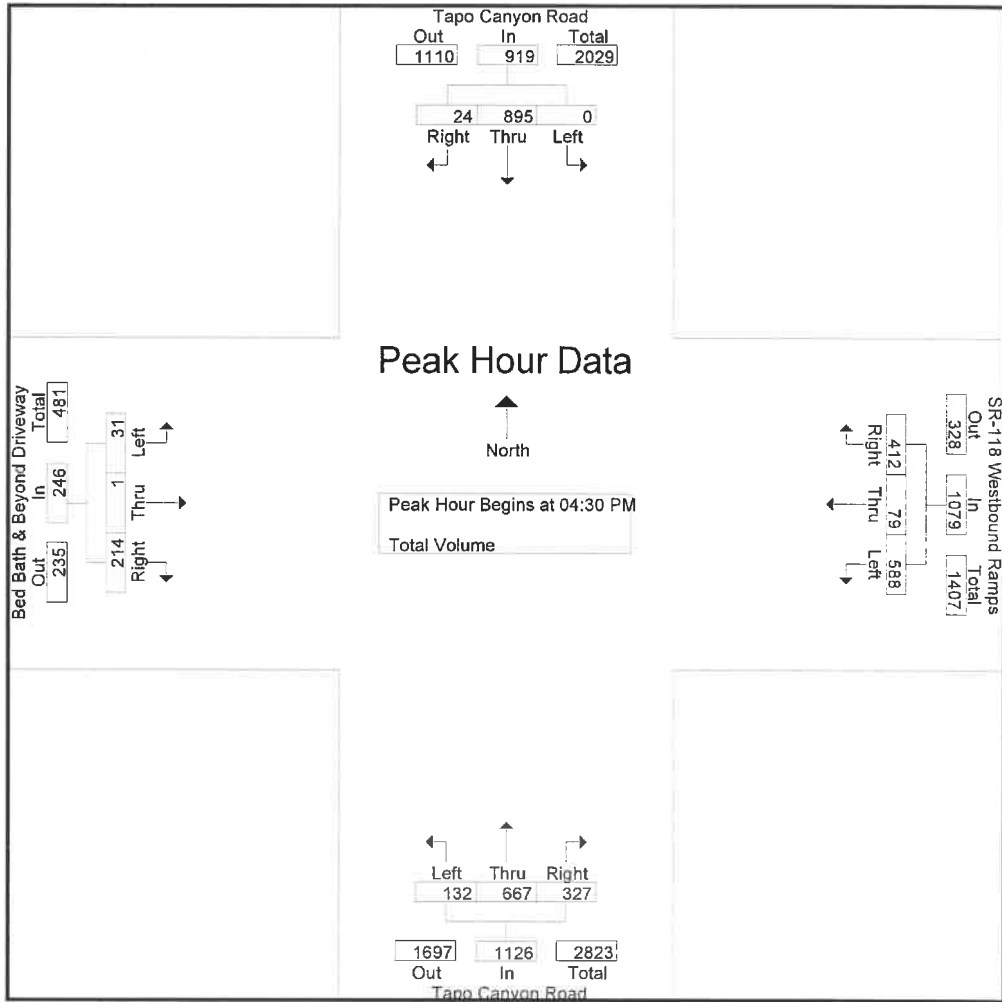
File Name : 12\_SMV\_Tapo Canyon\_118W PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound				SR-118 Westbound Ramps Westbound				Tapo Canyon Road Northbound				Bed Bath & Beyond Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	231	6	237	128	16	100	244	47	164	66	277	6	0	47	53	811
04:15 PM	0	182	4	186	136	25	99	260	43	159	57	259	6	0	60	66	771
04:30 PM	0	201	2	203	149	19	100	268	38	172	82	292	8	0	61	69	832
04:45 PM	0	253	5	258	129	14	115	258	33	179	76	288	12	1	58	71	875
<b>Total</b>	<b>0</b>	<b>867</b>	<b>17</b>	<b>884</b>	<b>542</b>	<b>74</b>	<b>414</b>	<b>1030</b>	<b>161</b>	<b>674</b>	<b>281</b>	<b>1116</b>	<b>32</b>	<b>1</b>	<b>226</b>	<b>259</b>	<b>3289</b>
05:00 PM	0	261	8	269	154	22	97	273	38	160	79	277	1	0	47	48	867
05:15 PM	0	180	9	189	156	24	100	280	23	156	90	269	10	0	48	58	796
05:30 PM	0	219	6	225	152	12	103	267	41	175	78	294	4	0	42	46	832
05:45 PM	0	174	2	176	143	15	115	273	48	180	61	289	4	0	58	62	800
<b>Total</b>	<b>0</b>	<b>834</b>	<b>25</b>	<b>859</b>	<b>605</b>	<b>73</b>	<b>415</b>	<b>1093</b>	<b>150</b>	<b>671</b>	<b>308</b>	<b>1129</b>	<b>19</b>	<b>0</b>	<b>195</b>	<b>214</b>	<b>3295</b>
<b>Grand Total</b>	<b>0</b>	<b>1701</b>	<b>42</b>	<b>1743</b>	<b>1147</b>	<b>147</b>	<b>829</b>	<b>2123</b>	<b>311</b>	<b>1345</b>	<b>589</b>	<b>2245</b>	<b>51</b>	<b>1</b>	<b>421</b>	<b>473</b>	<b>6584</b>
Apprch %	0	97.6	2.4		54	6.9	39		13.9	59.9	26.2		10.8	0.2	89		
Total %	0	25.8	0.6	26.5	17.4	2.2	12.6	32.2	4.7	20.4	8.9	34.1	0.8	0	6.4	7.2	

Start Time	Tapo Canyon Road Southbound				SR-118 Westbound Ramps Westbound				Tapo Canyon Road Northbound				Bed Bath & Beyond Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	201	2	203	149	19	100	268	38	172	82	292	8	0	61	69	832
04:45 PM	0	253	5	258	129	14	115	258	33	179	76	288	12	1	58	71	875
05:00 PM	0	261	8	269	154	22	97	273	38	160	79	277	1	0	47	48	867
05:15 PM	0	180	9	189	156	24	100	280	23	156	90	269	10	0	48	58	796
<b>Total Volume</b>	<b>0</b>	<b>895</b>	<b>24</b>	<b>919</b>	<b>588</b>	<b>79</b>	<b>412</b>	<b>1079</b>	<b>132</b>	<b>667</b>	<b>327</b>	<b>1126</b>	<b>31</b>	<b>1</b>	<b>214</b>	<b>246</b>	<b>3370</b>
% App. Total	0	97.4	2.6		54.5	7.3	38.2		11.7	59.2	29		12.6	0.4	87		
PHF	.000	.857	.667	.854	.942	.823	.896	.963	.868	.932	.908	.964	.646	.250	.877	.866	.963





Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	253	5	258	154	22	97	273	38	160	79	277	6	0	47	53
+15 mins.	0	261	8	269	156	24	100	280	23	156	90	269	6	0	60	66
+30 mins.	0	180	9	189	152	12	103	267	41	175	78	294	8	0	61	69
+45 mins.	0	219	6	225	143	15	115	273	48	180	61	289	12	1	58	71
Total Volume	0	913	28	941	605	73	415	1093	150	671	308	1129	32	1	226	259
% App. Total	0	.97	.3		55.4	6.7	.38		13.3	59.4	27.3		12.4	0.4	87.3	
PHF	.000	.875	.778	.875	.970	.760	.902	.976	.781	.932	.856	.960	.667	.250	.926	.912

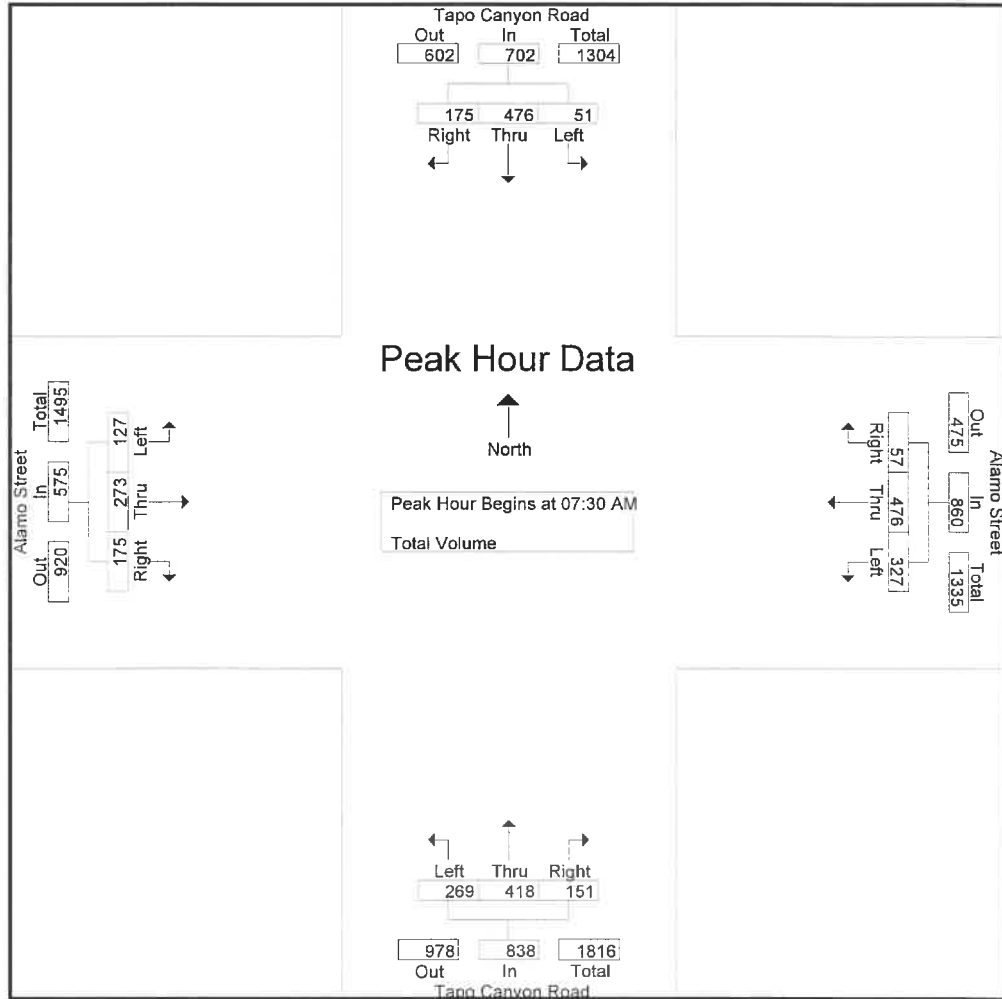
City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Alamo Street  
 Weather: Clear

File Name : 11\_SMV\_Tapo Canyon\_Alamo AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound				Alamo Street Westbound				Tapo Canyon Road Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	103	9	116	83	35	5	123	26	44	30	100	8	33	51	92	431
07:15 AM	14	101	17	132	80	90	9	179	34	64	35	133	27	60	55	142	586
07:30 AM	6	137	38	181	76	104	14	194	53	129	46	228	33	81	38	152	755
07:45 AM	14	120	49	183	104	156	20	280	66	114	32	212	50	72	52	174	849
Total	38	461	113	612	343	385	48	776	179	351	143	673	118	246	196	560	2621
08:00 AM	19	125	47	191	72	126	10	208	79	116	33	228	25	60	42	127	754
08:15 AM	12	94	41	147	75	90	13	178	71	59	40	170	19	60	43	122	617
08:30 AM	5	72	20	97	47	53	6	106	58	77	25	160	14	45	41	100	463
08:45 AM	9	80	20	109	48	81	6	135	47	75	36	158	16	62	39	117	519
Total	45	371	128	544	242	350	35	627	255	327	134	716	74	227	165	466	2353
Grand Total	83	832	241	1156	585	735	83	1403	434	678	277	1389	192	473	361	1026	4974
Apprch %	7.2	72	20.8		41.7	52.4	5.9		31.2	48.8	19.9		18.7	46.1	35.2		
Total %	1.7	16.7	4.8	23.2	11.8	14.8	1.7	28.2	8.7	13.6	5.6	27.9	3.9	9.5	7.3	20.6	

Start Time	Tapo Canyon Road Southbound				Alamo Street Westbound				Tapo Canyon Road Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	137	38	181	76	104	14	194	53	129	46	228	33	81	38	152	755
07:45 AM	14	120	49	183	104	156	20	280	66	114	32	212	50	72	52	174	849
08:00 AM	19	125	47	191	72	126	10	208	79	116	33	228	25	60	42	127	754
08:15 AM	12	94	41	147	75	90	13	178	71	59	40	170	19	60	43	122	617
Total Volume	51	476	175	702	327	476	57	860	269	418	151	838	127	273	175	575	2975
% App. Total	7.3	67.8	24.9		38	55.3	6.6		32.1	49.9	18		22.1	47.5	30.4		
PHF	.671	.869	.893	.919	.786	.763	.713	.768	.851	.810	.821	.919	.635	.843	.841	.826	.876



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	6	137	38	181	80	90	9	179	53	129	46	228	27	60	55	142
+15 mins.	14	120	49	183	76	104	14	194	66	114	32	212	33	81	38	152
+30 mins.	19	125	47	191	104	156	20	280	79	116	33	228	50	72	52	174
+45 mins.	12	94	41	147	72	126	10	208	71	59	40	170	25	60	42	127
Total Volume	51	476	175	702	332	476	53	861	269	418	151	838	135	273	187	595
% App. Total	7.3	67.8	24.9		38.6	55.3	6.2		32.1	49.9	18		22.7	45.9	31.4	
PHF	.671	.869	.893	.919	.798	.763	.663	.769	.851	.810	.821	.919	.675	.843	.850	.855

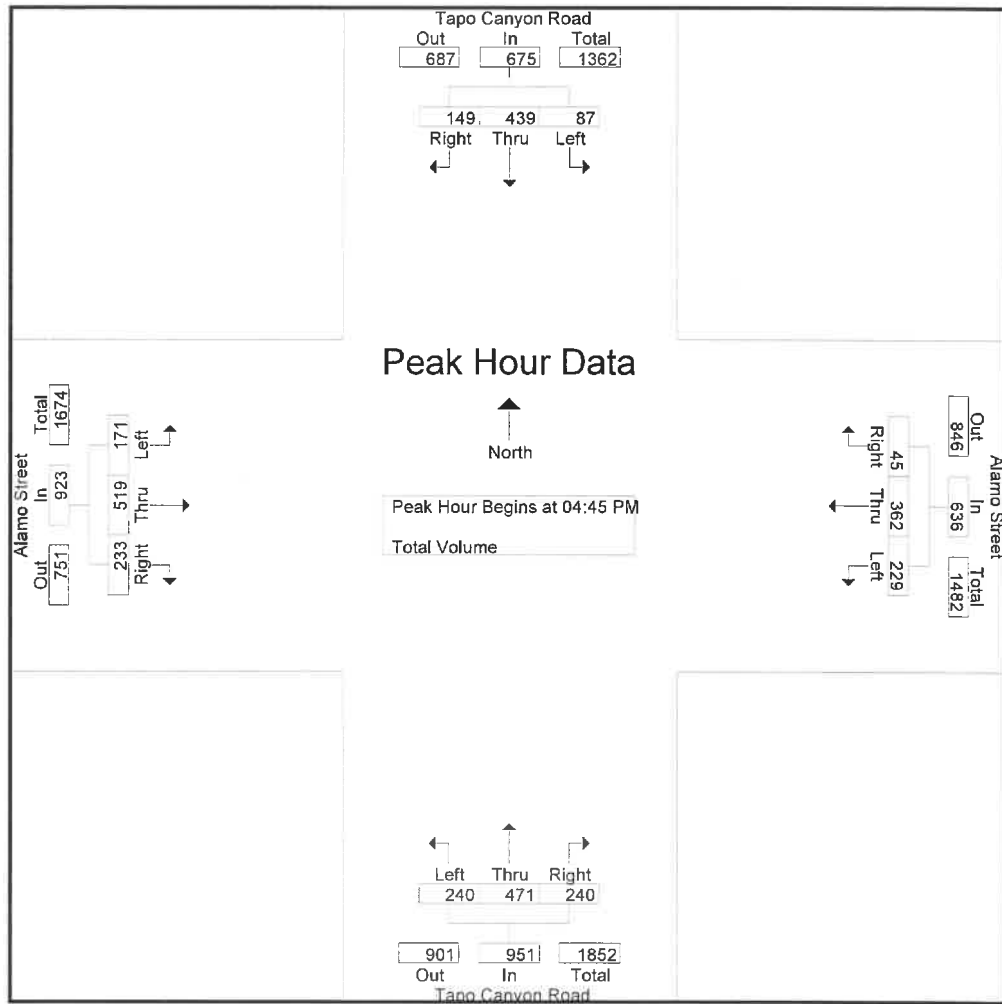
City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Alamo Street  
 Weather: Clear

File Name : 11\_SMV\_Tapo Canyon\_Alamo PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound				Alamo Street Westbound				Tapo Canyon Road Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	110	35	159	66	84	15	165	53	131	65	249	52	91	51	194	767
04:15 PM	21	81	30	132	57	79	22	158	56	98	58	212	36	112	50	198	700
04:30 PM	14	112	26	152	54	85	10	149	55	118	53	226	35	106	50	191	718
04:45 PM	24	109	41	174	54	98	14	166	63	120	62	245	44	134	53	231	816
<b>Total</b>	<b>73</b>	<b>412</b>	<b>132</b>	<b>617</b>	<b>231</b>	<b>346</b>	<b>61</b>	<b>638</b>	<b>227</b>	<b>467</b>	<b>238</b>	<b>932</b>	<b>167</b>	<b>443</b>	<b>204</b>	<b>814</b>	<b>3001</b>
05:00 PM	25	111	27	163	66	92	11	169	65	114	69	248	42	139	85	266	846
05:15 PM	16	101	39	156	48	79	9	136	59	134	48	241	40	122	54	216	749
05:30 PM	22	118	42	182	61	93	11	165	53	103	61	217	45	124	41	210	774
05:45 PM	18	66	23	107	54	86	13	153	76	127	84	287	37	95	42	174	721
<b>Total</b>	<b>81</b>	<b>396</b>	<b>131</b>	<b>608</b>	<b>229</b>	<b>350</b>	<b>44</b>	<b>623</b>	<b>253</b>	<b>478</b>	<b>262</b>	<b>993</b>	<b>164</b>	<b>480</b>	<b>222</b>	<b>866</b>	<b>3090</b>
<b>Grand Total</b>	<b>154</b>	<b>808</b>	<b>263</b>	<b>1225</b>	<b>460</b>	<b>696</b>	<b>105</b>	<b>1261</b>	<b>480</b>	<b>945</b>	<b>500</b>	<b>1925</b>	<b>331</b>	<b>923</b>	<b>426</b>	<b>1680</b>	<b>6091</b>
Apprch %	12.6	66	21.5		36.5	55.2	8.3		24.9	49.1	26		19.7	54.9	25.4		
Total %	2.5	13.3	4.3	20.1	7.6	11.4	1.7	20.7	7.9	15.5	8.2	31.6	5.4	15.2	7	27.6	

Start Time	Tapo Canyon Road Southbound				Alamo Street Westbound				Tapo Canyon Road Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	24	109	41	174	54	98	14	166	63	120	62	245	44	134	53	231	816
05:00 PM	25	111	27	163	66	92	11	169	65	114	69	248	42	139	85	266	846
05:15 PM	16	101	39	156	48	79	9	136	59	134	48	241	40	122	54	216	749
05:30 PM	22	118	42	182	61	93	11	165	53	103	61	217	45	124	41	210	774
Total Volume	87	439	149	675	229	362	45	636	240	471	240	951	171	519	233	923	3185
% App. Total	12.9	65	22.1		36	56.9	7.1		25.2	49.5	25.2		18.5	56.2	25.2		
PHF	.870	.930	.887	.927	.867	.923	.804	.941	.923	.879	.870	.959	.950	.933	.685	.867	.941



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	24	109	41	174	57	79	22	158	65	114	69	248	44	134	53	231
+15 mins.	25	111	27	163	54	85	10	149	59	134	48	241	42	139	85	266
+30 mins.	16	101	39	156	54	98	14	166	53	103	61	217	40	122	54	216
+45 mins.	22	118	42	182	66	92	11	169	76	127	84	287	45	124	41	210
Total Volume	87	439	149	675	231	354	57	642	253	478	262	993	171	519	233	923
% App. Total	12.9	65	22.1		36	55.1	8.9		25.5	48.1	26.4		18.5	56.2	25.2	
PHF	.870	.930	.887	.927	.875	.903	.648	.950	.832	.892	.780	.865	.950	.933	.685	.867

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Township Avenue  
 Weather: Clear

File Name : 35\_SMV\_Tapo Canyon\_Township AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

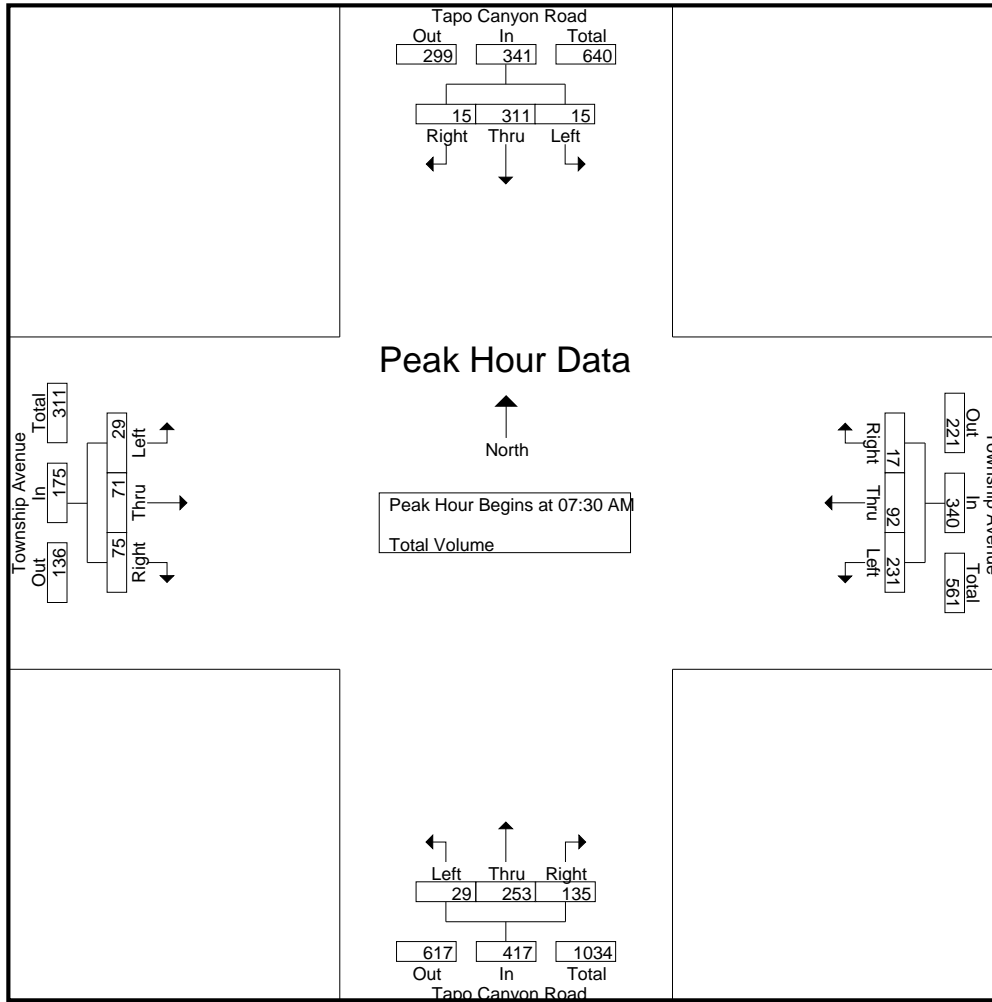
Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound				Township Avenue Westbound				Tapo Canyon Road Northbound				Township Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	49	1	52	15	5	0	20	1	23	7	31	0	8	8	16	119
07:15 AM	2	72	1	75	21	8	0	29	4	40	10	54	1	12	16	29	187
07:30 AM	1	99	5	105	43	14	3	60	9	95	26	130	16	14	24	54	349
07:45 AM	5	113	7	125	47	33	4	84	6	86	41	133	11	18	16	45	387
<b>Total</b>	<b>10</b>	<b>333</b>	<b>14</b>	<b>357</b>	<b>126</b>	<b>60</b>	<b>7</b>	<b>193</b>	<b>20</b>	<b>244</b>	<b>84</b>	<b>348</b>	<b>28</b>	<b>52</b>	<b>64</b>	<b>144</b>	<b>1042</b>
08:00 AM	7	58	1	66	76	28	7	111	5	47	51	103	1	30	17	48	328
08:15 AM	2	41	2	45	65	17	3	85	9	25	17	51	1	9	18	28	209
08:30 AM	1	23	0	24	14	10	0	24	8	23	9	40	2	6	9	17	105
08:45 AM	2	42	3	47	7	3	1	11	3	29	7	39	2	9	15	26	123
<b>Total</b>	<b>12</b>	<b>164</b>	<b>6</b>	<b>182</b>	<b>162</b>	<b>58</b>	<b>11</b>	<b>231</b>	<b>25</b>	<b>124</b>	<b>84</b>	<b>233</b>	<b>6</b>	<b>54</b>	<b>59</b>	<b>119</b>	<b>765</b>
<b>Grand Total</b>	<b>22</b>	<b>497</b>	<b>20</b>	<b>539</b>	<b>288</b>	<b>118</b>	<b>18</b>	<b>424</b>	<b>45</b>	<b>368</b>	<b>168</b>	<b>581</b>	<b>34</b>	<b>106</b>	<b>123</b>	<b>263</b>	<b>1807</b>
Apprch %	4.1	92.2	3.7		67.9	27.8	4.2		7.7	63.3	28.9		12.9	40.3	46.8		
Total %	1.2	27.5	1.1	29.8	15.9	6.5	1	23.5	2.5	20.4	9.3	32.2	1.9	5.9	6.8	14.6	

Start Time	Tapo Canyon Road Southbound				Township Avenue Westbound				Tapo Canyon Road Northbound				Township Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	99	5	105	43	14	3	60	<b>9</b>	<b>95</b>	26	130	<b>16</b>	14	<b>24</b>	<b>54</b>	349
07:45 AM	5	<b>113</b>	<b>7</b>	<b>125</b>	47	<b>33</b>	4	84	6	86	41	<b>133</b>	11	18	16	45	<b>387</b>
08:00 AM	7	58	1	66	76	28	7	111	5	47	51	103	1	30	17	48	328
08:15 AM	2	41	2	45	65	17	3	85	9	25	17	51	1	9	18	28	209
Total Volume	15	311	15	341	231	92	17	340	29	253	135	417	29	71	75	175	1273
% App. Total	4.4	91.2	4.4		67.9	27.1	5		7	60.7	32.4		16.6	40.6	42.9		
PHF	.536	.688	.536	.682	.760	.697	.607	.766	.806	.666	.662	.784	.453	.592	.781	.810	.822

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Township Avenue  
 Weather: Clear

File Name : 35\_SMV\_Tapo Canyon\_Township AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	2	72	1	75	43	14	3	60	4	40	10	54	1	12	16	29
+15 mins.	1	99	5	105	47	<b>33</b>	4	84	<b>9</b>	<b>95</b>	26	130	<b>16</b>	14	<b>24</b>	<b>54</b>
+30 mins.	5	<b>113</b>	<b>7</b>	<b>125</b>	<b>76</b>	28	<b>7</b>	<b>111</b>	6	86	41	<b>133</b>	11	18	16	45
+45 mins.	<b>7</b>	58	1	66	65	17	3	85	5	47	<b>51</b>	103	1	<b>30</b>	17	48
Total Volume	15	342	14	371	231	92	17	340	24	268	128	420	29	74	73	176
% App. Total	4	92.2	3.8		67.9	27.1	5		5.7	63.8	30.5		16.5	42	41.5	
PHF	.536	.757	.500	.742	.760	.697	.607	.766	.667	.705	.627	.789	.453	.617	.760	.815

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Township Avenue  
 Weather: Clear

File Name : 35\_SMV\_Tapo Canyon\_Township PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

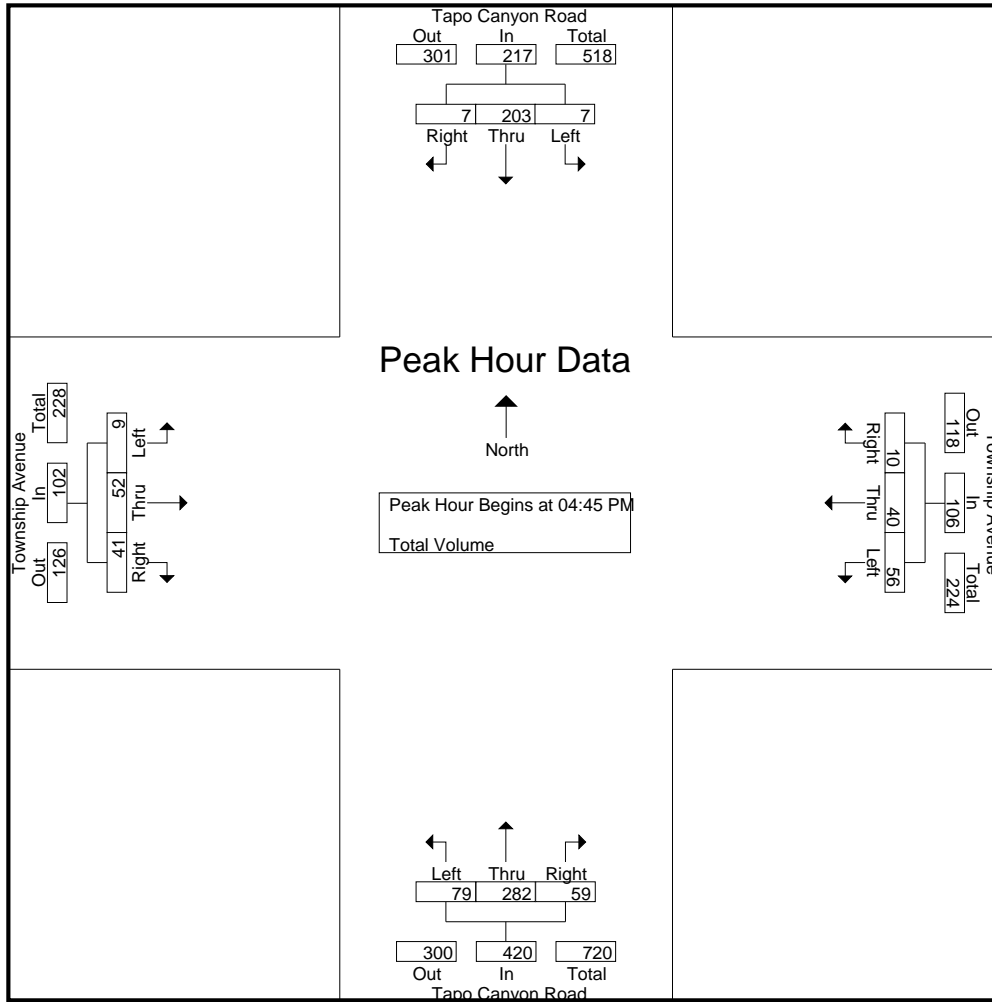
Start Time	Tapo Canyon Road Southbound				Township Avenue Westbound				Tapo Canyon Road Northbound				Township Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	53	3	56	9	7	0	16	13	39	18	70	3	7	10	20	162
04:15 PM	1	41	4	46	9	11	2	22	15	71	10	96	3	8	6	17	181
04:30 PM	3	33	1	37	9	10	2	21	14	68	22	104	3	11	9	23	185
04:45 PM	2	55	2	59	14	13	1	28	25	71	13	109	0	8	8	16	212
Total	6	182	10	198	41	41	5	87	67	249	63	379	9	34	33	76	740
05:00 PM	1	54	1	56	11	8	3	22	21	63	13	97	1	18	9	28	203
05:15 PM	2	45	3	50	16	10	4	30	22	77	21	120	4	19	12	35	235
05:30 PM	2	49	1	52	15	9	2	26	11	71	12	94	4	7	12	23	195
05:45 PM	2	43	1	46	11	10	1	22	14	55	20	89	1	14	10	25	182
Total	7	191	6	204	53	37	10	100	68	266	66	400	10	58	43	111	815
Grand Total	13	373	16	402	94	78	15	187	135	515	129	779	19	92	76	187	1555
Apprch %	3.2	92.8	4		50.3	41.7	8		17.3	66.1	16.6		10.2	49.2	40.6		
Total %	0.8	24	1	25.9	6	5	1	12	8.7	33.1	8.3	50.1	1.2	5.9	4.9	12	

Start Time	Tapo Canyon Road Southbound				Township Avenue Westbound				Tapo Canyon Road Northbound				Township Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	55	2	59	14	13	1	28	25	71	13	109	0	8	8	16	212
05:00 PM	1	54	1	56	11	8	3	22	21	63	13	97	1	18	9	28	203
05:15 PM	2	45	3	50	16	10	4	30	22	77	21	120	4	19	12	35	235
05:30 PM	2	49	1	52	15	9	2	26	11	71	12	94	4	7	12	23	195
Total Volume	7	203	7	217	56	40	10	106	79	282	59	420	9	52	41	102	845
% App. Total	3.2	93.5	3.2		52.8	37.7	9.4		18.8	67.1	14		8.8	51	40.2		
PHF	.875	.923	.583	.919	.875	.769	.625	.883	.790	.916	.702	.875	.563	.684	.854	.729	.899



City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Township Avenue  
 Weather: Clear

File Name : 35\_SMV\_Tapo Canyon\_Township PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM							
+0 mins.	2	55	2	59	14	13	1	28	14	68	22	104	1	18	9	28
+15 mins.	1	54	1	56	11	8	3	22	25	71	13	109	4	19	12	35
+30 mins.	2	45	3	50	16	10	4	30	21	63	13	97	4	7	12	23
+45 mins.	2	49	1	52	15	9	2	26	22	77	21	120	1	14	10	25
Total Volume	7	203	7	217	56	40	10	106	82	279	69	430	10	58	43	111
% App. Total	3.2	93.5	3.2		52.8	37.7	9.4		19.1	64.9	16		9	52.3	38.7	
PHF	.875	.923	.583	.919	.875	.769	.625	.883	.820	.906	.784	.896	.625	.763	.896	.793

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Lost Canyons Drive  
 Weather: Clear

File Name : 36\_SMV\_Tapo Canyon\_Lost Canyons AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound			Tapo Canyon Road Northbound			Lost Canyons Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	8	0	8	6	7	13	0	6	6	27
07:15 AM	9	1	10	6	9	15	1	14	15	40
07:30 AM	10	1	11	5	7	12	0	28	28	51
07:45 AM	11	0	11	13	8	21	1	15	16	48
Total	38	2	40	30	31	61	2	63	65	166
08:00 AM	4	1	5	8	12	20	0	12	12	37
08:15 AM	6	0	6	9	10	19	1	8	9	34
08:30 AM	6	1	7	4	7	11	0	2	2	20
08:45 AM	9	1	10	5	3	8	0	6	6	24
Total	25	3	28	26	32	58	1	28	29	115
Grand Total	63	5	68	56	63	119	3	91	94	281
Apprch %	92.6	7.4		47.1	52.9		3.2	96.8		
Total %	22.4	1.8	24.2	19.9	22.4	42.3	1.1	32.4	33.5	

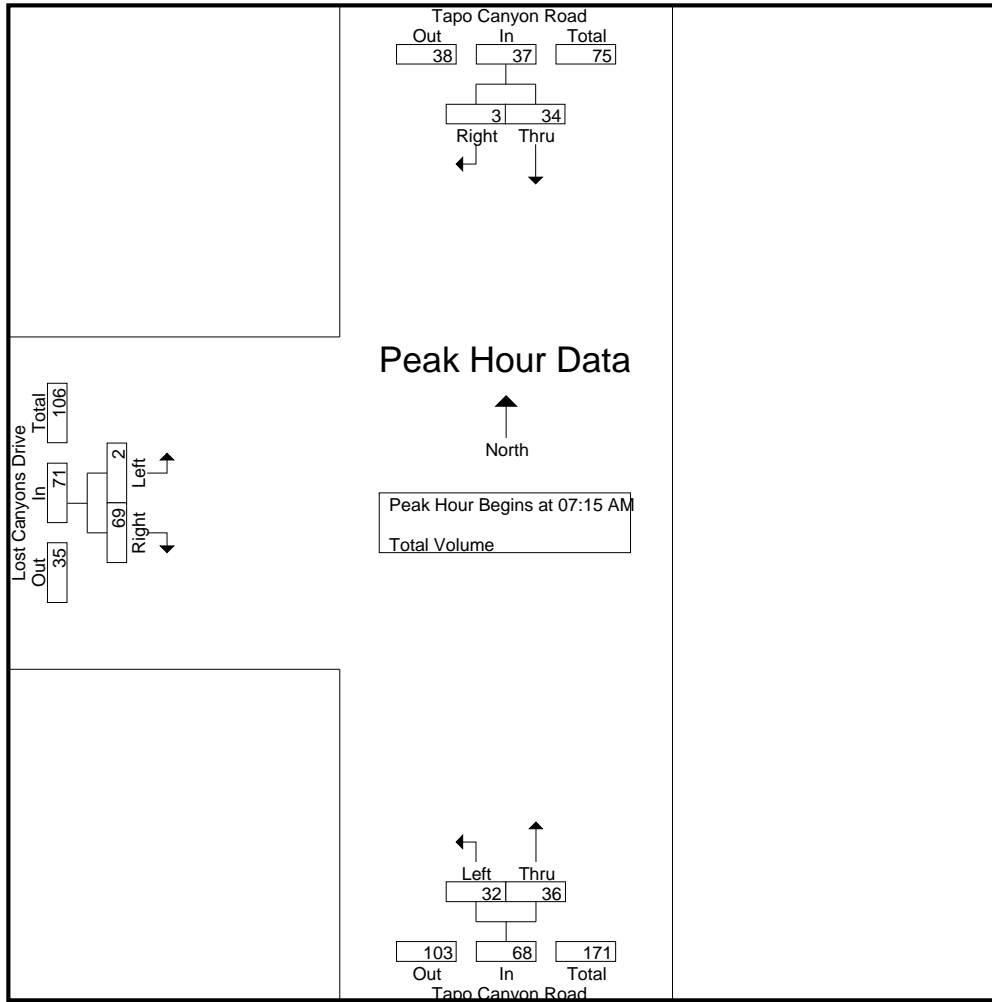
Start Time	Tapo Canyon Road Southbound			Tapo Canyon Road Northbound			Lost Canyons Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	9	1	10	6	9	15	1	14	15	40
07:30 AM	10	1	11	5	7	12	0	28	28	51
07:45 AM	11	0	11	13	8	21	1	15	16	48
08:00 AM	4	1	5	8	12	20	0	12	12	37
Total Volume	34	3	37	32	36	68	2	69	71	176
% App. Total	91.9	8.1		47.1	52.9		2.8	97.2		
PHF	.773	.750	.841	.615	.750	.810	.500	.616	.634	.863

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Lost Canyons Drive  
 Weather: Clear

File Name : 36\_SMV\_Tapo Canyon\_Lost Canyons AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:15 AM		
+0 mins.	8	0	8	5	7	12	1	14	15
+15 mins.	9	1	10	13	8	21	0	28	28
+30 mins.	10	1	11	8	12	20	1	15	16
+45 mins.	11	0	11	9	10	19	0	12	12
Total Volume	38	2	40	35	37	72	2	69	71
% App. Total	95	5	48.6	48.6	51.4	2.8	97.2		
PHF	.864	.500	.909	.673	.771	.857	.500	.616	.634

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Lost Canyons Drive  
 Weather: Clear

File Name : 36\_SMV\_Tapo Canyon\_Lost Canyons PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tapo Canyon Road Southbound			Tapo Canyon Road Northbound			Lost Canyons Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	7	1	8	11	3	14	1	9	10	32
04:15 PM	5	1	6	12	11	23	1	6	7	36
04:30 PM	10	1	11	13	14	27	0	9	9	47
04:45 PM	17	2	19	23	6	29	0	9	9	57
Total	39	5	44	59	34	93	2	33	35	172
05:00 PM	7	0	7	21	7	28	2	9	11	46
05:15 PM	10	2	12	31	3	34	3	18	21	67
05:30 PM	6	0	6	24	5	29	0	10	10	45
05:45 PM	4	1	5	15	4	19	0	13	13	37
Total	27	3	30	91	19	110	5	50	55	195
Grand Total	66	8	74	150	53	203	7	83	90	367
Apprch %	89.2	10.8		73.9	26.1		7.8	92.2		
Total %	18	2.2	20.2	40.9	14.4	55.3	1.9	22.6	24.5	

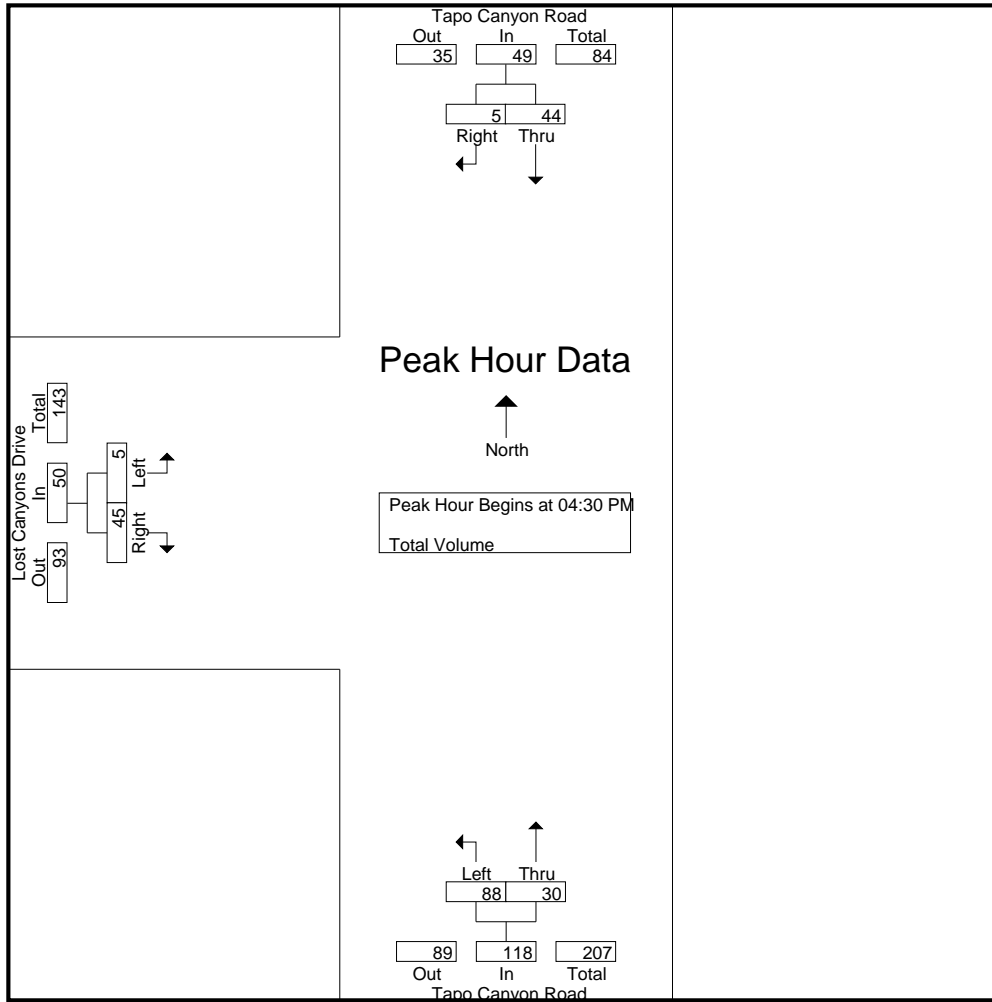
Start Time	Tapo Canyon Road Southbound			Tapo Canyon Road Northbound			Lost Canyons Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	10	1	11	13	<b>14</b>	27	0	9	9	47
04:45 PM	<b>17</b>	<b>2</b>	<b>19</b>	23	6	29	0	9	9	57
05:00 PM	7	0	7	21	7	28	2	9	11	46
05:15 PM	10	2	12	<b>31</b>	3	<b>34</b>	<b>3</b>	<b>18</b>	<b>21</b>	<b>67</b>
Total Volume	44	5	49	88	30	118	5	45	50	217
% App. Total	89.8	10.2		74.6	25.4		10	90		
PHF	.647	.625	.645	.710	.536	.868	.417	.625	.595	.810

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Simi Valley  
 N/S: Tapo Canyon Road  
 E/W: Lost Canyons Drive  
 Weather: Clear

File Name : 36\_SMV\_Tapo Canyon\_Lost Canyons PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			05:00 PM		
+0 mins.	10	1	11	23	6	29	2	9	11
+15 mins.	17	2	19	21	7	28	3	18	21
+30 mins.	7	0	7	31	3	34	0	10	10
+45 mins.	10	2	12	24	5	29	0	13	13
Total Volume	44	5	49	99	21	120	5	50	55
% App. Total	89.8	10.2		82.5	17.5		9.1	90.9	
PHF	.647	.625	.645	.798	.750	.882	.417	.694	.655

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

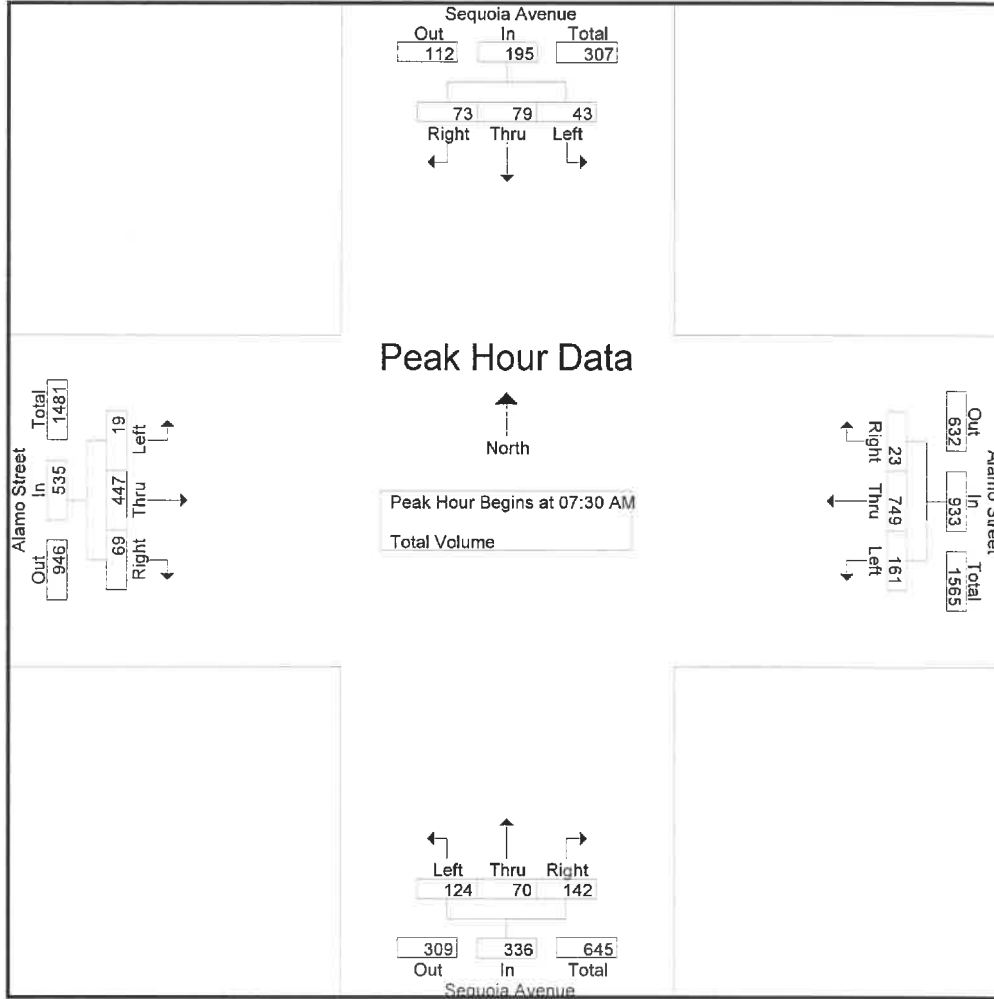
City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Alamo Street  
 Weather: Clear

File Name : 08\_SMV\_Sequoia\_Alamo AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Alamo Street Westbound				Sequoia Avenue Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	6	13	29	13	65	1	79	6	6	17	29	2	53	5	60	197
07:15 AM	8	9	8	25	30	101	3	134	14	6	32	52	3	88	4	95	306
07:30 AM	12	29	21	62	43	142	5	190	25	18	47	90	3	118	19	140	482
07:45 AM	9	15	30	54	63	239	4	306	53	29	51	133	7	120	28	155	648
Total	39	59	72	170	149	547	13	709	98	59	147	304	15	379	56	450	1633
08:00 AM	13	18	9	40	31	185	9	225	28	17	24	69	6	116	16	138	472
08:15 AM	9	17	13	39	24	183	5	212	18	6	20	44	3	93	6	102	397
08:30 AM	10	12	9	31	20	109	8	137	11	11	20	42	5	75	2	82	292
08:45 AM	8	9	8	25	20	120	7	147	8	9	31	48	3	95	6	104	324
Total	40	56	39	135	95	597	29	721	65	43	95	203	17	379	30	426	1485
Grand Total	79	115	111	305	244	1144	42	1430	163	102	242	507	32	758	86	876	3118
Apprch %	25.9	37.7	36.4		17.1	80	2.9		32.1	20.1	47.7		3.7	86.5	9.8		
Total %	2.5	3.7	3.6	9.8	7.8	36.7	1.3	45.9	5.2	3.3	7.8	16.3	1	24.3	2.8	28.1	

Start Time	Sequoia Avenue Southbound				Alamo Street Westbound				Sequoia Avenue Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	29	21	62	43	142	5	190	25	18	47	90	3	118	19	140	482
07:45 AM	9	15	30	54	63	239	4	306	53	29	51	133	7	120	28	155	648
08:00 AM	13	18	9	40	31	185	9	225	28	17	24	69	6	116	16	138	472
08:15 AM	9	17	13	39	24	183	5	212	18	6	20	44	3	93	6	102	397
Total Volume	43	79	73	195	161	749	23	933	124	70	142	336	19	447	69	535	1999
% App. Total	22.1	40.5	37.4		17.3	80.3	2.5		36.9	20.8	42.3		3.6	83.6	12.9		
PHF	.827	.681	.608	.786	.639	.783	.639	.762	.585	.603	.696	.632	.679	.931	.616	.863	.771



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	12	29	21	62	43	142	5	190	14	6	32	52	3	118	19	140
+15 mins.	9	15	30	54	63	239	4	306	25	18	47	90	7	120	28	155
+30 mins.	13	18	9	40	31	185	9	225	53	29	51	133	6	116	16	138
+45 mins.	9	17	13	39	24	183	5	212	28	17	24	69	3	93	6	102
Total Volume	43	79	73	195	161	749	23	933	120	70	154	344	19	447	69	535
% App. Total	22.1	40.5	37.4		17.3	80.3	2.5		34.9	20.3	44.8		3.6	83.6	12.9	
PHF	.827	.681	.608	.786	.639	.783	.639	.762	.566	.603	.755	.647	.679	.931	.616	.863

City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Alamo Street  
 Weather: Clear

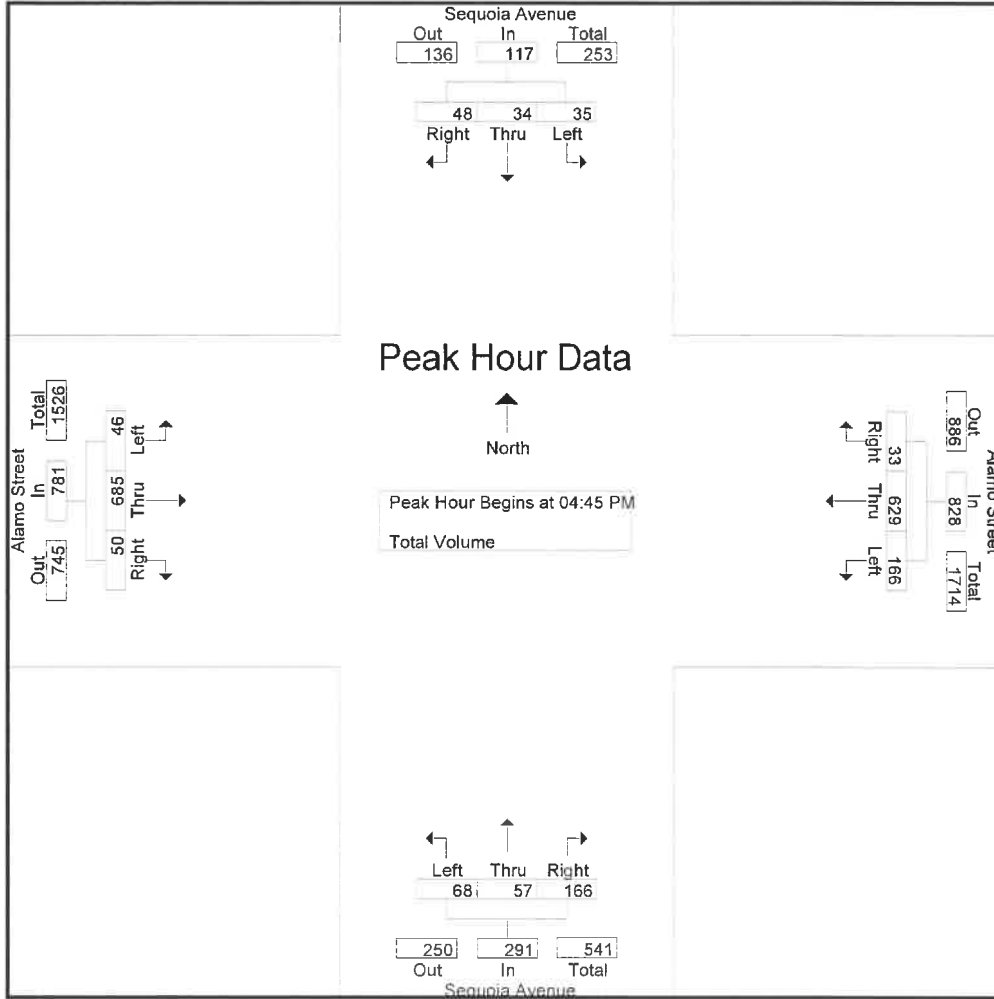
File Name : 08\_SMV\_Sequoia\_Alamo PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Alamo Street Westbound				Sequoia Avenue Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	5	12	19	37	142	8	187	22	8	48	78	12	151	11	174	458
04:15 PM	12	10	8	30	40	135	11	186	17	18	25	60	7	148	9	164	440
04:30 PM	4	8	6	18	38	156	5	199	20	10	35	65	9	153	11	173	455
04:45 PM	5	8	9	22	45	169	8	222	20	14	28	62	14	165	10	189	495
Total	23	31	35	89	160	602	32	794	79	50	136	265	42	617	41	700	1848
05:00 PM	11	11	18	40	33	174	12	219	14	15	44	73	13	187	19	219	551
05:15 PM	13	7	10	30	47	142	7	196	19	17	44	80	10	180	15	205	511
05:30 PM	6	8	11	25	41	144	6	191	15	11	50	76	9	153	6	168	460
05:45 PM	9	9	11	29	45	126	11	182	16	11	40	67	5	176	6	187	465
Total	39	35	50	124	166	586	36	788	64	54	178	296	37	696	46	779	1987
Grand Total	62	66	85	213	326	1188	68	1582	143	104	314	561	79	1313	87	1479	3835
Apprch %	29.1	31	39.9		20.6	75.1	4.3		25.5	18.5	56		5.3	88.8	5.9		
Total %	1.6	1.7	2.2	5.6	8.5	31	1.8	41.3	3.7	2.7	8.2	14.6	2.1	34.2	2.3	38.6	

Start Time	Sequoia Avenue Southbound				Alamo Street Westbound				Sequoia Avenue Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	8	9	22	45	169	8	222	20	14	28	62	14	165	10	189	495
05:00 PM	11	11	18	40	33	174	12	219	14	15	44	73	13	187	19	219	551
05:15 PM	13	7	10	30	47	142	7	196	19	17	44	80	10	180	15	205	511
05:30 PM	6	8	11	25	41	144	6	191	15	11	50	76	9	153	6	168	460
Total Volume	35	34	48	117	166	629	33	828	68	57	166	291	46	685	50	781	2017
% App. Total	29.9	29.1	41		20	76	4		23.4	19.6	57		5.9	87.7	6.4		
PHF	.673	.773	.667	.731	.883	.904	.688	.932	.850	.838	.830	.909	.821	.916	.658	.892	.915





Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	11	11	18	40	38	156	5	199	14	15	44	73	9	153	11	173
+15 mins.	13	7	10	30	45	169	8	222	19	17	44	80	14	165	10	189
+30 mins.	6	8	11	25	33	174	12	219	15	11	50	76	13	187	19	219
+45 mins.	9	9	11	29	47	142	7	196	16	11	40	67	10	180	15	205
Total Volume	39	35	50	124	163	641	32	836	64	54	178	296	46	685	55	786
% App. Total	31.5	28.2	40.3		19.5	76.7	3.8		21.6	18.2	60.1		5.9	87.2	7	
PHF	.750	.795	.694	.775	.867	.921	.667	.941	.842	.794	.890	.925	.821	.916	.724	.897

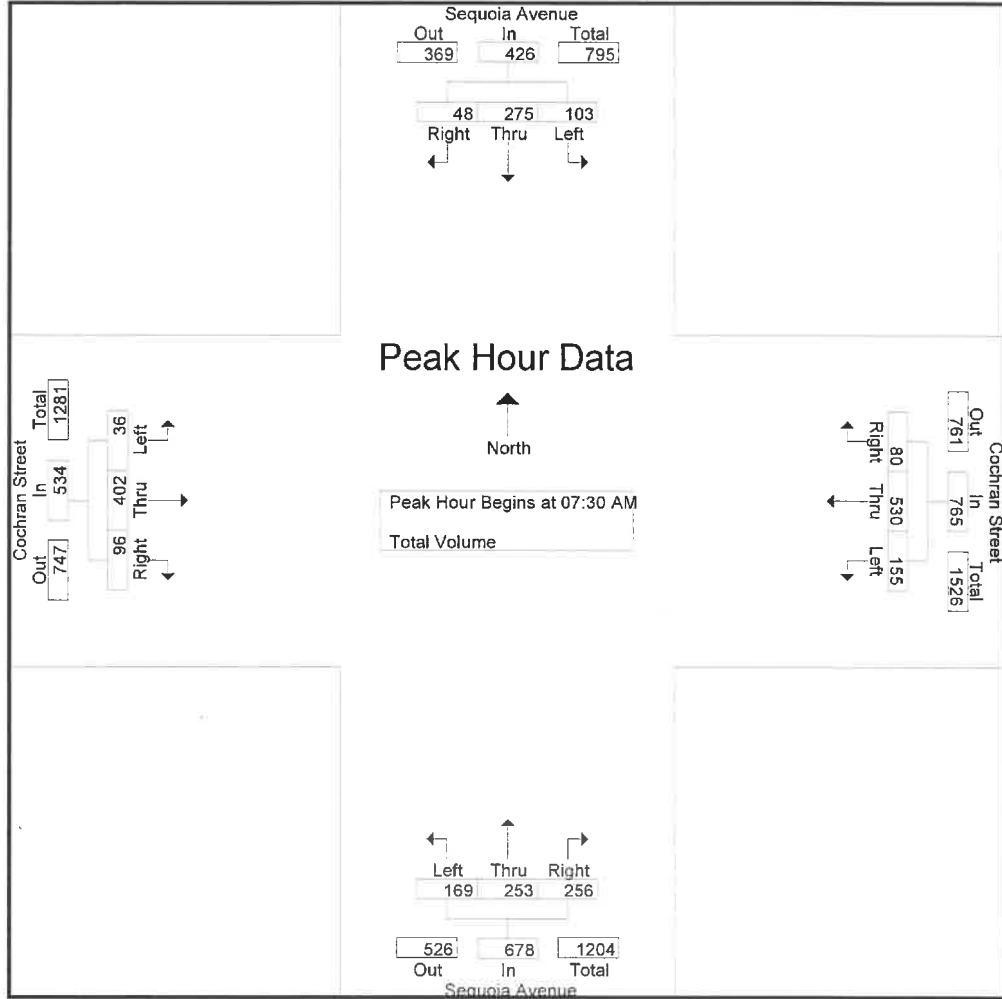
City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 09\_SMV\_Sequoia\_Cochran AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Cochran Street Westbound				Sequoia Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	16	26	4	46	13	55	5	73	24	22	39	85	6	43	11	60	264
07:15 AM	18	36	6	60	15	66	6	87	27	35	40	102	6	45	15	66	315
07:30 AM	23	90	13	126	34	101	14	149	37	76	72	185	13	97	17	127	587
07:45 AM	39	90	13	142	68	174	28	270	55	89	118	262	10	137	27	174	848
Total	96	242	36	374	130	396	53	579	143	222	269	634	35	322	70	427	2014
08:00 AM	21	55	10	86	37	151	22	210	39	52	41	132	9	100	26	135	563
08:15 AM	20	40	12	72	16	104	16	136	38	36	25	99	4	68	26	98	405
08:30 AM	17	23	6	46	14	92	14	120	37	27	20	84	8	69	23	100	350
08:45 AM	19	24	7	50	20	98	12	130	34	39	23	96	10	91	21	122	398
Total	77	142	35	254	87	445	64	596	148	154	109	411	31	328	96	455	1716
Grand Total	173	384	71	628	217	841	117	1175	291	376	378	1045	66	650	166	882	3730
Apprch %	27.5	61.1	11.3		18.5	71.6	10		27.8	36	36.2		7.5	73.7	18.8		
Total %	4.6	10.3	1.9	16.8	5.8	22.5	3.1	31.5	7.8	10.1	10.1	28	1.8	17.4	4.5	23.6	

Start Time	Sequoia Avenue Southbound				Cochran Street Westbound				Sequoia Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	90	13	126	34	101	14	149	37	76	72	185	13	97	17	127	587
07:45 AM	39	90	13	142	68	174	28	270	55	89	118	262	10	137	27	174	848
08:00 AM	21	55	10	86	37	151	22	210	39	52	41	132	9	100	26	135	563
08:15 AM	20	40	12	72	16	104	16	136	38	36	25	99	4	68	26	98	405
Total Volume	103	275	48	426	155	530	80	765	169	253	256	678	36	402	96	534	2403
% App. Total	24.2	64.6	11.3		20.3	69.3	10.5		24.9	37.3	37.8		6.7	75.3	18		
PHF	.660	.764	.923	.750	.570	.761	.714	.708	.768	.711	.542	.647	.692	.734	.889	.767	.708



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	23	90	13	126	34	101	14	149	27	35	40	102	13	97	17	127
+15 mins.	39	90	13	142	68	174	28	270	37	76	72	185	10	137	27	174
+30 mins.	21	55	10	86	37	151	22	210	55	89	118	262	9	100	26	135
+45 mins.	20	40	12	72	16	104	16	136	39	52	41	132	4	68	26	98
Total Volume	103	275	48	426	155	530	80	765	158	252	271	681	36	402	96	534
% App. Total	24.2	64.6	11.3		20.3	69.3	10.5		23.2	37	39.8		6.7	75.3	18	
PHF	.660	.764	.923	.750	.570	.761	.714	.708	.718	.708	.574	.650	.692	.734	.889	.767

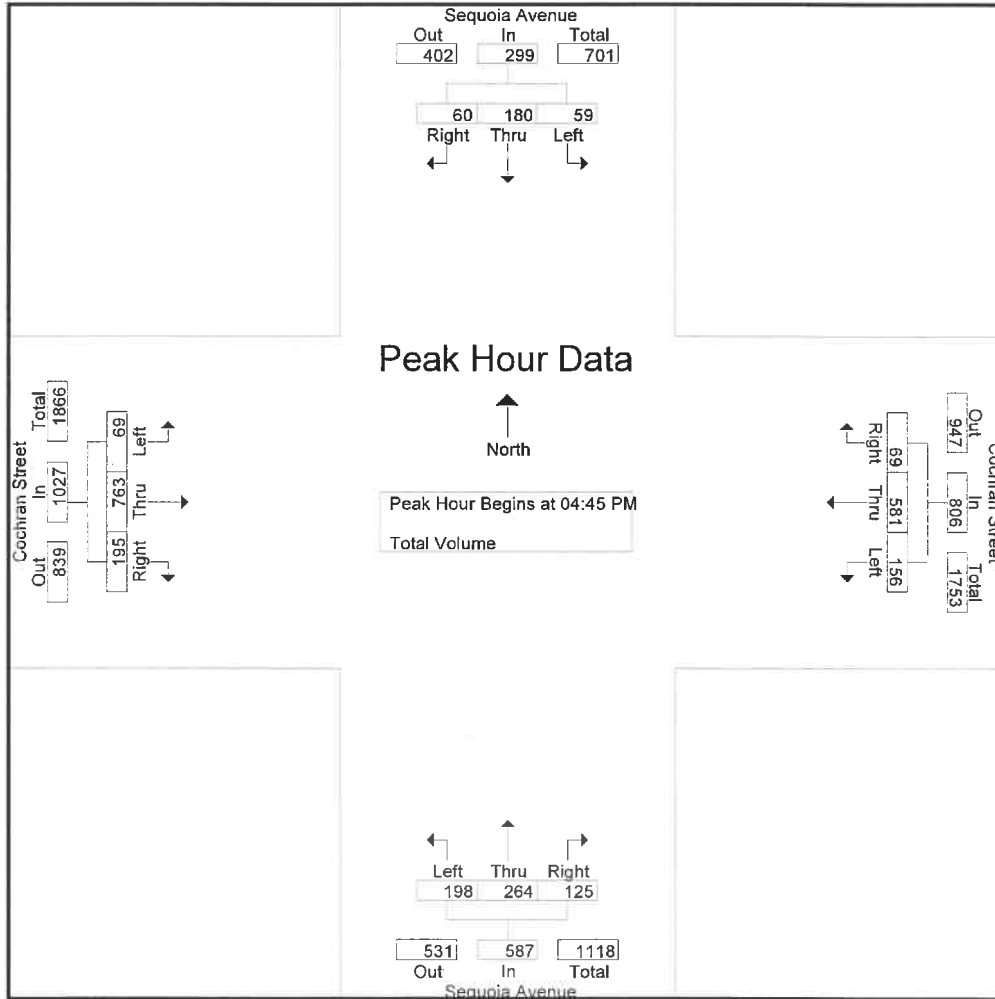
City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 09\_SMV\_Sequoia\_Cochran PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Cochran Street Westbound				Sequoia Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	34	11	56	30	145	15	190	33	50	34	117	21	145	41	207	570
04:15 PM	12	45	15	72	37	141	13	191	28	55	37	120	17	182	51	250	633
04:30 PM	9	34	10	53	39	145	17	201	34	53	25	112	14	178	55	247	613
04:45 PM	14	43	15	72	32	144	7	183	53	62	23	138	13	192	40	245	638
<b>Total</b>	<b>46</b>	<b>156</b>	<b>51</b>	<b>253</b>	<b>138</b>	<b>575</b>	<b>52</b>	<b>765</b>	<b>148</b>	<b>220</b>	<b>119</b>	<b>487</b>	<b>65</b>	<b>697</b>	<b>187</b>	<b>949</b>	<b>2454</b>
05:00 PM	19	45	14	78	36	163	27	226	46	58	37	141	15	195	53	263	708
05:15 PM	11	49	17	77	49	142	18	209	63	69	39	171	17	182	47	246	703
05:30 PM	15	43	14	72	39	132	17	188	36	75	26	137	24	194	55	273	670
05:45 PM	10	49	11	70	26	115	13	154	37	60	32	129	15	163	55	233	586
<b>Total</b>	<b>55</b>	<b>186</b>	<b>56</b>	<b>297</b>	<b>150</b>	<b>552</b>	<b>75</b>	<b>777</b>	<b>182</b>	<b>262</b>	<b>134</b>	<b>578</b>	<b>71</b>	<b>734</b>	<b>210</b>	<b>1015</b>	<b>2667</b>
<b>Grand Total</b>	<b>101</b>	<b>342</b>	<b>107</b>	<b>550</b>	<b>288</b>	<b>1127</b>	<b>127</b>	<b>1542</b>	<b>330</b>	<b>482</b>	<b>253</b>	<b>1065</b>	<b>136</b>	<b>1431</b>	<b>397</b>	<b>1964</b>	<b>5121</b>
Apprch %	18.4	62.2	19.5		18.7	73.1	8.2		31	45.3	23.8		6.9	72.9	20.2		
Total %	2	6.7	2.1	10.7	5.6	22	2.5	30.1	6.4	9.4	4.9	20.8	2.7	27.9	7.8	38.4	

Start Time	Sequoia Avenue Southbound				Cochran Street Westbound				Sequoia Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	43	15	72	32	144	7	183	53	62	23	138	13	192	40	245	638
05:00 PM	19	45	14	78	36	163	27	226	46	58	37	141	15	195	53	263	708
05:15 PM	11	49	17	77	49	142	18	209	63	69	39	171	17	182	47	246	703
05:30 PM	15	43	14	72	39	132	17	188	36	75	26	137	24	194	55	273	670
Total Volume	59	180	60	299	156	581	69	806	198	264	125	587	69	763	195	1027	2719
% App. Total	19.7	60.2	20.1		19.4	72.1	8.6		33.7	45	21.3		6.7	74.3	19		
PHF	.776	.918	.882	.958	.796	.891	.639	.892	.786	.880	.801	.858	.719	.978	.886	.940	.960



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	14	43	15	72	39	145	17	201	53	62	23	138	13	192	40	245
+15 mins.	19	45	14	78	32	144	7	183	46	58	37	141	15	195	53	263
+30 mins.	11	49	17	77	36	163	27	226	63	69	39	171	17	182	47	246
+45 mins.	15	43	14	72	49	142	18	209	36	75	26	137	24	194	55	273
Total Volume	59	180	60	299	156	594	69	819	198	264	125	587	69	763	195	1027
% App. Total	19.7	60.2	20.1		19	72.5	8.4		33.7	45	21.3		6.7	74.3	19	
PHF	.776	.918	.882	.958	.796	.911	.639	.906	.786	.880	.801	.858	.719	.978	.886	.940

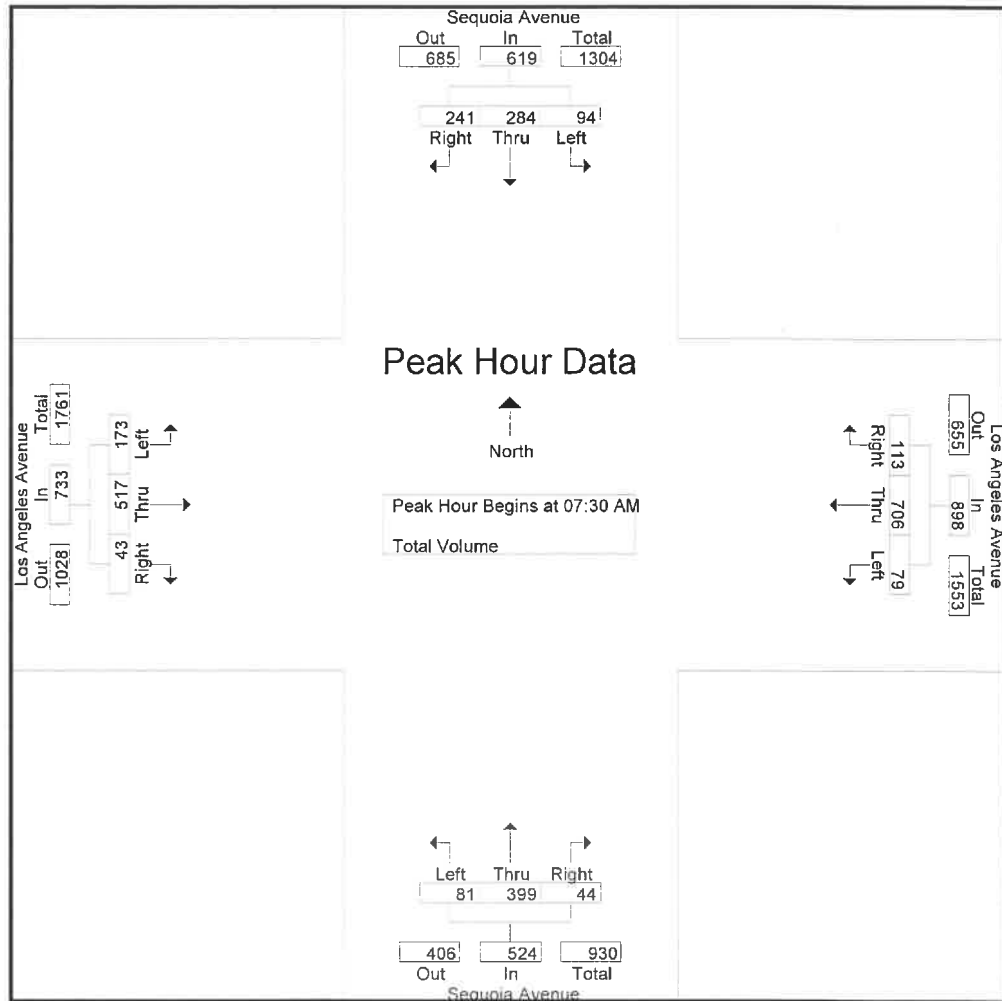
City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 10\_SMV\_Sequoia\_Los Angeles AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Los Angeles Avenue Westbound				Sequoia Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	24	25	64	9	89	6	104	10	33	8	51	17	63	1	81	300
07:15 AM	12	45	45	102	24	103	6	133	15	41	10	66	25	81	11	117	418
07:30 AM	17	97	53	167	27	178	30	235	21	106	12	139	47	106	9	162	703
07:45 AM	31	101	89	221	31	200	51	282	28	166	9	203	67	173	13	253	959
<b>Total</b>	<b>75</b>	<b>267</b>	<b>212</b>	<b>554</b>	<b>91</b>	<b>570</b>	<b>93</b>	<b>754</b>	<b>74</b>	<b>346</b>	<b>39</b>	<b>459</b>	<b>156</b>	<b>423</b>	<b>34</b>	<b>613</b>	<b>2380</b>
08:00 AM	25	54	55	134	7	184	16	207	18	91	16	125	28	140	14	182	648
08:15 AM	21	32	44	97	14	144	16	174	14	36	7	57	31	98	7	136	464
08:30 AM	16	21	39	76	11	140	16	167	8	26	9	43	27	95	7	129	415
08:45 AM	14	19	53	86	6	128	16	150	11	37	8	56	35	109	13	157	449
<b>Total</b>	<b>76</b>	<b>126</b>	<b>191</b>	<b>393</b>	<b>38</b>	<b>596</b>	<b>64</b>	<b>698</b>	<b>51</b>	<b>190</b>	<b>40</b>	<b>281</b>	<b>121</b>	<b>442</b>	<b>41</b>	<b>604</b>	<b>1976</b>
<b>Grand Total</b>	<b>151</b>	<b>393</b>	<b>403</b>	<b>947</b>	<b>129</b>	<b>1166</b>	<b>157</b>	<b>1452</b>	<b>125</b>	<b>536</b>	<b>79</b>	<b>740</b>	<b>277</b>	<b>865</b>	<b>75</b>	<b>1217</b>	<b>4356</b>
Apprch %	15.9	41.5	42.6		8.9	80.3	10.8		16.9	72.4	10.7		22.8	71.1	6.2		
Total %	3.5	9	9.3	21.7	3	26.8	3.6	33.3	2.9	12.3	1.8	17	6.4	19.9	1.7	27.9	

Start Time	Sequoia Avenue Southbound				Los Angeles Avenue Westbound				Sequoia Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	97	53	167	27	178	30	235	21	106	12	139	47	106	9	162	703
07:45 AM	31	101	89	221	31	200	51	282	28	166	9	203	67	173	13	253	959
08:00 AM	25	54	55	134	7	184	16	207	18	91	16	125	28	140	14	182	648
08:15 AM	21	32	44	97	14	144	16	174	14	36	7	57	31	98	7	136	464
Total Volume	94	284	241	619	79	706	113	898	81	399	44	524	173	517	43	733	2774
% App. Total	15.2	45.9	38.9		8.8	78.6	12.6		15.5	76.1	8.4		23.6	70.5	5.9		
PHF	.758	.703	.677	.700	.637	.883	.554	.796	.723	.601	.688	.645	.646	.747	.768	.724	.723



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	12	45	45	102	27	178	30	235	15	41	10	66	47	106	9	162
+15 mins.	17	97	53	167	31	200	51	282	21	106	12	139	67	173	13	253
+30 mins.	31	101	89	221	7	184	16	207	28	166	9	203	28	140	14	182
+45 mins.	25	54	55	134	14	144	16	174	18	91	16	125	31	98	7	136
Total Volume	85	297	242	624	79	706	113	898	82	404	47	533	173	517	43	733
% App. Total	13.6	47.6	38.8		8.8	78.6	12.6		15.4	75.8	8.8		23.6	70.5	5.9	
PHF	.685	.735	.680	.706	.637	.883	.554	.796	.732	.608	.734	.656	.646	.747	.768	.724

City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Los Angeles Avenue  
 Weather: Clear

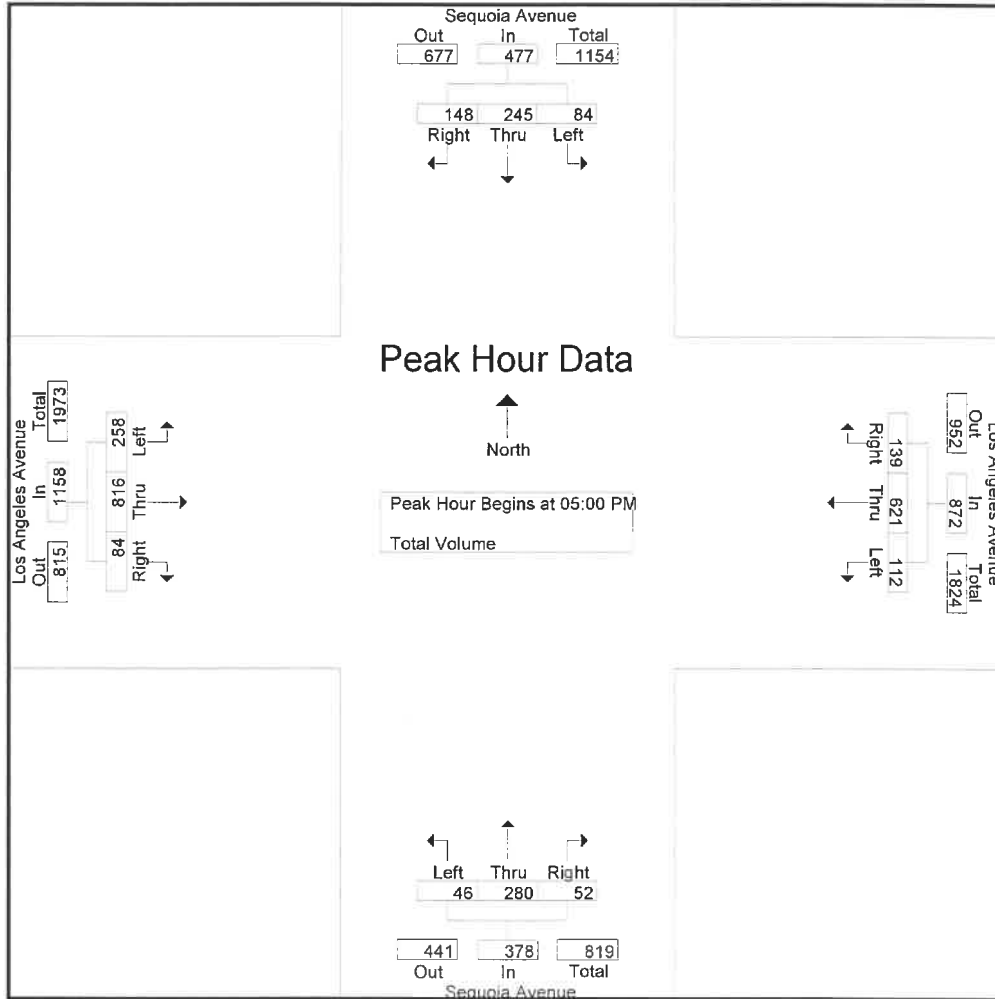
File Name : 10\_SMV\_Sequoia\_Los Angeles PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Los Angeles Avenue Westbound				Sequoia Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	17	65	38	120	19	132	20	171	15	59	6	80	47	154	28	229	600
04:15 PM	20	61	52	133	18	119	25	162	14	65	9	88	53	157	18	228	611
04:30 PM	19	56	37	112	21	152	28	201	15	54	18	87	48	164	22	234	634
04:45 PM	19	57	37	113	27	159	39	225	19	61	11	91	61	194	16	271	700
<b>Total</b>	<b>75</b>	<b>239</b>	<b>164</b>	<b>478</b>	<b>85</b>	<b>562</b>	<b>112</b>	<b>759</b>	<b>63</b>	<b>239</b>	<b>44</b>	<b>346</b>	<b>209</b>	<b>669</b>	<b>84</b>	<b>962</b>	<b>2545</b>
05:00 PM	23	67	34	124	29	193	36	258	11	64	10	85	70	207	21	298	765
05:15 PM	21	68	36	125	36	151	39	226	16	74	15	105	63	185	23	271	727
05:30 PM	15	60	40	115	21	136	35	192	10	68	14	92	66	187	20	273	672
05:45 PM	25	50	38	113	26	141	29	196	9	74	13	96	59	237	20	316	721
<b>Total</b>	<b>84</b>	<b>245</b>	<b>148</b>	<b>477</b>	<b>112</b>	<b>621</b>	<b>139</b>	<b>872</b>	<b>46</b>	<b>280</b>	<b>52</b>	<b>378</b>	<b>258</b>	<b>816</b>	<b>84</b>	<b>1158</b>	<b>2885</b>
<b>Grand Total</b>	<b>159</b>	<b>484</b>	<b>312</b>	<b>955</b>	<b>197</b>	<b>1183</b>	<b>251</b>	<b>1631</b>	<b>109</b>	<b>519</b>	<b>96</b>	<b>724</b>	<b>467</b>	<b>1485</b>	<b>168</b>	<b>2120</b>	<b>5430</b>
Apprch %	16.6	50.7	32.7		12.1	72.5	15.4		15.1	71.7	13.3		22	70	7.9		
Total %	2.9	8.9	5.7	17.6	3.6	21.8	4.6	30	2	9.6	1.8	13.3	8.6	27.3	3.1	39	

Start Time	Sequoia Avenue Southbound				Los Angeles Avenue Westbound				Sequoia Avenue Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	67	34	124	29	193	36	258	11	64	10	85	70	207	21	298	765
05:15 PM	21	68	36	125	36	151	39	226	16	74	15	105	63	185	23	271	727
05:30 PM	15	60	40	115	21	136	35	192	10	68	14	92	66	187	20	273	672
05:45 PM	25	50	38	113	26	141	29	196	9	74	13	96	59	237	20	316	721
<b>Total Volume</b>	<b>84</b>	<b>245</b>	<b>148</b>	<b>477</b>	<b>112</b>	<b>621</b>	<b>139</b>	<b>872</b>	<b>46</b>	<b>280</b>	<b>52</b>	<b>378</b>	<b>258</b>	<b>816</b>	<b>84</b>	<b>1158</b>	<b>2885</b>
% App. Total	17.6	51.4	31		12.8	71.2	15.9		12.2	74.1	13.8		22.3	70.5	7.3		
PHF	.840	.901	.925	.954	.778	.804	.891	.845	.719	.946	.867	.900	.921	.861	.913	.916	.943





Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	20	61	52	133	21	152	28	201	11	64	10	85	70	207	21	298
+15 mins.	19	56	37	112	27	159	39	225	16	74	15	105	63	185	23	271
+30 mins.	19	57	37	113	29	193	36	258	10	68	14	92	66	187	20	273
+45 mins.	23	67	34	124	36	151	39	226	9	74	13	96	59	237	20	316
Total Volume	81	241	160	482	113	655	142	910	46	280	52	378	258	816	84	1158
% App. Total	16.8	50	33.2	12.4	72	15.6	12.2	74.1	13.8	22.3	70.5	7.3				
PHF	.880	.899	.769	.906	.785	.848	.910	.882	.719	.946	.867	.900	.921	.861	.913	.916

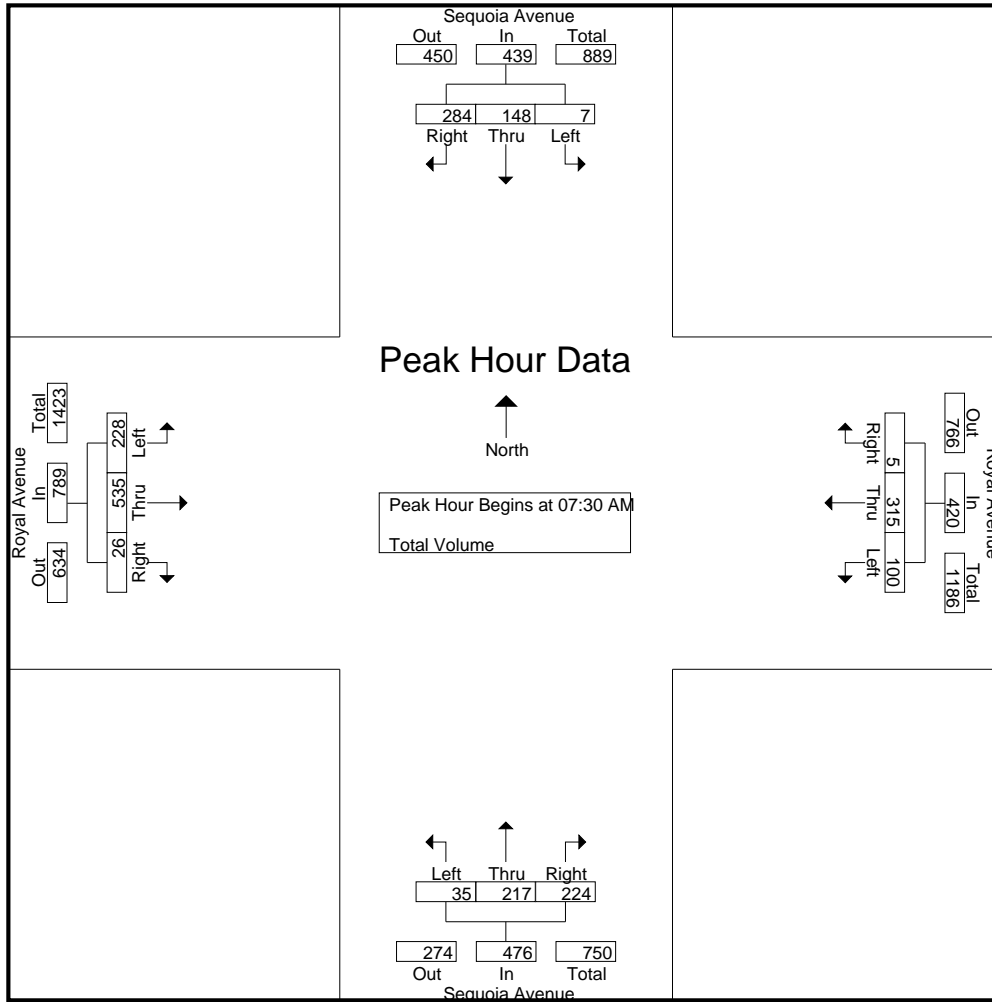
City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Royal Avenue  
 Weather: Clear

File Name : 40\_SMV\_Sequoia\_Royal AM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Royal Avenue Westbound				Sequoia Avenue Northbound				Royal Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	16	36	53	8	46	1	55	8	18	60	86	14	79	5	98	292
07:15 AM	0	21	53	74	12	52	0	64	10	25	43	78	32	78	3	113	329
07:30 AM	1	45	83	129	25	95	1	121	12	65	54	131	54	109	2	165	546
07:45 AM	4	61	116	181	43	92	3	138	10	74	69	153	85	162	15	262	734
Total	6	143	288	437	88	285	5	378	40	182	226	448	185	428	25	638	1901
08:00 AM	2	35	43	80	17	54	1	72	7	48	54	109	65	159	4	228	489
08:15 AM	0	7	42	49	15	74	0	89	6	30	47	83	24	105	5	134	355
08:30 AM	3	20	29	52	17	44	7	68	7	34	23	64	21	67	2	90	274
08:45 AM	5	13	24	42	20	43	4	67	2	28	48	78	30	72	0	102	289
Total	10	75	138	223	69	215	12	296	22	140	172	334	140	403	11	554	1407
Grand Total	16	218	426	660	157	500	17	674	62	322	398	782	325	831	36	1192	3308
Apprch %	2.4	33	64.5		23.3	74.2	2.5		7.9	41.2	50.9		27.3	69.7	3		
Total %	0.5	6.6	12.9	20	4.7	15.1	0.5	20.4	1.9	9.7	12	23.6	9.8	25.1	1.1	36	

Start Time	Sequoia Avenue Southbound				Royal Avenue Westbound				Sequoia Avenue Northbound				Royal Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	45	83	129	25	<b>95</b>	1	121	<b>12</b>	65	54	131	54	109	2	165	546
07:45 AM	<b>4</b>	<b>61</b>	<b>116</b>	<b>181</b>	<b>43</b>	92	<b>3</b>	<b>138</b>	10	<b>74</b>	<b>69</b>	<b>153</b>	<b>85</b>	<b>162</b>	<b>15</b>	<b>262</b>	<b>734</b>
08:00 AM	2	35	43	80	17	54	1	72	7	48	54	109	65	159	4	228	489
08:15 AM	0	7	42	49	15	74	0	89	6	30	47	83	24	105	5	134	355
Total Volume	7	148	284	439	100	315	5	420	35	217	224	476	228	535	26	789	2124
% App. Total	1.6	33.7	64.7		23.8	75	1.2		7.4	45.6	47.1		28.9	67.8	3.3		
PHF	.438	.607	.612	.606	.581	.829	.417	.761	.729	.733	.812	.778	.671	.826	.433	.753	.723



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	21	53	74	25	<b>95</b>	1	121	<b>12</b>	65	54	131	54	109	2	165
+15 mins.	1	45	83	129	<b>43</b>	92	<b>3</b>	<b>138</b>	10	<b>74</b>	<b>69</b>	<b>153</b>	<b>85</b>	<b>162</b>	<b>15</b>	<b>262</b>
+30 mins.	<b>4</b>	<b>61</b>	<b>116</b>	<b>181</b>	17	54	1	72	7	48	54	109	65	159	4	228
+45 mins.	2	35	43	80	15	74	0	89	6	30	47	83	24	105	5	134
Total Volume	7	162	295	464	100	315	5	420	35	217	224	476	228	535	26	789
% App. Total	1.5	34.9	63.6		23.8	75	1.2		7.4	45.6	47.1		28.9	67.8	3.3	
PHF	.438	.664	.636	.641	.581	.829	.417	.761	.729	.733	.812	.778	.671	.826	.433	.753

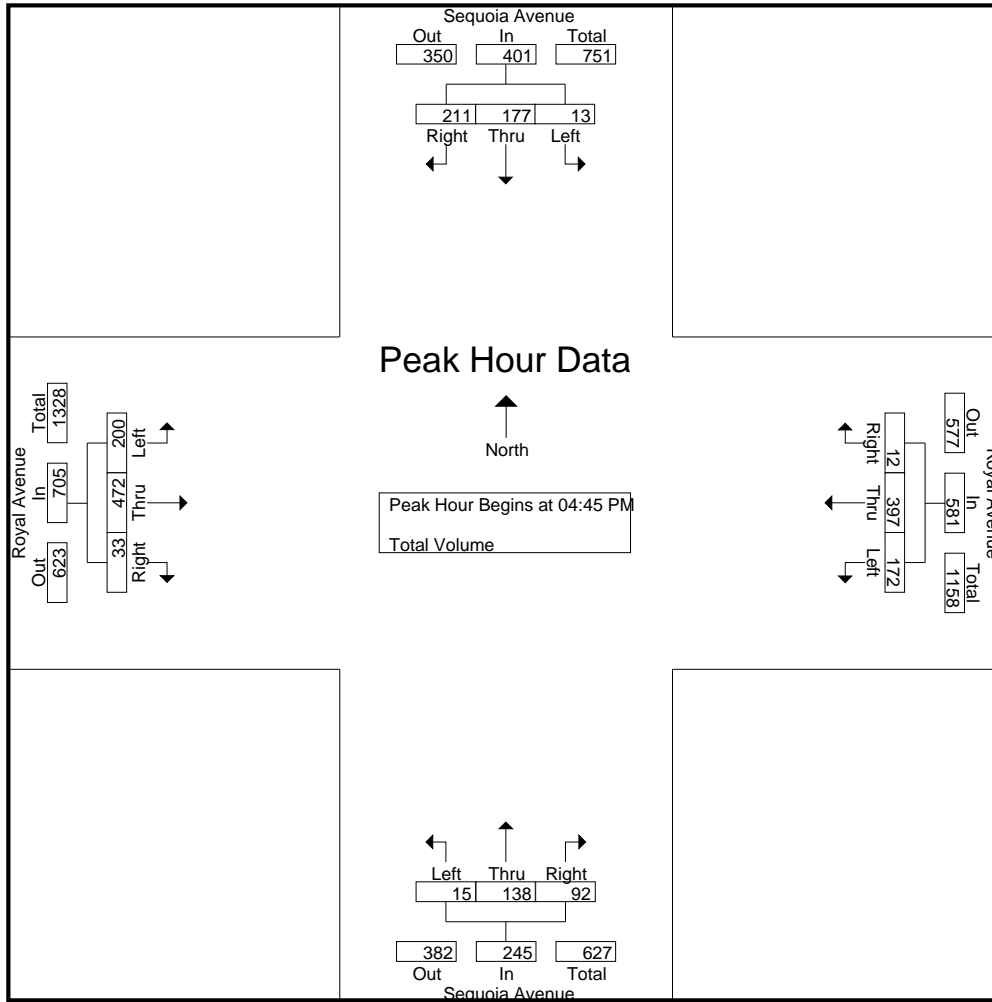
City of Simi Valley  
 N/S: Sequoia Avenue  
 E/W: Royal Avenue  
 Weather: Clear

File Name : 40\_SMV\_Sequoia\_Royal PM  
 Site Code : 04219749  
 Start Date : 10/29/2019  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sequoia Avenue Southbound				Royal Avenue Westbound				Sequoia Avenue Northbound				Royal Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	42	35	80	24	79	1	104	4	19	17	40	45	80	9	134	358
04:15 PM	2	39	29	70	28	77	8	113	9	33	26	68	31	88	8	127	378
04:30 PM	4	48	46	98	45	101	15	161	6	19	22	47	51	110	6	167	473
04:45 PM	5	45	65	115	32	84	1	117	3	35	18	56	41	123	8	172	460
Total	14	174	175	363	129	341	25	495	22	106	83	211	168	401	31	600	1669
05:00 PM	0	48	57	105	46	123	4	173	4	32	25	61	47	120	7	174	513
05:15 PM	5	39	47	91	43	83	2	128	3	39	22	64	54	128	6	188	471
05:30 PM	3	45	42	90	51	107	5	163	5	32	27	64	58	101	12	171	488
05:45 PM	1	39	35	75	42	90	4	136	6	22	35	63	44	111	8	163	437
Total	9	171	181	361	182	403	15	600	18	125	109	252	203	460	33	696	1909
Grand Total	23	345	356	724	311	744	40	1095	40	231	192	463	371	861	64	1296	3578
Apprch %	3.2	47.7	49.2		28.4	67.9	3.7		8.6	49.9	41.5		28.6	66.4	4.9		
Total %	0.6	9.6	9.9	20.2	8.7	20.8	1.1	30.6	1.1	6.5	5.4	12.9	10.4	24.1	1.8	36.2	

Start Time	Sequoia Avenue Southbound				Royal Avenue Westbound				Sequoia Avenue Northbound				Royal Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	45	65	115	32	84	1	117	3	35	18	56	41	123	8	172	460
05:00 PM	0	48	57	105	46	123	4	173	4	32	25	61	47	120	7	174	513
05:15 PM	5	39	47	91	43	83	2	128	3	39	22	64	54	128	6	188	471
05:30 PM	3	45	42	90	51	107	5	163	5	32	27	64	58	101	12	171	488
Total Volume	13	177	211	401	172	397	12	581	15	138	92	245	200	472	33	705	1932
% App. Total	3.2	44.1	52.6		29.6	68.3	2.1		6.1	56.3	37.6		28.4	67	4.7		
PHF	.650	.922	.812	.872	.843	.807	.600	.840	.750	.885	.852	.957	.862	.922	.688	.938	.942



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	4	<b>48</b>	46	98	46	<b>123</b>	4	<b>173</b>	4	32	25	61	41	123	8	172
+15 mins.	<b>5</b>	45	<b>65</b>	<b>115</b>	43	83	2	128	3	<b>39</b>	22	<b>64</b>	47	120	7	174
+30 mins.	0	48	57	105	<b>51</b>	107	<b>5</b>	163	5	32	27	64	54	<b>128</b>	6	<b>188</b>
+45 mins.	5	39	47	91	42	90	4	136	<b>6</b>	22	<b>35</b>	63	<b>58</b>	101	<b>12</b>	171
Total Volume	14	180	215	409	182	403	15	600	18	125	109	252	200	472	33	705
% App. Total	3.4	44	52.6		30.3	67.2	2.5		7.1	49.6	43.3		28.4	67	4.7	
PHF	.700	.938	.827	.889	.892	.819	.750	.867	.750	.801	.779	.984	.862	.922	.688	.938

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

City of Simi Valley  
 N/S: Galena Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 07\_SMV\_Galena\_Cochran AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

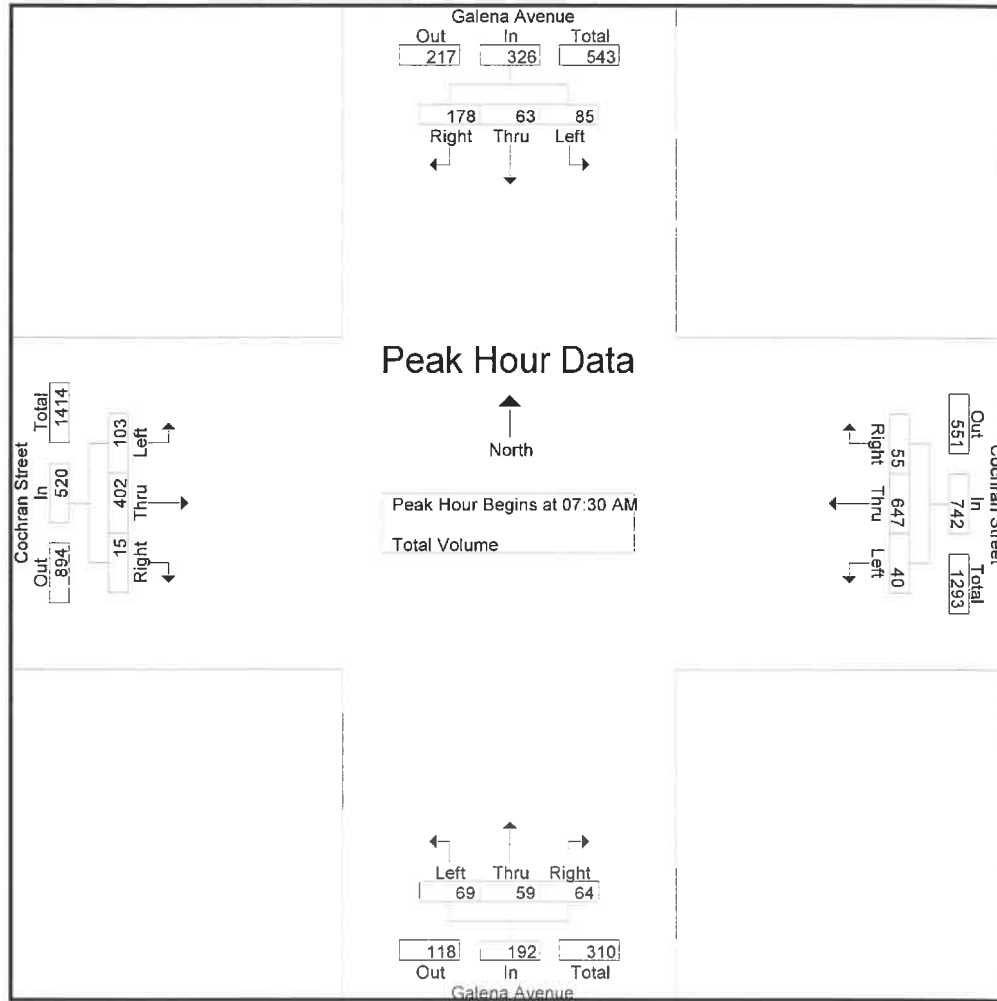
Groups Printed- Total Volume

Start Time	Galena Avenue Southbound				Cochran Street Westbound				Galena Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	10	27	50	1	73	14	88	10	5	4	19	9	46	1	56	213
07:15 AM	10	8	28	46	7	83	8	98	10	6	11	27	9	54	3	66	237
07:30 AM	16	12	36	64	8	125	11	144	18	16	14	48	13	100	3	116	372
07:45 AM	35	33	52	120	20	200	15	235	19	17	21	57	24	123	3	150	562
Total	74	63	143	280	36	481	48	565	57	44	50	151	55	323	10	388	1384
08:00 AM	21	11	43	75	8	189	15	212	20	15	23	58	38	91	5	134	479
08:15 AM	13	7	47	67	4	133	14	151	12	11	6	29	28	88	4	120	367
08:30 AM	31	13	37	81	5	110	18	133	9	11	7	27	21	56	3	80	321
08:45 AM	18	15	52	85	6	120	13	139	8	4	6	18	20	99	2	121	363
Total	83	46	179	308	23	552	60	635	49	41	42	132	107	334	14	455	1530
Grand Total	157	109	322	588	59	1033	108	1200	106	85	92	283	162	657	24	843	2914
Apprch %	26.7	18.5	54.8		4.9	86.1	9		37.5	30	32.5		19.2	77.9	2.8		
Total %	5.4	3.7	11.1	20.2	2	35.4	3.7	41.2	3.6	2.9	3.2	9.7	5.6	22.5	0.8	28.9	

Start Time	Galena Avenue Southbound				Cochran Street Westbound				Galena Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	12	36	64	8	125	11	144	18	16	14	48	13	100	3	116	372
07:45 AM	35	33	52	120	20	200	15	235	19	17	21	57	24	123	3	150	562
08:00 AM	21	11	43	75	8	189	15	212	20	15	23	58	38	91	5	134	479
08:15 AM	13	7	47	67	4	133	14	151	12	11	6	29	28	88	4	120	367
Total Volume	85	63	178	326	40	647	55	742	69	59	64	192	103	402	15	520	1780
% App. Total	26.1	19.3	54.6		5.4	87.2	7.4		35.9	30.7	33.3		19.8	77.3	2.9		
PHF	.607	.477	.856	.679	.500	.809	.917	.789	.863	.868	.696	.828	.678	.817	.750	.867	.792

City of Simi Valley  
 N/S: Galena Avenue  
 E/W: Cochran Street  
 Weather: Clear

File Name : 07\_SMV\_Galena\_Cochran AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	35	33	52	120	8	125	11	144	18	16	14	48	13	100	3	116
+15 mins.	21	11	43	75	20	200	15	235	19	17	21	57	24	123	3	150
+30 mins.	13	7	47	67	8	189	15	212	20	15	23	58	38	91	5	134
+45 mins.	31	13	37	81	4	133	14	151	12	11	6	29	28	88	4	120
Total Volume	100	64	179	343	40	647	55	742	69	59	64	192	103	402	15	520
% App. Total	29.2	18.7	52.2		5.4	87.2	7.4		35.9	30.7	33.3		19.8	77.3	2.9	
PHF	.714	.485	.861	.715	.500	.809	.917	.789	.863	.868	.696	.828	.678	.817	.750	.867

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

City of Simi Valley  
 N/S: Galena Avenue  
 E/W: Cochran Street  
 Weather: Clear

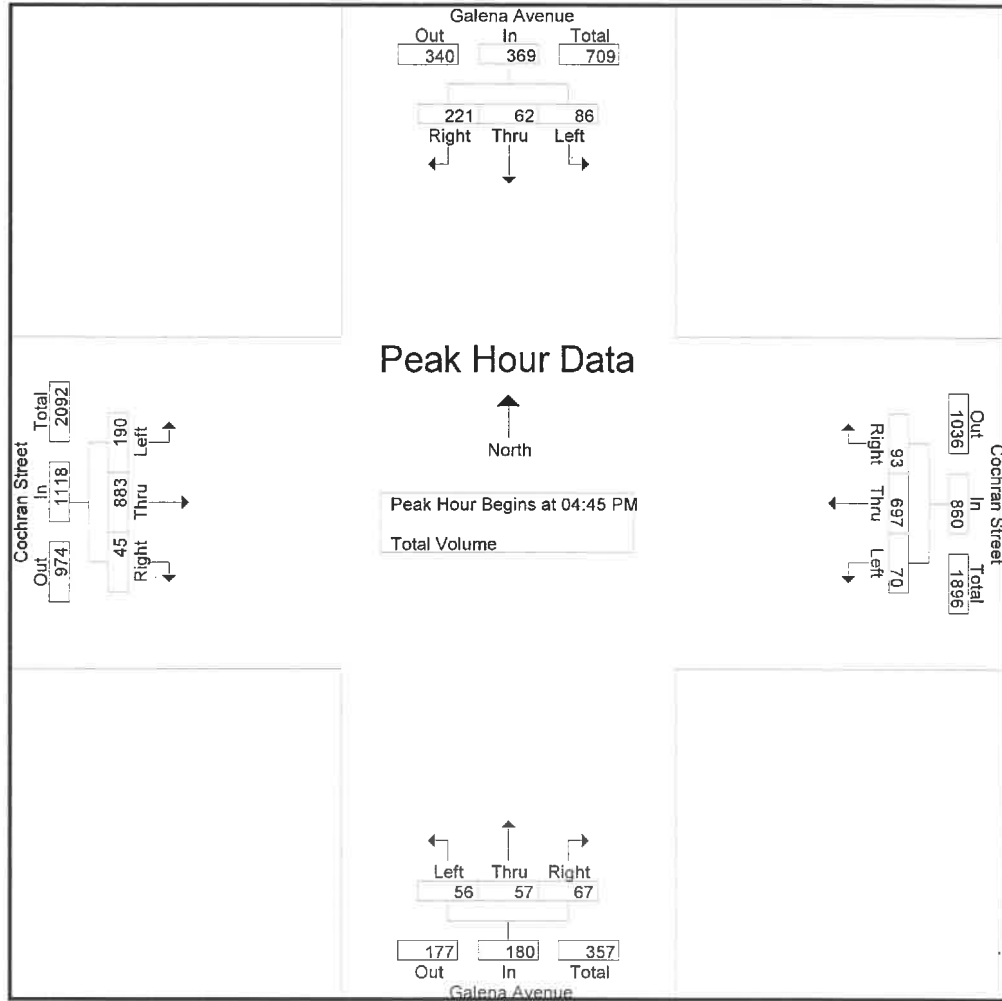
File Name : 07\_SMV\_Galena\_Cochran PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Galena Avenue Southbound				Cochran Street Westbound				Galena Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	11	54	84	7	161	25	193	19	6	18	43	49	176	9	234	554
04:15 PM	23	12	42	77	12	140	23	175	15	16	11	42	53	229	10	292	586
04:30 PM	27	16	50	93	17	148	15	180	9	13	20	42	42	198	9	249	564
04:45 PM	21	12	59	92	14	176	29	219	13	12	23	48	53	200	13	266	625
Total	90	51	205	346	50	625	92	767	56	47	72	175	197	803	41	1041	2329
05:00 PM	29	17	62	108	18	183	22	223	11	15	17	43	50	228	13	291	665
05:15 PM	23	20	52	95	21	180	33	234	16	15	11	42	48	207	9	264	635
05:30 PM	13	13	48	74	17	158	9	184	16	15	16	47	39	248	10	297	602
05:45 PM	15	15	35	65	14	126	15	155	20	16	15	51	55	202	11	268	539
Total	80	65	197	342	70	647	79	796	63	61	59	183	192	885	43	1120	2441
Grand Total	170	116	402	688	120	1272	171	1563	119	108	131	358	389	1688	84	2161	4770
Apprch %	24.7	16.9	58.4		7.7	81.4	10.9		33.2	30.2	36.6		18	78.1	3.9		
Total %	3.6	2.4	8.4	14.4	2.5	26.7	3.6	32.8	2.5	2.3	2.7	7.5	8.2	35.4	1.8	45.3	

Start Time	Galena Avenue Southbound				Cochran Street Westbound				Galena Avenue Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	12	59	92	14	176	29	219	13	12	23	48	53	200	13	266	625
05:00 PM	29	17	62	108	18	183	22	223	11	15	17	43	50	228	13	291	665
05:15 PM	23	20	52	95	21	180	33	234	16	15	11	42	48	207	9	264	635
05:30 PM	13	13	48	74	17	158	9	184	16	15	16	47	39	248	10	297	602
Total Volume	86	62	221	369	70	697	93	860	56	57	67	180	190	883	45	1118	2527
% App. Total	23.3	16.8	59.9		8.1	81	10.8		31.1	31.7	37.2		17	79	4		
PHF	.741	.775	.891	.854	.833	.952	.705	.919	.875	.950	.728	.938	.896	.890	.865	.941	.950





Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM			05:00 PM				
+0 mins.	27	16	50	93	14	176	29	219	11	15	17	43	50	228	13	291
+15 mins.	21	12	59	92	18	183	22	223	16	15	11	42	48	207	9	264
+30 mins.	29	17	62	108	21	180	33	234	16	15	16	47	39	248	10	297
+45 mins.	23	20	52	95	17	158	9	184	20	16	15	51	55	202	11	268
Total Volume	100	65	223	388	70	697	93	860	63	61	59	183	192	885	43	1120
% App. Total	25.8	16.8	57.5		8.1	81	10.8		34.4	33.3	32.2		17.1	79	3.8	
PHF	.862	.813	.899	.898	.833	.952	.705	.919	.788	.953	.868	.897	.873	.892	.827	.943

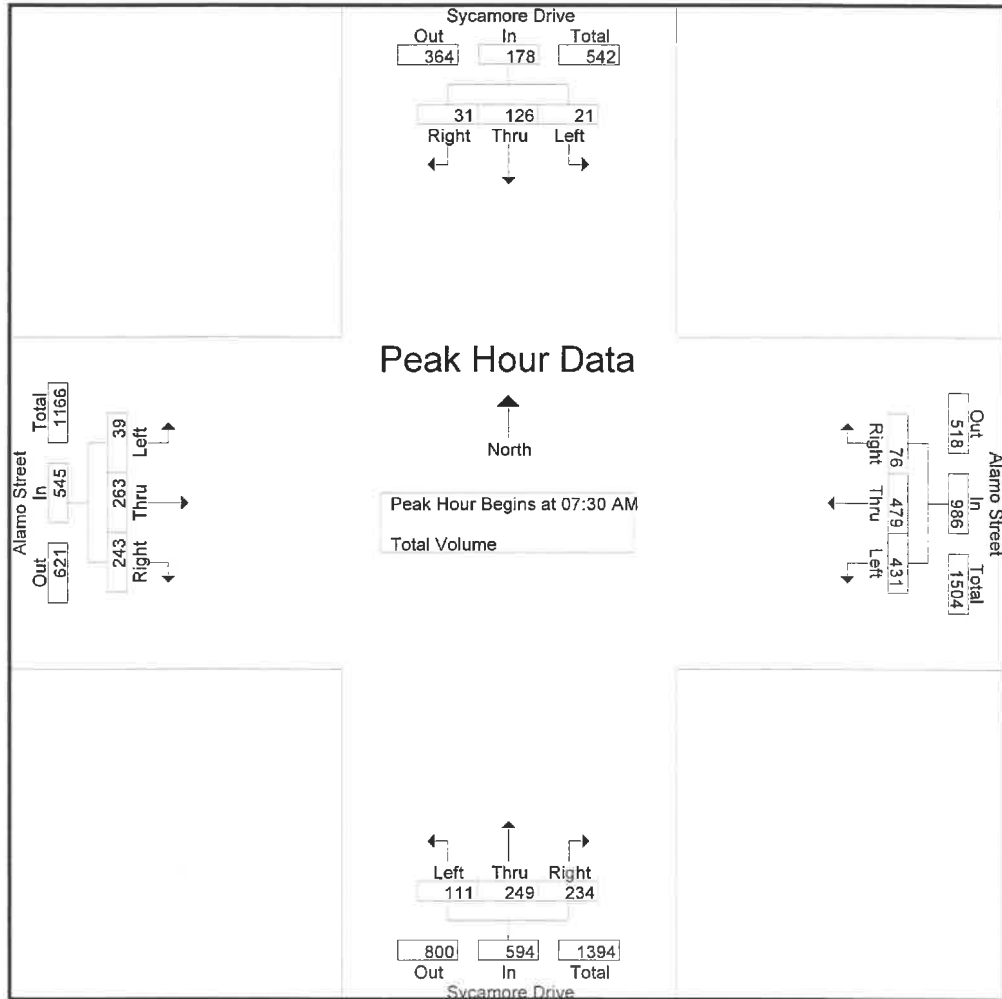
City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: Alamo Street  
 Weather: Clear

File Name : 01\_SMV\_Sycamore\_Alamo AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Alamo Street Westbound				Sycamore Drive Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	19	8	30	66	43	4	113	19	29	33	81	4	29	33	66	290
07:15 AM	3	33	8	44	87	67	7	161	9	32	37	78	3	41	55	99	382
07:30 AM	3	33	6	42	120	109	12	241	26	41	44	111	5	70	64	139	533
07:45 AM	5	31	13	49	133	167	22	322	41	59	64	164	11	73	79	163	698
Total	14	116	35	165	406	386	45	837	95	161	178	434	23	213	231	467	1903
08:00 AM	7	30	5	42	86	104	20	210	31	69	63	163	11	83	68	162	577
08:15 AM	6	32	7	45	92	99	22	213	13	80	63	156	12	37	32	81	495
08:30 AM	5	44	7	56	83	72	16	171	15	52	39	106	12	34	24	70	403
08:45 AM	7	35	9	51	73	58	11	142	9	70	46	125	10	45	26	81	399
Total	25	141	28	194	334	333	69	736	68	271	211	550	45	199	150	394	1874
Grand Total	39	257	63	359	740	719	114	1573	163	432	389	984	68	412	381	861	3777
Apprch %	10.9	71.6	17.5		47	45.7	7.2		16.6	43.9	39.5		7.9	47.9	44.3		
Total %	1	6.8	1.7	9.5	19.6	19	3	41.6	4.3	11.4	10.3	26.1	1.8	10.9	10.1	22.8	

Start Time	Sycamore Drive Southbound				Alamo Street Westbound				Sycamore Drive Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	33	6	42	120	109	12	241	26	41	44	111	5	70	64	139	533
07:45 AM	5	31	13	49	133	167	22	322	41	59	64	164	11	73	79	163	698
08:00 AM	7	30	5	42	86	104	20	210	31	69	63	163	11	83	68	162	577
08:15 AM	6	32	7	45	92	99	22	213	13	80	63	156	12	37	32	81	495
Total Volume	21	126	31	178	431	479	76	986	111	249	234	594	39	263	243	545	2303
% App. Total	11.8	70.8	17.4		43.7	48.6	7.7		18.7	41.9	39.4		7.2	48.3	44.6		
PHF	.750	.955	.596	.908	.810	.717	.864	.766	.677	.778	.914	.905	.813	.792	.769	.836	.825



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM			07:15 AM				
+0 mins.	7	30	5	42	120	109	12	241	26	41	44	111	3	41	55	99
+15 mins.	6	32	7	45	133	167	22	322	41	59	64	164	5	70	64	139
+30 mins.	5	44	7	56	86	104	20	210	31	69	63	163	11	73	79	163
+45 mins.	7	35	9	51	92	99	22	213	13	80	63	156	11	83	68	162
Total Volume	25	141	28	194	431	479	76	986	111	249	234	594	30	267	266	563
% App. Total	12.9	72.7	14.4		43.7	48.6	7.7		18.7	41.9	39.4		5.3	47.4	47.2	
PHF	.893	.801	.778	.866	.810	.717	.864	.766	.677	.778	.914	.905	.682	.804	.842	.863

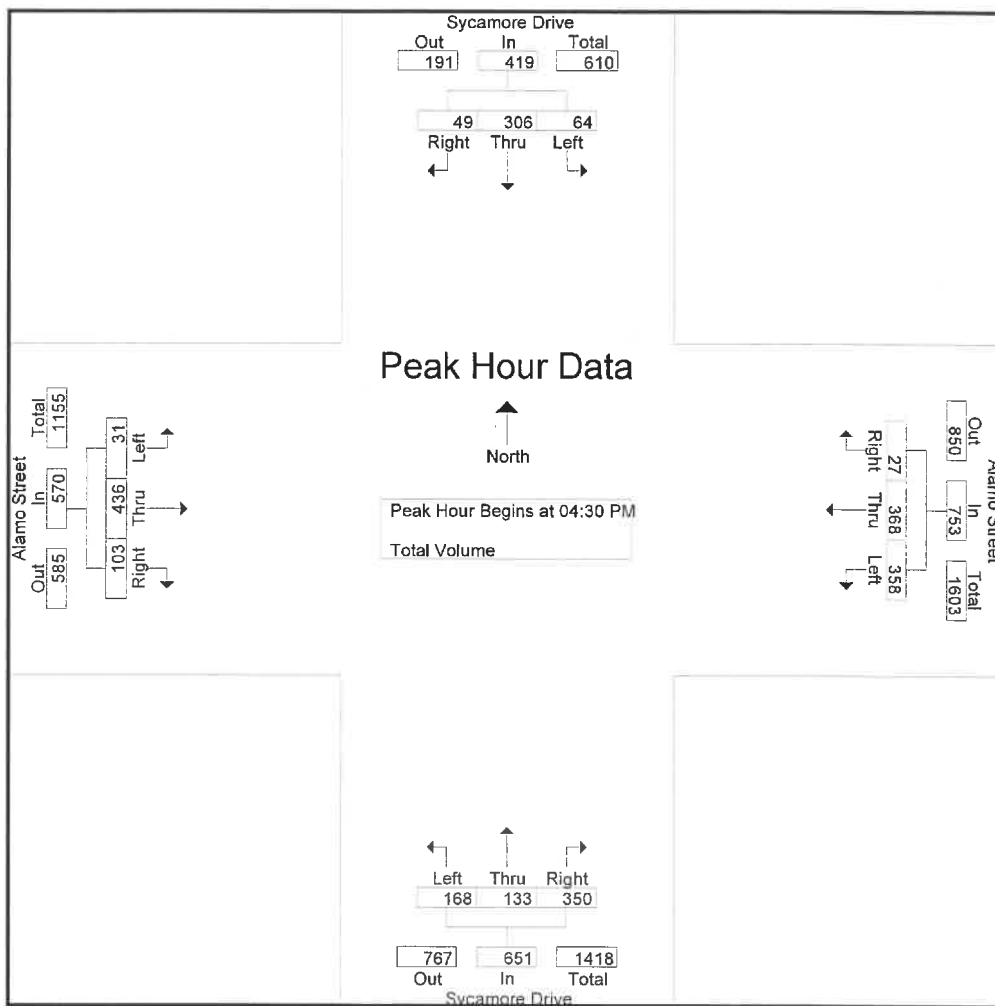
City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: Alamo Street  
 Weather: Clear

File Name : 01\_SMV\_Sycamore\_Alamo PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Alamo Street Westbound				Sycamore Drive Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	86	14	122	64	77	7	148	52	41	69	162	12	78	22	112	544
04:15 PM	16	39	6	61	75	84	9	168	35	32	59	126	12	87	30	129	484
04:30 PM	12	81	15	108	81	85	12	178	39	43	77	159	8	111	24	143	588
04:45 PM	15	62	8	85	88	82	8	178	33	23	89	145	9	93	25	127	535
Total	65	268	43	376	308	328	36	672	159	139	294	592	41	369	101	511	2151
05:00 PM	20	94	19	133	102	105	3	210	49	34	98	181	6	120	26	152	676
05:15 PM	17	69	7	93	87	96	4	187	47	33	86	166	8	112	28	148	594
05:30 PM	6	68	7	81	85	80	8	173	41	28	68	137	6	91	25	122	513
05:45 PM	10	44	13	67	60	80	3	143	46	28	96	170	10	99	20	129	509
Total	53	275	46	374	334	361	18	713	183	123	348	654	30	422	99	551	2292
Grand Total	118	543	89	750	642	689	54	1385	342	262	642	1246	71	791	200	1062	4443
Apprch %	15.7	72.4	11.9		46.4	49.7	3.9		27.4	21	51.5		6.7	74.5	18.8		
Total %	2.7	12.2	2	16.9	14.4	15.5	1.2	31.2	7.7	5.9	14.4	28	1.6	17.8	4.5	23.9	

Start Time	Sycamore Drive Southbound				Alamo Street Westbound				Sycamore Drive Northbound				Alamo Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	81	15	108	81	85	12	178	39	43	77	159	8	111	24	143	588
04:45 PM	15	62	8	85	88	82	8	178	33	23	89	145	9	93	25	127	535
05:00 PM	20	94	19	133	102	105	3	210	49	34	98	181	6	120	26	152	676
05:15 PM	17	69	7	93	87	96	4	187	47	33	86	166	8	112	28	148	594
Total Volume	64	306	49	419	358	368	27	753	168	133	350	651	31	436	103	570	2393
% App. Total	15.3	73	11.7		47.5	48.9	3.6		25.8	20.4	53.8		5.4	76.5	18.1		
PHF	.800	.814	.645	.788	.877	.876	.563	.896	.857	.773	.893	.899	.861	.908	.920	.938	.885



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	12	81	15	108	81	85	12	178	49	34	98	181	8	111	24	143
+15 mins.	15	62	8	85	88	82	8	178	47	33	86	166	9	93	25	127
+30 mins.	20	94	19	133	102	105	3	210	41	28	68	137	6	120	26	152
+45 mins.	17	69	7	93	87	96	4	187	46	28	96	170	8	112	28	148
Total Volume	64	306	49	419	358	368	27	753	183	123	348	654	31	436	103	570
% App. Total	15.3	73	11.7		47.5	48.9	3.6		28	18.8	53.2		5.4	76.5	18.1	
PHF	.800	.814	.645	.788	.877	.876	.563	.896	.934	.904	.888	.903	.861	.908	.920	.938

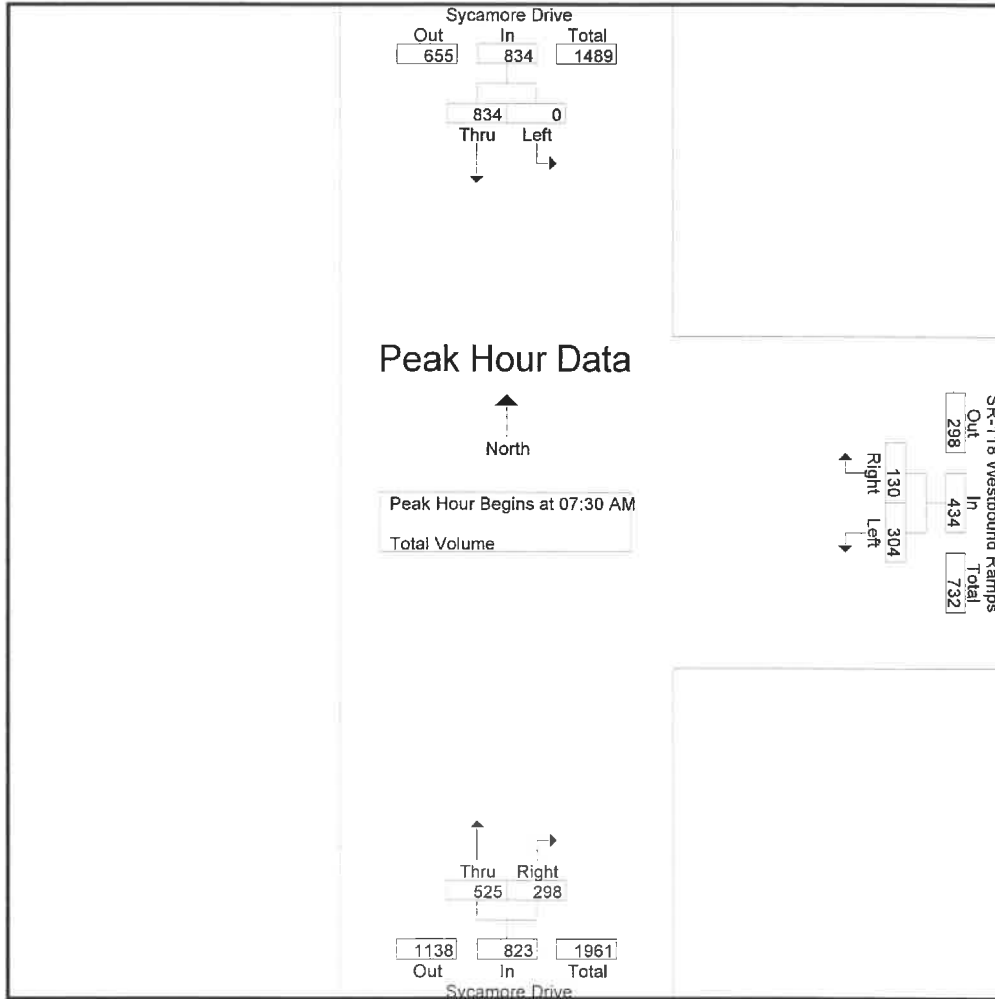
City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: SR-118 Westbound Ramps  
 Weather: Clear

File Name : 02\_SMV\_Sycamore\_118W AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound			SR-118 Westbound Ramps Westbound			Sycamore Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	131	131	47	28	75	62	74	136	342
07:15 AM	0	187	187	47	18	65	64	68	132	384
07:30 AM	0	235	235	80	26	106	91	69	160	501
07:45 AM	0	251	251	107	33	140	150	80	230	621
Total	0	804	804	281	105	386	367	291	658	1848
08:00 AM	0	188	188	60	37	97	144	80	224	509
08:15 AM	0	160	160	57	34	91	140	69	209	460
08:30 AM	0	148	148	73	38	111	87	50	137	396
08:45 AM	0	137	137	65	28	93	110	52	162	392
Total	0	633	633	255	137	392	481	251	732	1757
Grand Total	0	1437	1437	536	242	778	848	542	1390	3605
Apprch %	0	100		68.9	31.1		61	39		
Total %	0	39.9	39.9	14.9	6.7	21.6	23.5	15	38.6	

Start Time	Sycamore Drive Southbound			SR-118 Westbound Ramps Westbound			Sycamore Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	235	235	80	26	106	91	69	160	501
07:45 AM	0	251	251	107	33	140	150	80	230	621
08:00 AM	0	188	188	60	37	97	144	80	224	509
08:15 AM	0	160	160	57	34	91	140	69	209	460
Total Volume	0	834	834	304	130	434	525	298	823	2091
% App. Total	0	100		70	30		63.8	36.2		
PHF	.000	.831	.831	.710	.878	.775	.875	.931	.895	.842



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:30 AM		
+0 mins.	0	187	187	107	33	140	91	69	160
+15 mins.	0	235	235	60	37	97	150	80	230
+30 mins.	0	251	251	57	34	91	144	80	224
+45 mins.	0	188	188	73	38	111	140	69	209
Total Volume	0	861	861	297	142	439	525	298	823
% App. Total	0	100		67.7	32.3		63.8	36.2	
PHF	.000	.858	.858	.694	.934	.784	.875	.931	.895

City of Simi Valley  
 N/S: Sycamore Drive  
 EW: SR-118 Westbound Ramps  
 Weather: Clear

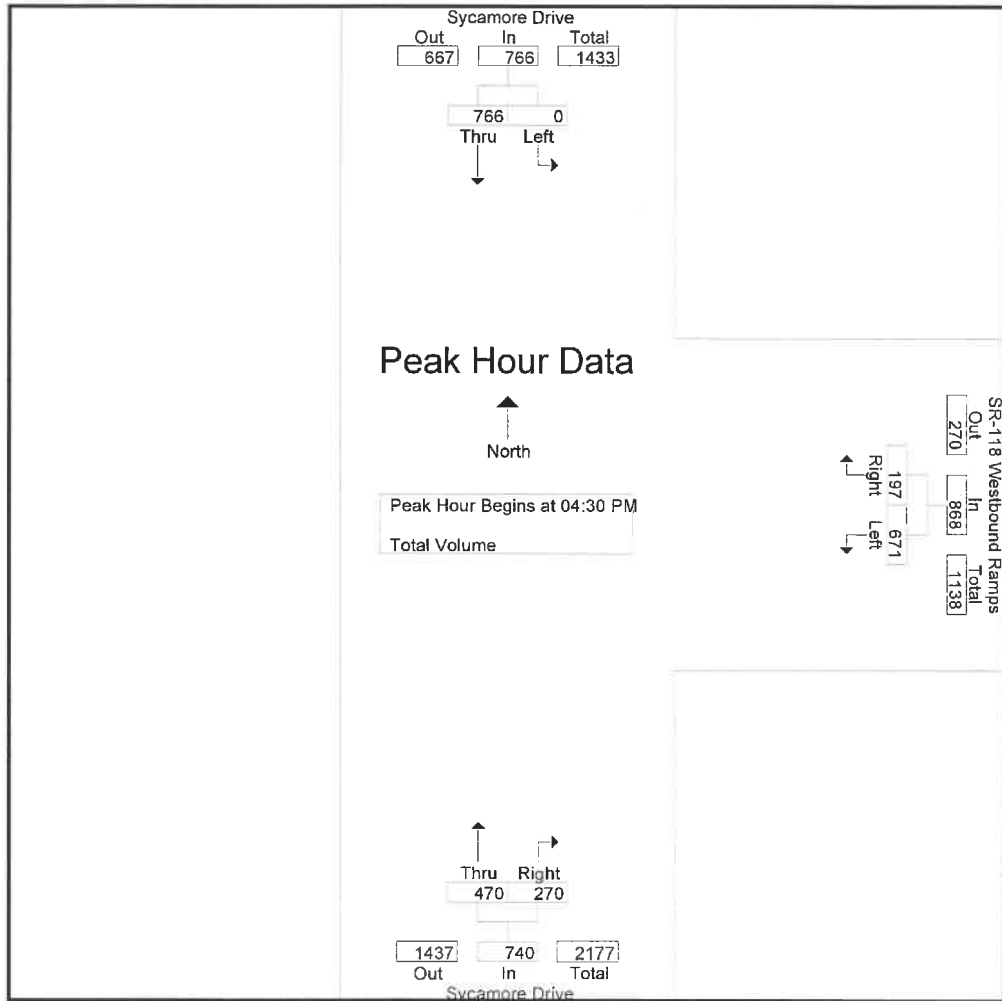
File Name : 02\_SMV\_Sycamore\_118W PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound			SR-118 Westbound Ramps Westbound			Sycamore Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	182	182	160	60	220	118	68	186	588
04:15 PM	0	147	147	152	29	181	111	66	177	505
04:30 PM	0	185	185	171	42	213	123	70	193	591
04:45 PM	0	191	191	150	40	190	109	73	182	563
Total	0	705	705	633	171	804	461	277	738	2247
05:00 PM	0	220	220	164	58	222	117	63	180	622
05:15 PM	0	170	170	186	57	243	121	64	185	598
05:30 PM	0	171	171	149	35	184	120	83	203	558
05:45 PM	0	124	124	166	40	206	142	56	198	528
Total	0	685	685	665	190	855	500	266	766	2306
Grand Total	0	1390	1390	1298	361	1659	961	543	1504	4553
Apprch %	0	100		78.2	21.8		63.9	36.1		
Total %	0	30.5	30.5	28.5	7.9	36.4	21.1	11.9	33	

Start Time	Sycamore Drive Southbound			SR-118 Westbound Ramps Westbound			Sycamore Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	185	185	171	42	213	123	70	193	591
04:45 PM	0	191	191	150	40	190	109	73	182	563
05:00 PM	0	220	220	164	58	222	117	63	180	622
05:15 PM	0	170	170	186	57	243	121	64	185	598
Total Volume	0	766	766	671	197	868	470	270	740	2374
% App. Total	0	100		77.3	22.7		63.5	36.5		
PHF	.000	.870	.870	.902	.849	.893	.955	.925	.959	.954





Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			05:00 PM		
+0 mins.	0	185	185	171	42	213	117	63	180
+15 mins.	0	191	191	150	40	190	121	64	185
+30 mins.	0	<b>220</b>	<b>220</b>	164	<b>58</b>	222	120	<b>83</b>	<b>203</b>
+45 mins.	0	170	170	<b>186</b>	57	<b>243</b>	<b>142</b>	56	198
Total Volume	0	766	766	671	197	868	500	266	766
% App. Total	0	100		77.3	22.7		65.3	34.7	
PHF	.000	.870	.870	.902	.849	.893	.880	.801	.943

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

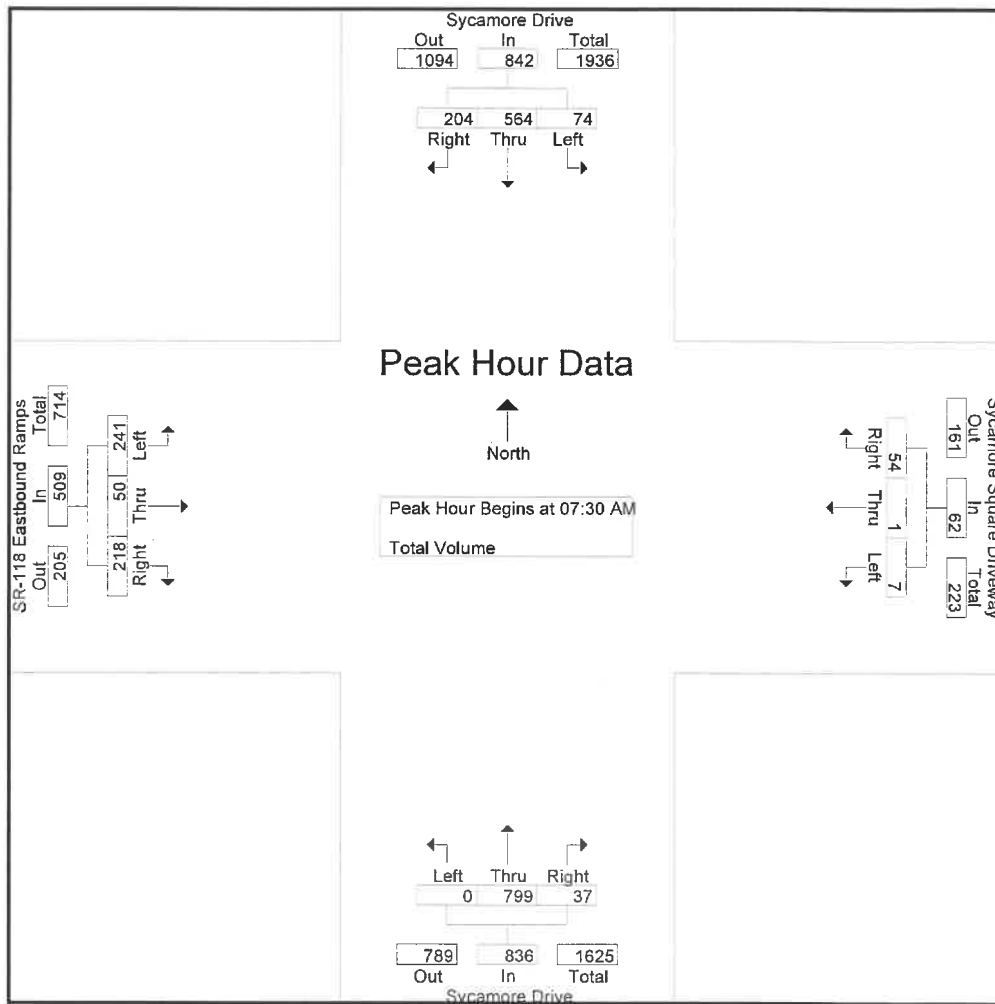
City of Simi Valley  
 N/S: Sycamore Drive  
 EW: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 03\_SMV\_Sycamore\_118E AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Sycamore Square Driveway Westbound				Sycamore Drive Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	63	45	115	1	0	9	10	0	209	16	225	26	5	25	56	406
07:15 AM	10	84	70	164	5	0	2	7	0	183	9	192	32	6	32	70	433
07:30 AM	13	159	70	242	3	1	6	10	0	191	8	199	44	4	51	99	550
07:45 AM	19	186	45	250	1	0	13	14	0	212	13	225	63	16	59	138	627
Total	49	492	230	771	10	1	30	41	0	795	46	841	165	31	167	363	2016
08:00 AM	20	114	49	183	2	0	19	21	0	228	13	241	63	14	52	129	574
08:15 AM	22	105	40	167	1	0	16	17	0	168	3	171	71	16	56	143	498
08:30 AM	14	100	30	144	1	0	16	17	0	152	8	160	42	10	46	98	419
08:45 AM	33	71	37	141	6	0	12	18	0	159	6	165	53	8	58	119	443
Total	89	390	156	635	10	0	63	73	0	707	30	737	229	48	212	489	1934
Grand Total	138	882	386	1406	20	1	93	114	0	1502	76	1578	394	79	379	852	3950
Apprch %	9.8	62.7	27.5		17.5	0.9	81.6		0	95.2	4.8		46.2	9.3	44.5		
Total %	3.5	22.3	9.8	35.6	0.5	0	2.4	2.9	0	38	1.9	39.9	10	2	9.6	21.6	

Start Time	Sycamore Drive Southbound				Sycamore Square Driveway Westbound				Sycamore Drive Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	159	70	242	3	1	6	10	0	191	8	199	44	4	51	99	550
07:45 AM	19	186	45	250	1	0	13	14	0	212	13	225	63	16	59	138	627
08:00 AM	20	114	49	183	2	0	19	21	0	228	13	241	63	14	52	129	574
08:15 AM	22	105	40	167	1	0	16	17	0	168	3	171	71	16	56	143	498
Total Volume	74	564	204	842	7	1	54	62	0	799	37	836	241	50	218	509	2249
% App. Total	8.8	67	24.2		11.3	1.6	87.1		0	95.6	4.4		47.3	9.8	42.8		
PHF	.841	.758	.729	.842	.583	.250	.711	.738	.000	.876	.712	.867	.849	.781	.924	.890	.897



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:15 AM				07:30 AM			
+0 mins.	13	159	70	242	2	0	19	21	0	183	9	192	44	4	51	99
+15 mins.	19	186	45	250	1	0	16	17	0	191	8	199	63	16	59	138
+30 mins.	20	114	49	183	1	0	16	17	0	212	13	225	63	14	52	129
+45 mins.	22	105	40	167	6	0	12	18	0	228	13	241	71	16	56	143
Total Volume	74	564	204	842	10	0	63	73	0	814	43	857	241	50	218	509
% App. Total	8.8	67	24.2		13.7	0	86.3		0	95	5		47.3	9.8	42.8	
PHF	.841	.758	.729	.842	.417	.000	.829	.869	.000	.893	.827	.889	.849	.781	.924	.890

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

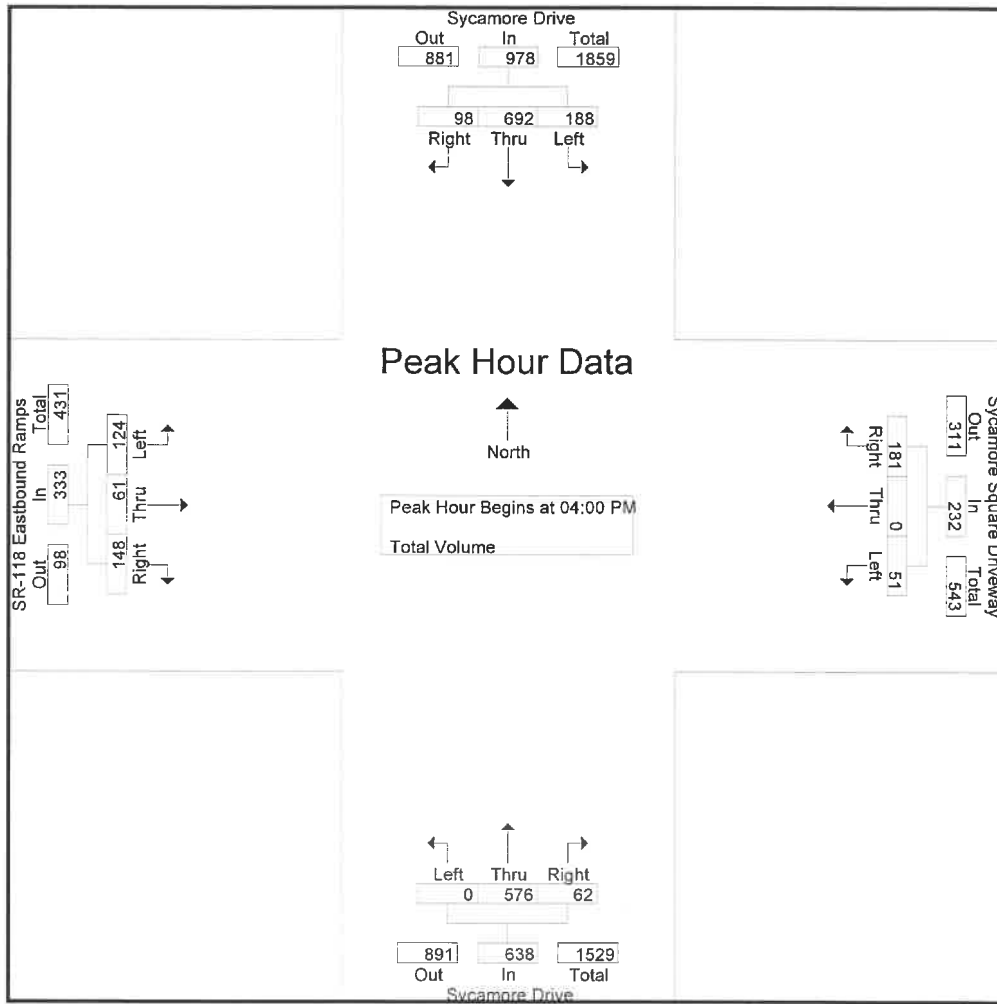
City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: SR-118 Eastbound Ramps  
 Weather: Clear

File Name : 03\_SMV\_Sycamore\_118E PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Sycamore Square Driveway Westbound				Sycamore Drive Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	53	194	18	265	10	0	30	40	0	148	14	162	42	16	55	113	580
04:15 PM	52	138	17	207	18	0	48	66	0	136	19	155	33	20	29	82	510
04:30 PM	42	192	35	269	11	0	53	64	0	160	18	178	23	17	32	72	583
04:45 PM	41	168	28	237	12	0	50	62	0	132	11	143	26	8	32	66	508
<b>Total</b>	<b>188</b>	<b>692</b>	<b>98</b>	<b>978</b>	<b>51</b>	<b>0</b>	<b>181</b>	<b>232</b>	<b>0</b>	<b>576</b>	<b>62</b>	<b>638</b>	<b>124</b>	<b>61</b>	<b>148</b>	<b>333</b>	<b>2181</b>
05:00 PM	50	156	31	237	11	0	55	66	0	123	8	131	36	15	38	89	523
05:15 PM	42	156	34	232	6	0	31	37	0	147	11	158	34	7	27	68	495
05:30 PM	44	117	38	199	8	0	59	67	2	121	9	132	32	15	29	76	474
05:45 PM	56	128	24	208	12	1	40	53	0	128	10	138	30	17	29	76	475
<b>Total</b>	<b>192</b>	<b>557</b>	<b>127</b>	<b>876</b>	<b>37</b>	<b>1</b>	<b>185</b>	<b>223</b>	<b>2</b>	<b>519</b>	<b>38</b>	<b>559</b>	<b>132</b>	<b>54</b>	<b>123</b>	<b>309</b>	<b>1967</b>
<b>Grand Total</b>	<b>380</b>	<b>1249</b>	<b>225</b>	<b>1854</b>	<b>88</b>	<b>1</b>	<b>366</b>	<b>455</b>	<b>2</b>	<b>1095</b>	<b>100</b>	<b>1197</b>	<b>256</b>	<b>115</b>	<b>271</b>	<b>642</b>	<b>4148</b>
Apprch %	20.5	67.4	12.1		19.3	0.2	80.4		0.2	91.5	8.4		39.9	17.9	42.2		
Total %	9.2	30.1	5.4	44.7	2.1	0	8.8	11	0	26.4	2.4	28.9	6.2	2.8	6.5	15.5	

Start Time	Sycamore Drive Southbound				Sycamore Square Driveway Westbound				Sycamore Drive Northbound				SR-118 Eastbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	53	194	18	265	10	0	30	40	0	148	14	162	42	16	55	113	580
04:15 PM	52	138	17	207	18	0	48	66	0	136	19	155	33	20	29	82	510
04:30 PM	42	192	35	269	11	0	53	64	0	160	18	178	23	17	32	72	583
04:45 PM	41	168	28	237	12	0	50	62	0	132	11	143	26	8	32	66	508
<b>Total Volume</b>	<b>188</b>	<b>692</b>	<b>98</b>	<b>978</b>	<b>51</b>	<b>0</b>	<b>181</b>	<b>232</b>	<b>0</b>	<b>576</b>	<b>62</b>	<b>638</b>	<b>124</b>	<b>61</b>	<b>148</b>	<b>333</b>	<b>2181</b>
% App. Total	19.2	70.8	10		22	0	78		0	90.3	9.7		37.2	18.3	44.4		
PHF	.887	.892	.700	.909	.708	.000	.854	.879	.000	.900	.816	.896	.738	.763	.673	.737	.935



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	53	194	18	265	18	0	48	66	0	148	14	162	42	16	55	113
+15 mins.	52	138	17	207	11	0	53	64	0	136	19	155	33	20	29	82
+30 mins.	42	192	35	269	12	0	50	62	0	160	18	178	23	17	32	72
+45 mins.	41	168	28	237	11	0	55	66	0	132	11	143	26	8	32	66
Total Volume	188	692	98	978	52	0	206	258	0	576	62	638	124	61	148	333
% App. Total	19.2	70.8	10		20.2	0	79.8		0	90.3	9.7		37.2	18.3	44.4	
PHF	.887	.892	.700	.909	.722	.000	.936	.977	.000	.900	.816	.896	.738	.763	.673	.737

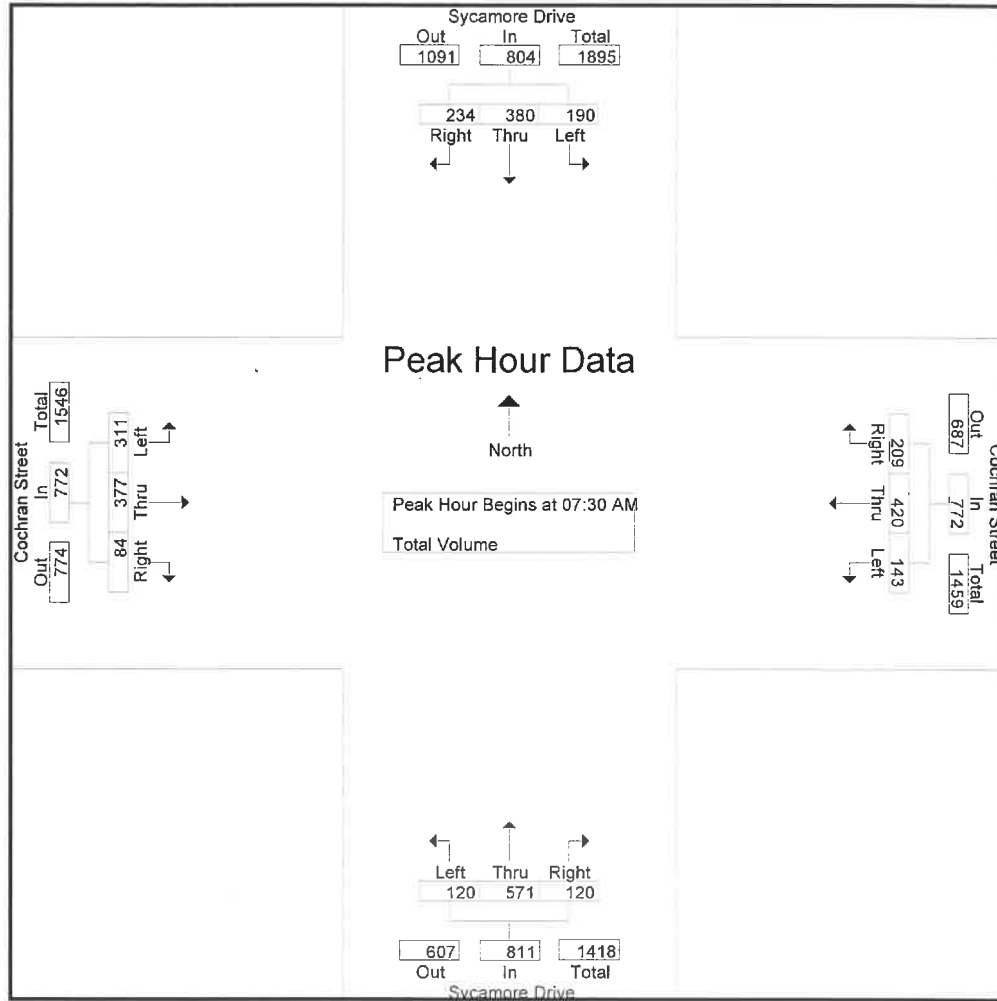
City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: Cochran Street  
 Weather: Clear

File Name : 04\_SMV\_Sycamore\_Cochran AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Cochran Street Westbound				Sycamore Drive Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	29	36	18	83	9	42	54	105	5	144	19	168	60	31	6	97	453
07:15 AM	38	50	28	116	21	48	54	123	9	122	16	147	52	35	15	102	488
07:30 AM	32	110	54	196	26	96	47	169	27	139	16	182	66	92	29	187	734
07:45 AM	58	119	92	269	52	127	53	232	29	147	21	197	112	115	34	261	959
Total	157	315	192	664	108	313	208	629	70	552	72	694	290	273	84	647	2634
08:00 AM	45	81	46	172	30	107	58	195	40	165	53	258	88	98	11	197	822
08:15 AM	55	70	42	167	35	90	51	176	24	120	30	174	45	72	10	127	644
08:30 AM	43	60	35	138	27	84	49	160	17	95	21	133	28	69	17	114	545
08:45 AM	57	69	29	155	23	76	44	143	17	106	32	155	44	79	12	135	588
Total	200	280	152	632	115	357	202	674	98	486	136	720	205	318	50	573	2599
Grand Total	357	595	344	1296	223	670	410	1303	168	1038	208	1414	495	591	134	1220	5233
Apprch %	27.5	45.9	26.5		17.1	51.4	31.5		11.9	73.4	14.7		40.6	48.4	11		
Total %	6.8	11.4	6.6	24.8	4.3	12.8	7.8	24.9	3.2	19.8	4	27	9.5	11.3	2.6	23.3	

Start Time	Sycamore Drive Southbound				Cochran Street Westbound				Sycamore Drive Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	32	110	54	196	26	96	47	169	27	139	16	182	66	92	29	187	734
07:45 AM	58	119	92	269	52	127	53	232	29	147	21	197	112	115	34	261	959
08:00 AM	45	81	46	172	30	107	58	195	40	165	53	258	88	98	11	197	822
08:15 AM	55	70	42	167	35	90	51	176	24	120	30	174	45	72	10	127	644
Total Volume	190	380	234	804	143	420	209	772	120	571	120	811	311	377	84	772	3159
% App. Total	23.6	47.3	29.1		18.5	54.4	27.1		14.8	70.4	14.8		40.3	48.8	10.9		
PHF	.819	.798	.636	.747	.688	.827	.901	.832	.750	.865	.566	.786	.694	.820	.618	.739	.824



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	32	110	54	196	26	96	47	169	27	139	16	182	66	92	29	187
+15 mins.	58	119	92	269	52	127	53	232	29	147	21	197	112	115	34	261
+30 mins.	45	81	46	172	30	107	58	195	40	165	53	258	88	98	11	197
+45 mins.	55	70	42	167	35	90	51	176	24	120	30	174	45	72	10	127
Total Volume	190	380	234	804	143	420	209	772	120	571	120	811	311	377	84	772
% App. Total	23.6	47.3	29.1		18.5	54.4	27.1		14.8	70.4	14.8		40.3	48.8	10.9	
PHF	.819	.798	.636	.747	.688	.827	.901	.832	.750	.865	.566	.786	.694	.820	.618	.739

City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: Cochran Street  
 Weather: Clear

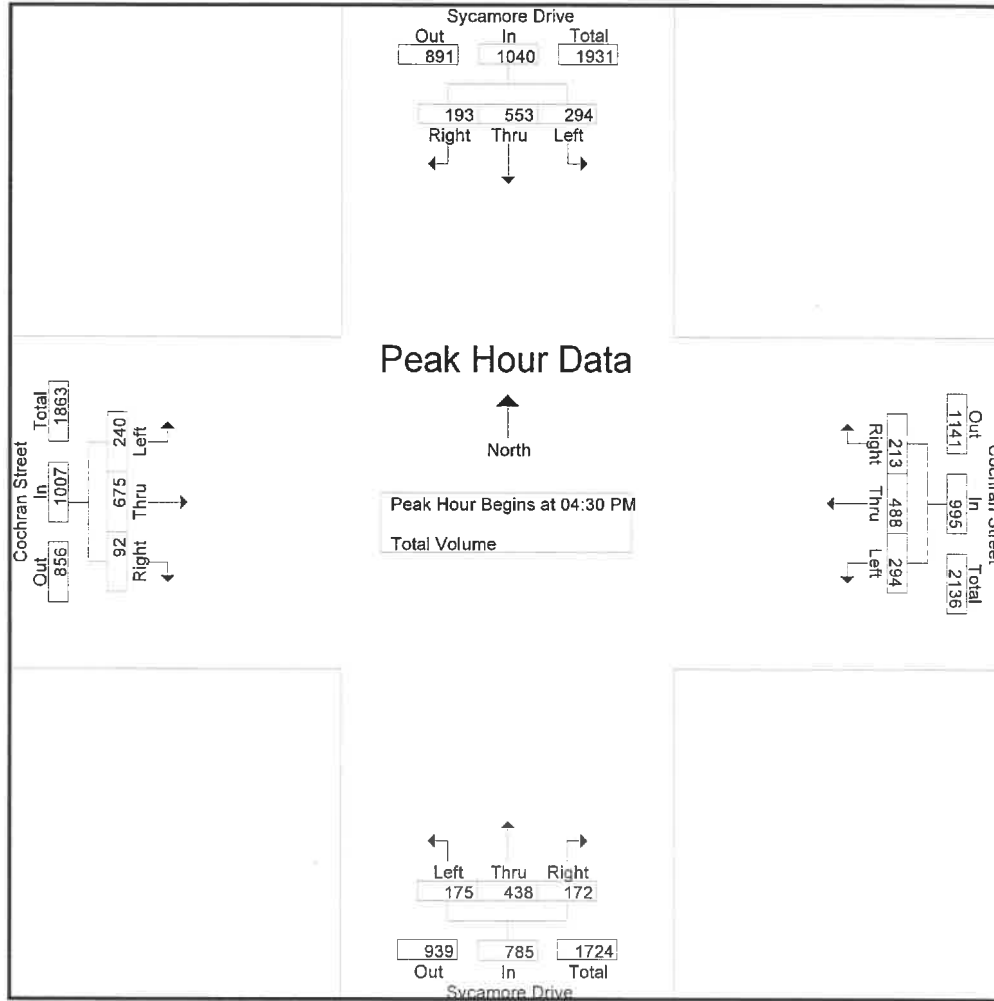
File Name : 04\_SMV\_Sycamore\_Cochran PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Cochran Street Westbound				Sycamore Drive Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	75	146	67	288	70	123	46	239	34	108	37	179	46	146	14	206	912
04:15 PM	71	125	37	233	60	124	49	233	35	121	41	197	56	174	11	241	904
04:30 PM	78	121	47	246	60	111	57	228	52	110	43	205	60	162	15	237	916
04:45 PM	77	145	44	266	72	112	47	231	42	109	41	192	58	163	27	248	937
Total	301	537	195	1033	262	470	199	931	163	448	162	773	220	645	67	932	3669
05:00 PM	71	141	53	265	83	132	51	266	42	100	42	184	66	168	26	260	975
05:15 PM	68	146	49	263	79	133	58	270	39	119	46	204	56	182	24	262	999
05:30 PM	73	117	36	226	51	120	63	234	30	120	38	188	49	187	26	262	910
05:45 PM	63	119	50	232	70	90	46	206	34	104	55	193	60	171	21	252	883
Total	275	523	188	986	283	475	218	976	145	443	181	769	231	708	97	1036	3767
Grand Total	576	1060	383	2019	545	945	417	1907	308	891	343	1542	451	1353	164	1968	7436
Apprch %	28.5	52.5	19		28.6	49.6	21.9		20	57.8	22.2		22.9	68.8	8.3		
Total %	7.7	14.3	5.2	27.2	7.3	12.7	5.6	25.6	4.1	12	4.6	20.7	6.1	18.2	2.2	26.5	

Start Time	Sycamore Drive Southbound				Cochran Street Westbound				Sycamore Drive Northbound				Cochran Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	78	121	47	246	60	111	57	228	52	110	43	205	60	162	15	237	916
04:45 PM	77	145	44	266	72	112	47	231	42	109	41	192	58	163	27	248	937
05:00 PM	71	141	53	265	83	132	51	266	42	100	42	184	66	168	26	260	975
05:15 PM	68	146	49	263	79	133	58	270	39	119	46	204	56	182	24	262	999
Total Volume	294	553	193	1040	294	488	213	995	175	438	172	785	240	675	92	1007	3827
% App. Total	28.3	53.2	18.6		29.5	49	21.4		22.3	55.8	21.9		23.8	67	9.1		
PHF	.942	.947	.910	.977	.886	.917	.918	.921	.841	.920	.935	.957	.909	.927	.852	.961	.958





Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				05:00 PM			
+0 mins.	78	121	47	246	72	112	47	231	52	110	43	205	66	168	26	260
+15 mins.	77	145	44	266	83	132	51	266	42	109	41	192	56	182	24	262
+30 mins.	71	141	53	265	79	133	58	270	42	100	42	184	49	187	26	262
+45 mins.	68	146	49	263	51	120	63	234	39	119	46	204	60	171	21	252
Total Volume	294	553	193	1040	285	497	219	1001	175	438	172	785	231	708	97	1036
% App. Total	28.3	53.2	18.6		28.5	49.7	21.9		22.3	55.8	21.9		22.3	68.3	9.4	
PHF	.942	.947	.910	.977	.858	.934	.869	.927	.841	.920	.935	.957	.875	.947	.933	.989

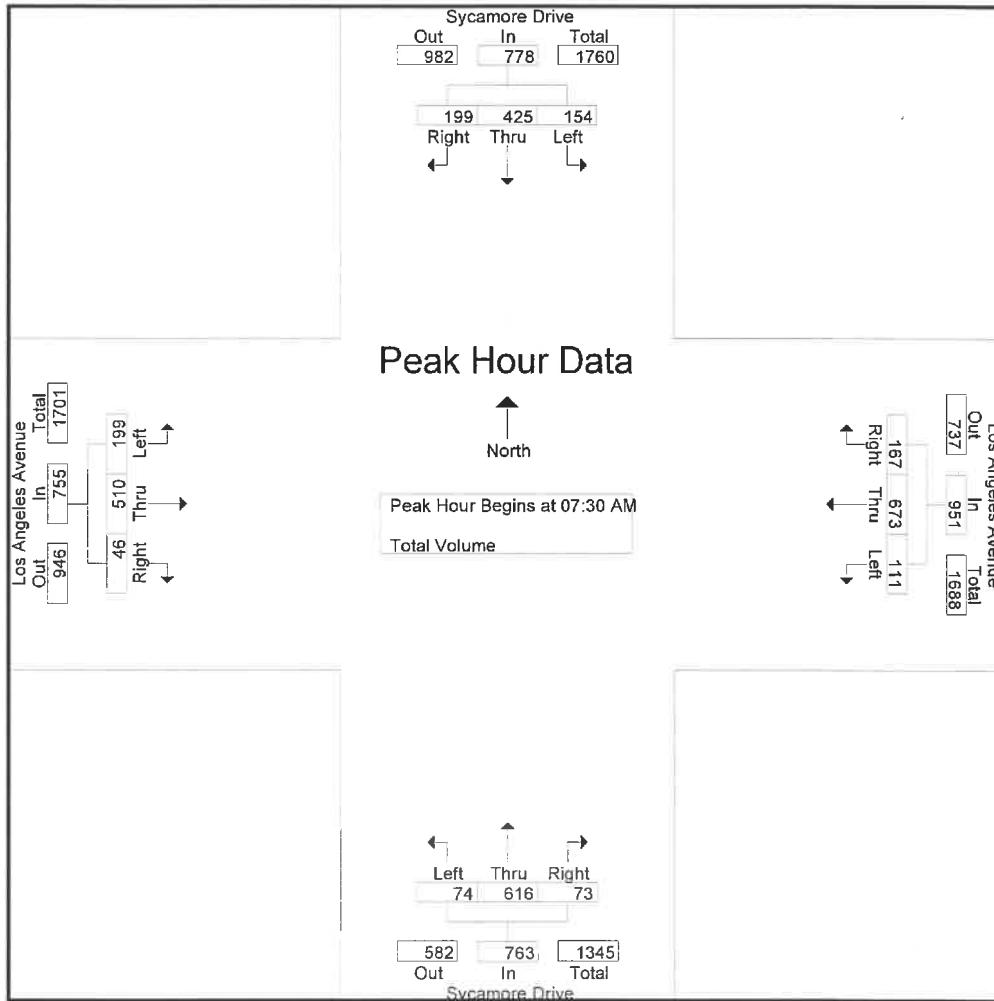
City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 05\_SMV\_Sycamore\_Los Angeles AM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Los Angeles Avenue Westbound				Sycamore Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	39	24	73	8	101	12	121	7	107	6	120	34	55	7	96	410
07:15 AM	19	60	28	107	19	134	14	167	14	112	11	137	19	69	6	94	505
07:30 AM	18	115	52	185	31	169	47	247	14	155	23	192	40	110	12	162	786
07:45 AM	50	155	71	276	46	187	71	304	24	170	23	217	65	171	18	254	1051
Total	97	369	175	641	104	591	144	839	59	544	63	666	158	405	43	606	2752
08:00 AM	42	105	49	196	17	179	27	223	23	188	10	221	50	119	12	181	821
08:15 AM	44	50	27	121	17	138	22	177	13	103	17	133	44	110	4	158	589
08:30 AM	44	54	29	127	10	142	21	173	16	126	20	162	31	95	8	134	596
08:45 AM	52	53	29	134	14	104	18	136	13	115	25	153	23	102	8	133	556
Total	182	262	134	578	58	563	88	709	65	532	72	669	148	426	32	606	2562
Grand Total	279	631	309	1219	162	1154	232	1548	124	1076	135	1335	306	831	75	1212	5314
Apprch %	22.9	51.8	25.3		10.5	74.5	15		9.3	80.6	10.1		25.2	68.6	6.2		
Total %	5.3	11.9	5.8	22.9	3	21.7	4.4	29.1	2.3	20.2	2.5	25.1	5.8	15.6	1.4	22.8	

Start Time	Sycamore Drive Southbound				Los Angeles Avenue Westbound				Sycamore Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	115	52	185	31	169	47	247	14	155	23	192	40	110	12	162	786
07:45 AM	50	155	71	276	46	187	71	304	24	170	23	217	65	171	18	254	1051
08:00 AM	42	105	49	196	17	179	27	223	23	188	10	221	50	119	12	181	821
08:15 AM	44	50	27	121	17	138	22	177	13	103	17	133	44	110	4	158	589
Total Volume	154	425	199	778	111	673	167	951	74	616	73	763	199	510	46	755	3247
% App. Total	19.8	54.6	25.6		11.7	70.8	17.6		9.7	80.7	9.6		26.4	67.5	6.1		
PHF	.770	.685	.701	.705	.603	.900	.588	.782	.771	.819	.793	.863	.765	.746	.639	.743	.772



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	18	115	52	185	31	169	47	247	14	112	11	137	40	110	12	162
+15 mins.	50	155	71	276	46	187	71	304	14	155	23	192	65	171	18	254
+30 mins.	42	105	49	196	17	179	27	223	24	170	23	217	50	119	12	181
+45 mins.	44	50	27	121	17	138	22	177	23	188	10	221	44	110	4	158
Total Volume	154	425	199	778	111	673	167	951	75	625	67	767	199	510	46	755
% App. Total	19.8	54.6	25.6		11.7	70.8	17.6		9.8	81.5	8.7		26.4	67.5	6.1	
PHF	.770	.685	.701	.705	.603	.900	.588	.782	.781	.831	.728	.868	.765	.746	.639	.743

Counts Unlimited  
 PO Box 1178  
 Corona, CA 92878  
 (951) 268-6268

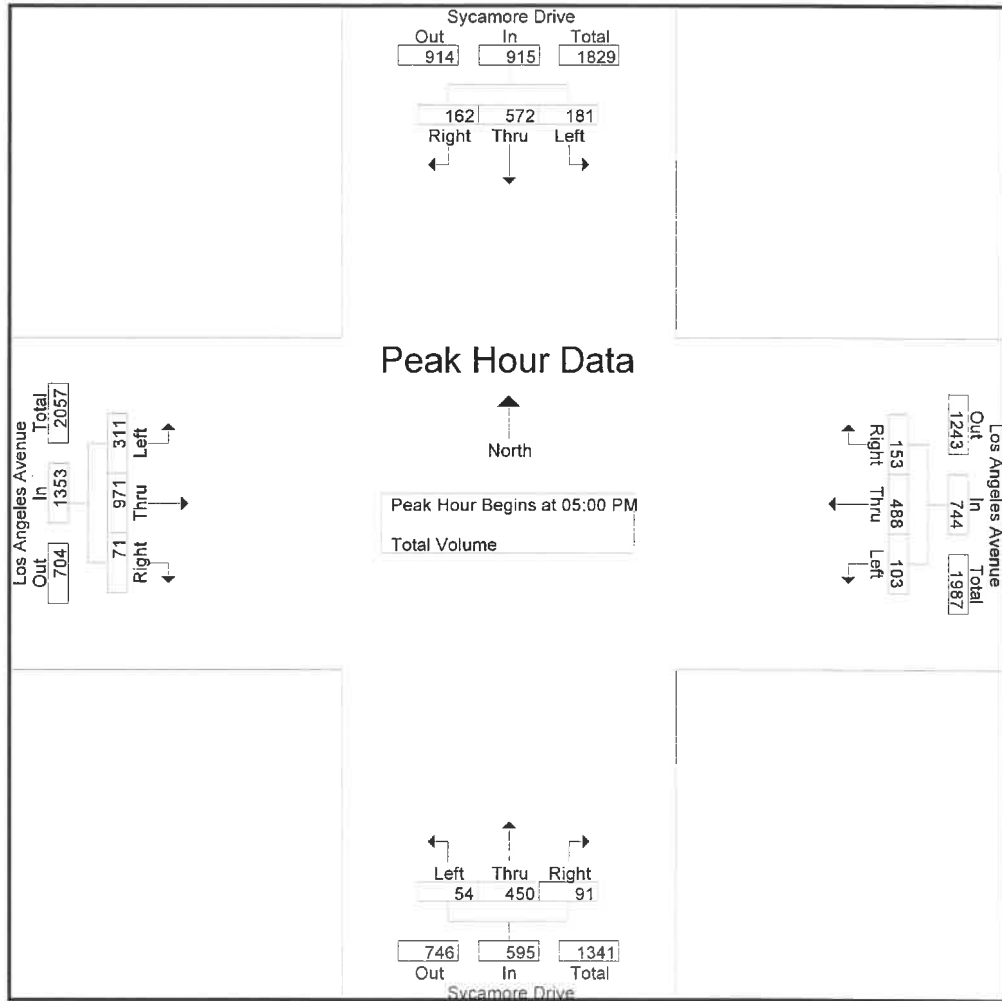
City of Simi Valley  
 N/S: Sycamore Drive  
 E/W: Los Angeles Avenue  
 Weather: Clear

File Name : 05\_SMV\_Sycamore\_Los Angeles PM  
 Site Code : 05718915  
 Start Date : 12/4/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Sycamore Drive Southbound				Los Angeles Avenue Westbound				Sycamore Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	51	129	39	219	22	106	39	167	14	109	19	142	55	135	24	214	742
04:15 PM	34	116	27	177	25	114	41	180	10	122	16	148	62	187	12	261	766
04:30 PM	40	132	44	216	19	127	50	196	18	119	20	157	68	189	19	276	845
04:45 PM	38	137	41	216	29	128	40	197	13	142	14	169	76	227	20	323	905
Total	163	514	151	828	95	475	170	740	55	492	69	616	261	738	75	1074	3258
05:00 PM	50	130	46	226	30	131	48	209	20	112	19	151	69	237	28	334	920
05:15 PM	52	170	56	278	21	129	37	187	13	128	21	162	59	222	15	296	923
05:30 PM	38	122	30	190	22	108	41	171	8	110	21	139	89	240	13	342	842
05:45 PM	41	150	30	221	30	120	27	177	13	100	30	143	94	272	15	381	922
Total	181	572	162	915	103	488	153	744	54	450	91	595	311	971	71	1353	3607
Grand Total	344	1086	313	1743	198	963	323	1484	109	942	160	1211	572	1709	146	2427	6865
Apprch %	19.7	62.3	18		13.3	64.9	21.8		9	77.8	13.2		23.6	70.4	6		
Total %	5	15.8	4.6	25.4	2.9	14	4.7	21.6	1.6	13.7	2.3	17.6	8.3	24.9	2.1	35.4	

Start Time	Sycamore Drive Southbound				Los Angeles Avenue Westbound				Sycamore Drive Northbound				Los Angeles Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	50	130	46	226	30	131	48	209	20	112	19	151	69	237	28	334	920
05:15 PM	52	170	56	278	21	129	37	187	13	128	21	162	59	222	15	296	923
05:30 PM	38	122	30	190	22	108	41	171	8	110	21	139	89	240	13	342	842
05:45 PM	41	150	30	221	30	120	27	177	13	100	30	143	94	272	15	381	922
Total Volume	181	572	162	915	103	488	153	744	54	450	91	595	311	971	71	1353	3607
% App. Total	19.8	62.5	17.7		13.8	65.6	20.6		9.1	75.6	15.3		23	71.8	5.2		
PHF	.870	.841	.723	.823	.858	.931	.797	.890	.675	.879	.758	.918	.827	.892	.634	.888	.977



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

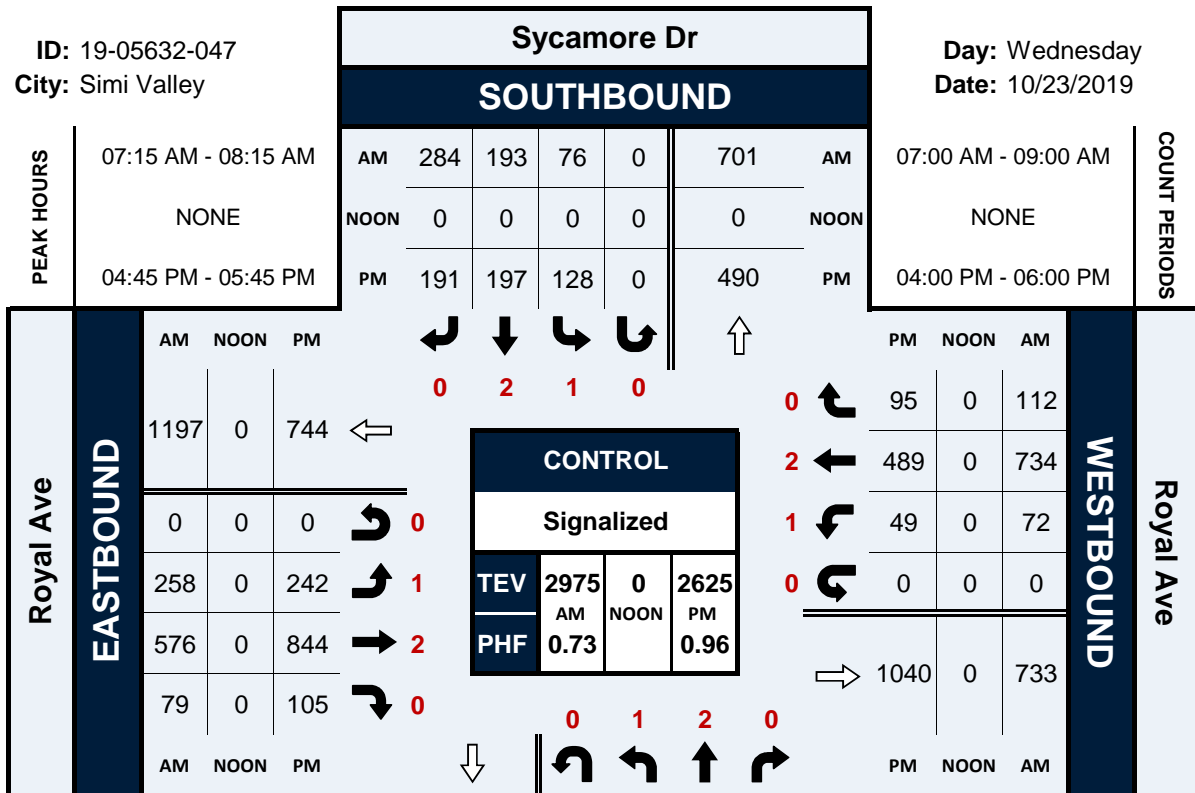
	04:30 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	40	132	44	216	19	127	50	196	18	119	20	157	69	237	28	334
+15 mins.	38	137	41	216	29	128	40	197	13	142	14	169	59	222	15	296
+30 mins.	50	130	46	226	30	131	48	209	20	112	19	151	89	240	13	342
+45 mins.	52	170	56	278	21	129	37	187	13	128	21	162	94	272	15	381
Total Volume	180	569	187	936	99	515	175	789	64	501	74	639	311	971	71	1353
% App. Total	19.2	60.8	20		12.5	65.3	22.2		10	78.4	11.6		23	71.8	5.2	
PHF	.865	.837	.835	.842	.825	.983	.875	.944	.800	.882	.881	.945	.827	.892	.634	.888

# Sycamore Dr & Royal Ave

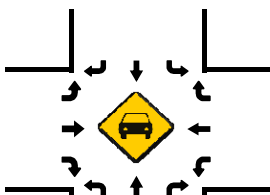
## Peak Hour Turning Movement Count

ID: 19-05632-047  
City: Simi Valley

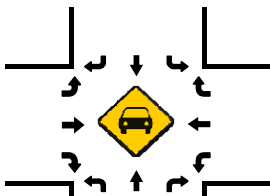
Day: Wednesday  
Date: 10/23/2019



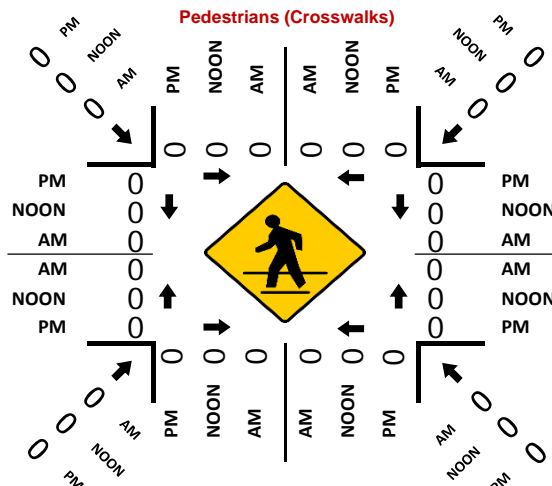
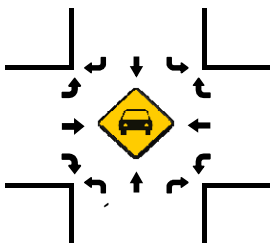
Total Vehicles (AM)



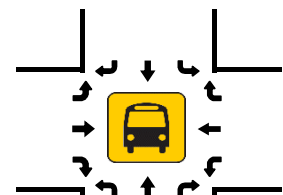
Total Vehicles (NOON)



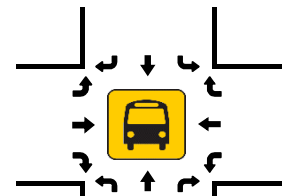
Total Vehicles (PM)



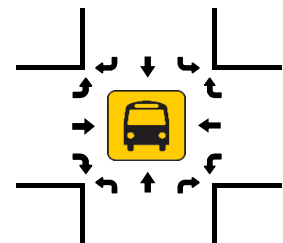
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

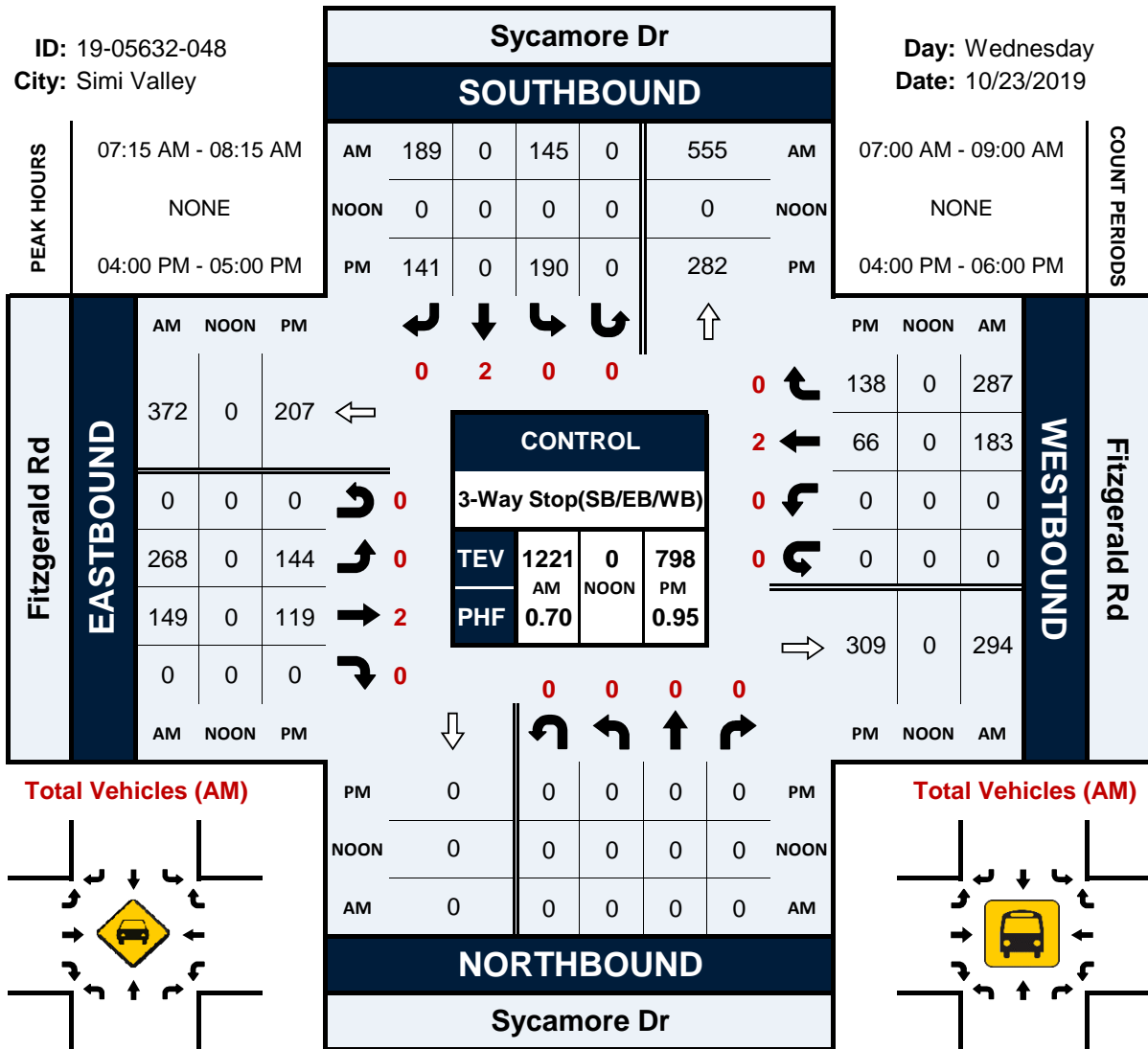


# Sycamore Dr & Fitzgerald Rd

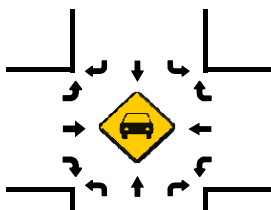
## Peak Hour Turning Movement Count

ID: 19-05632-048  
City: Simi Valley

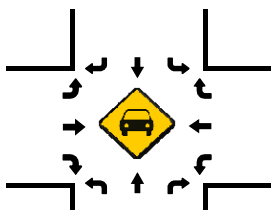
Day: Wednesday  
Date: 10/23/2019



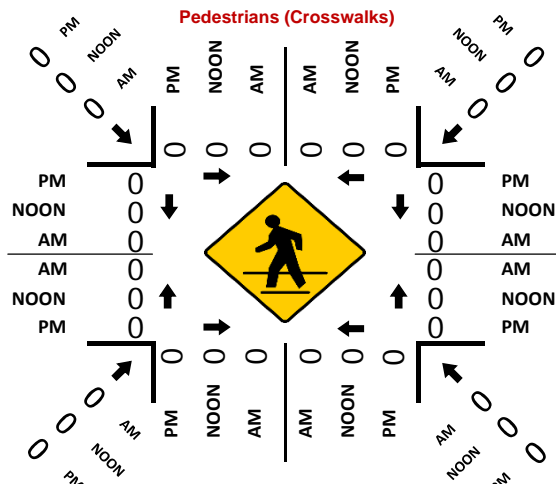
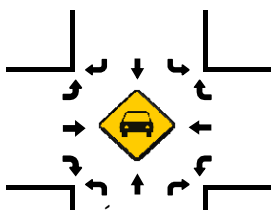
Total Vehicles (AM)



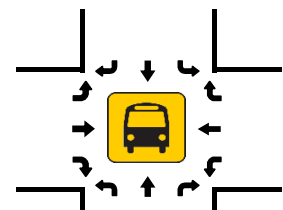
Total Vehicles (NOON)



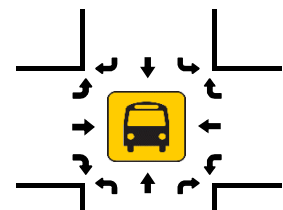
Total Vehicles (PM)



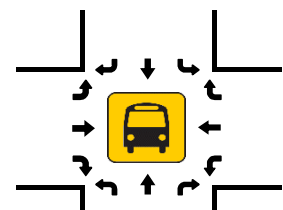
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)





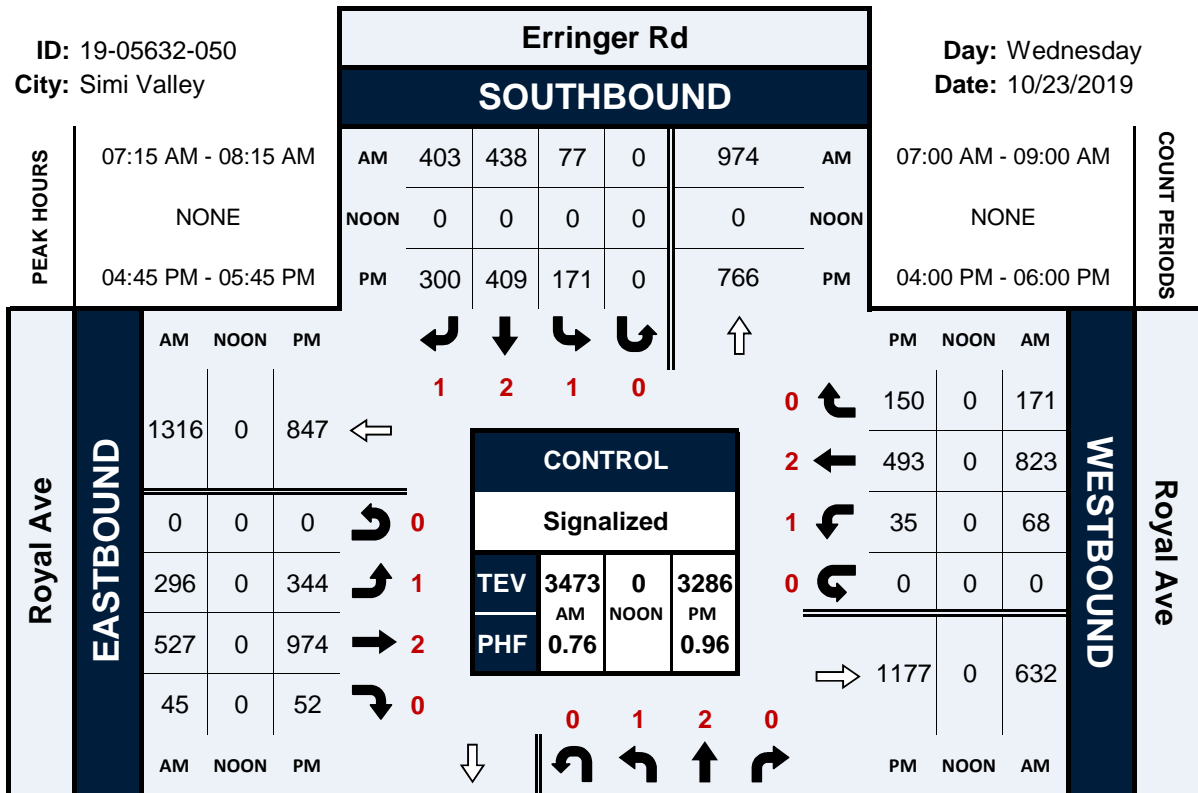


# Erringer Rd & Royal Ave

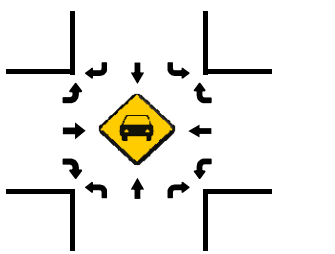
## Peak Hour Turning Movement Count

ID: 19-05632-050  
City: Simi Valley

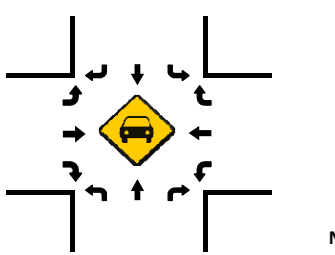
Day: Wednesday  
Date: 10/23/2019



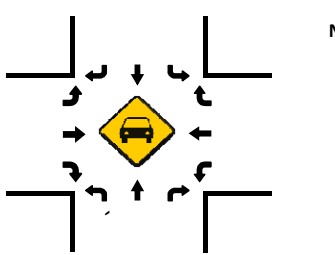
Total Vehicles (AM)



Total Vehicles (NOON)

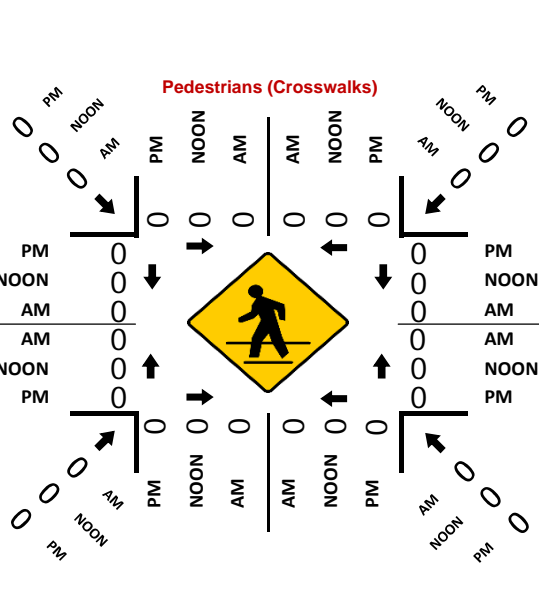


Total Vehicles (PM)

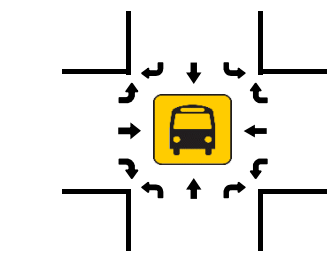


PM	496	0	54	272	32	PM
NOON	0	0	0	0	0	NOON
AM	551	0	90	507	28	AM

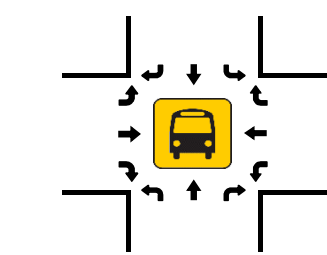
### NORTHBOUND Erringer Rd



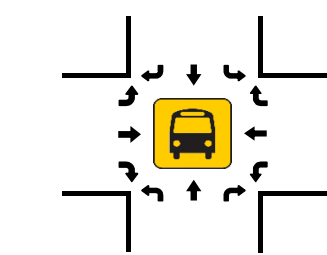
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

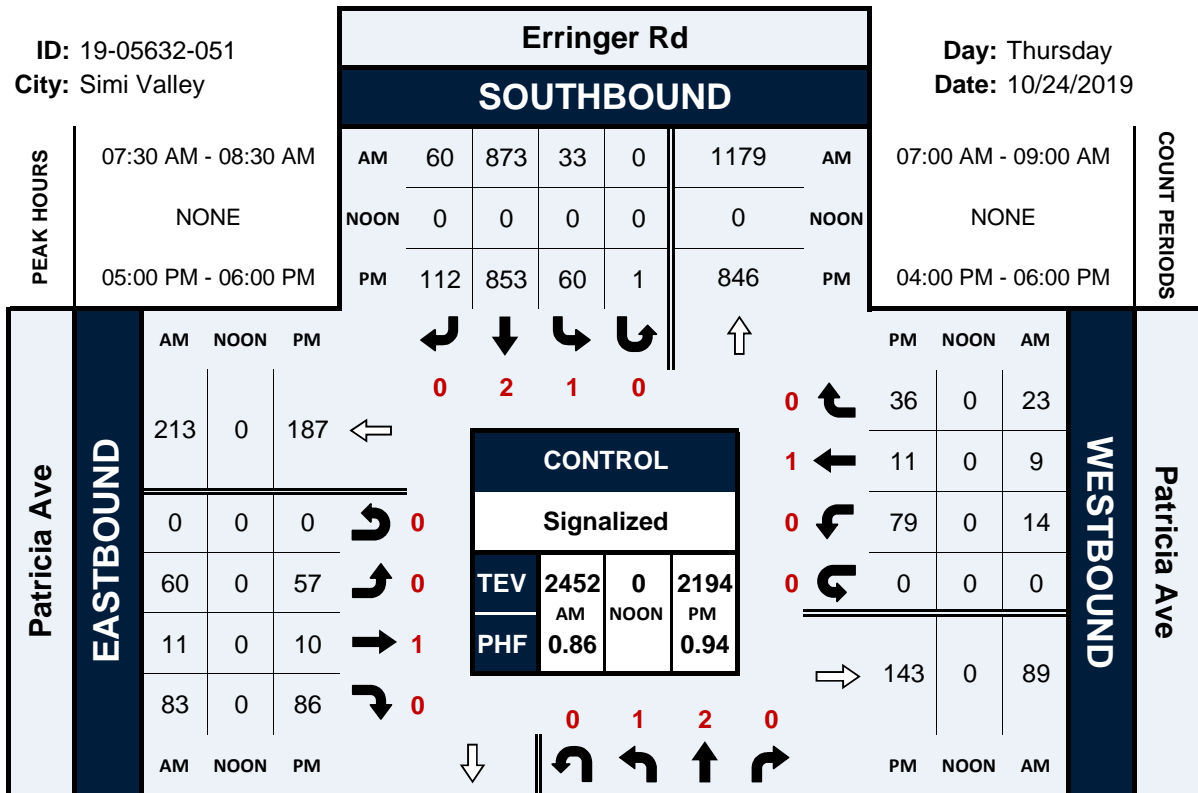


# Erringer Rd & Patricia Ave

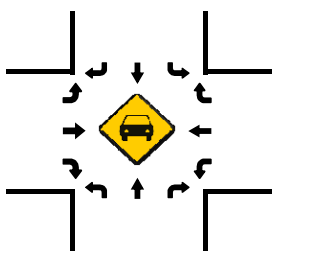
## Peak Hour Turning Movement Count

ID: 19-05632-051  
City: Simi Valley

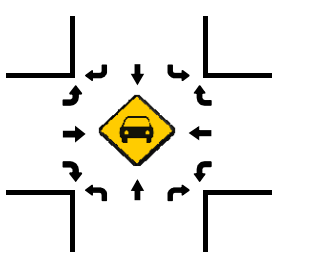
Day: Thursday  
Date: 10/24/2019



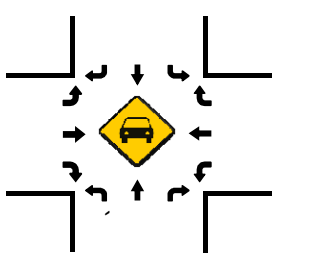
Total Vehicles (AM)



Total Vehicles (NOON)

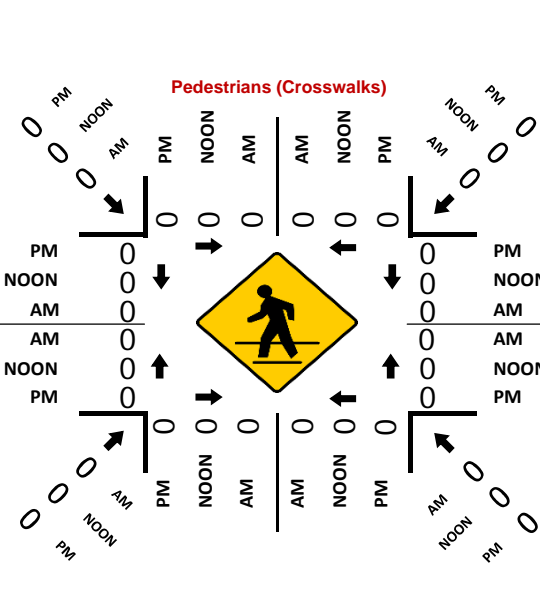


Total Vehicles (PM)

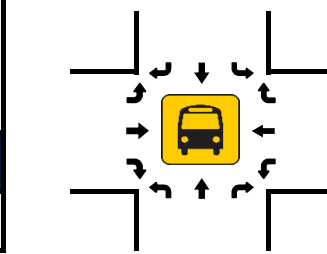


PM	1018	0	64	752	73	PM
NOON	0	0	0	0	0	NOON
AM	971	1	144	1096	45	AM

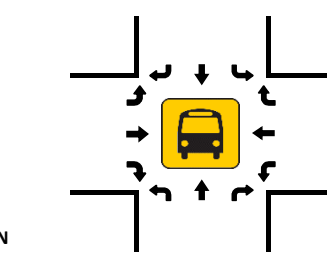
### NORTHBOUND Erringer Rd



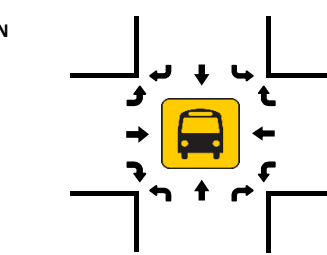
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

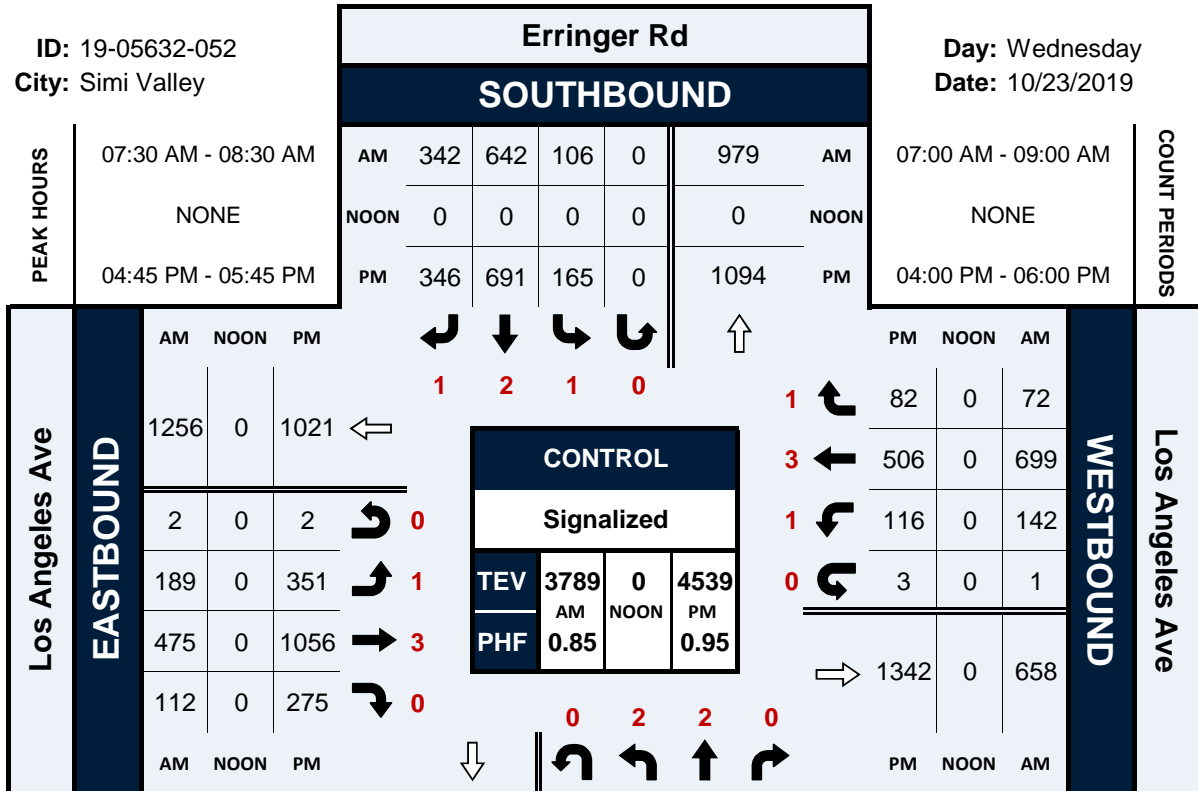


# Erringer Rd & Los Angeles Ave

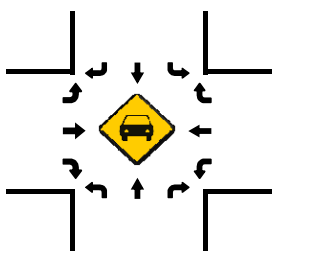
## Peak Hour Turning Movement Count

ID: 19-05632-052  
City: Simi Valley

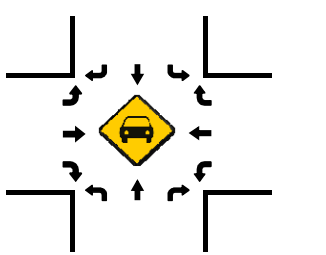
Day: Wednesday  
Date: 10/23/2019



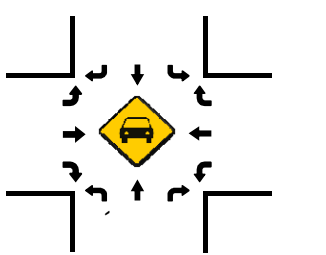
Total Vehicles (AM)



Total Vehicles (NOON)



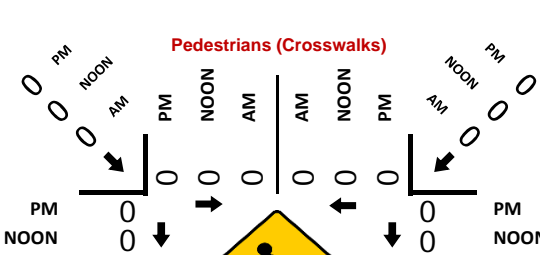
Total Vehicles (PM)



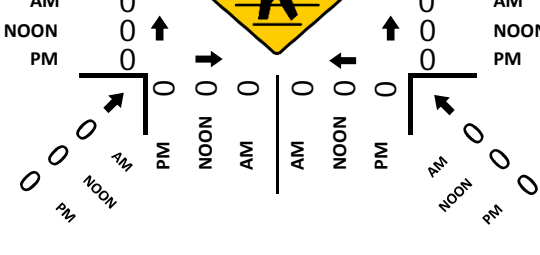
PM	1082	0	167	661	118	PM
NOON	0	0	0	0	0	NOON
AM	896	0	213	718	76	AM

**Erringer Rd NORTHBOUND**

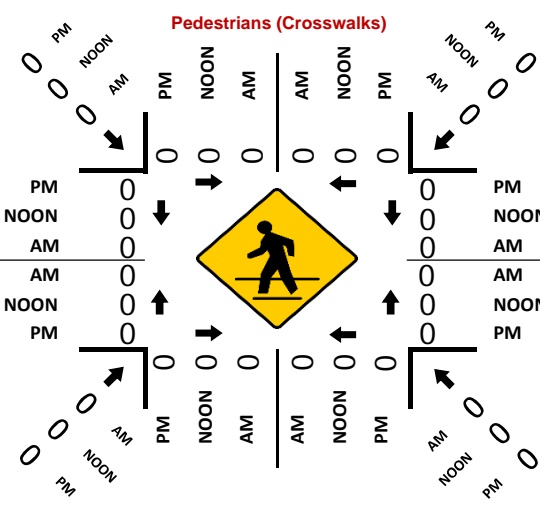
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



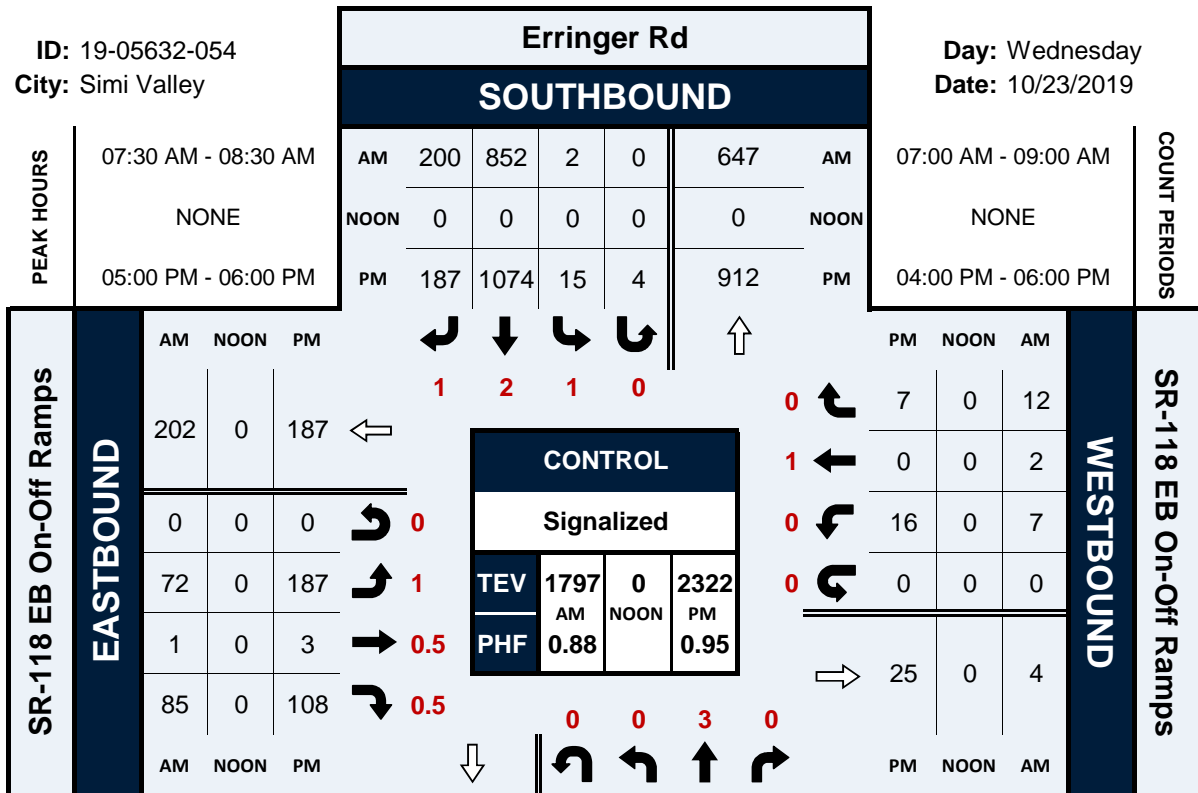


# Erringer Rd & SR-118 EB On-Off Ramps

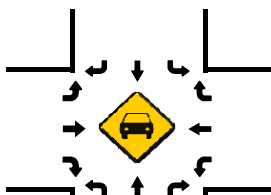
## Peak Hour Turning Movement Count

ID: 19-05632-054  
City: Simi Valley

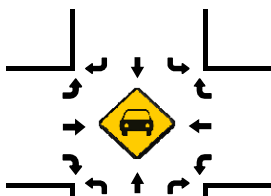
Day: Wednesday  
Date: 10/23/2019



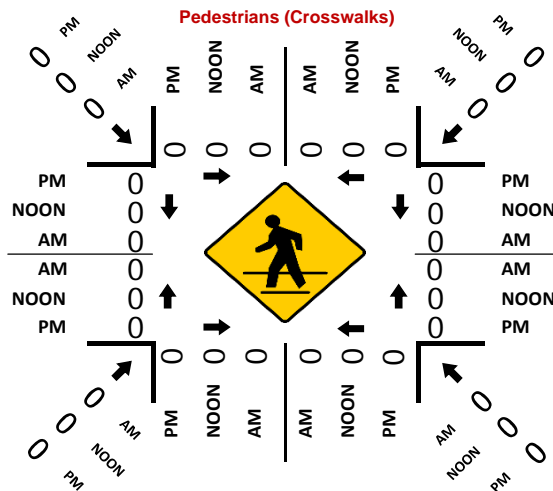
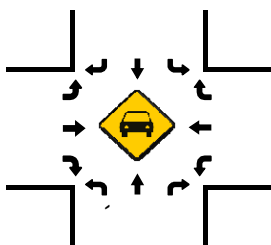
Total Vehicles (AM)



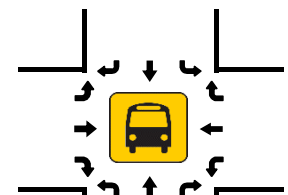
Total Vehicles (NOON)



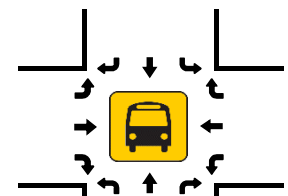
Total Vehicles (PM)



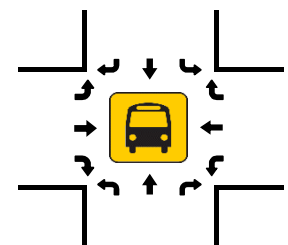
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

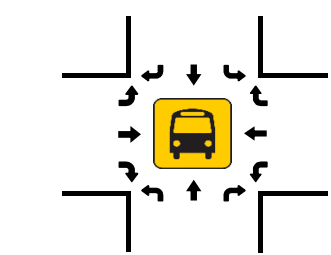
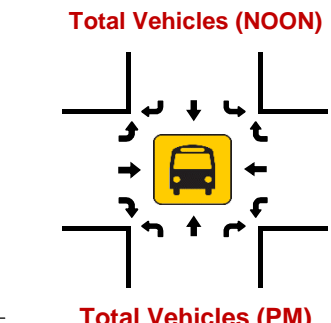
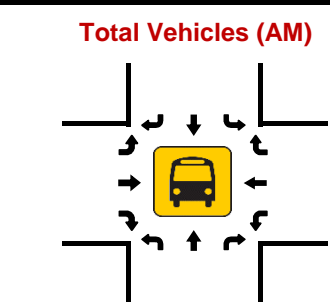
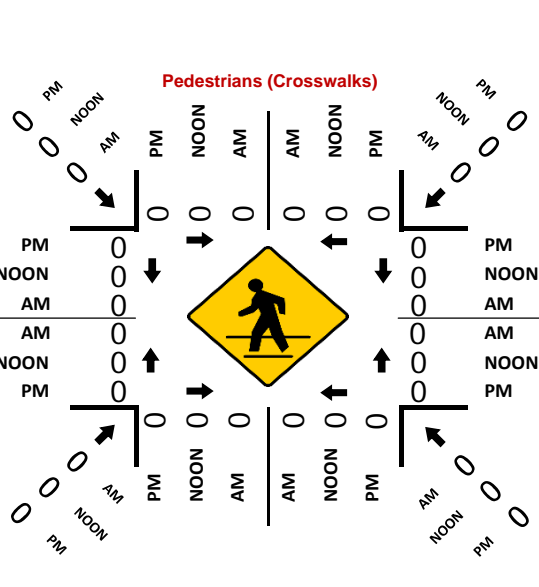
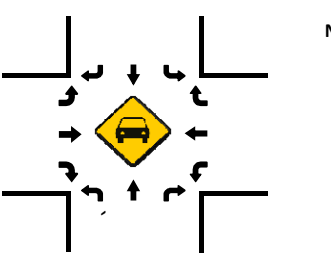
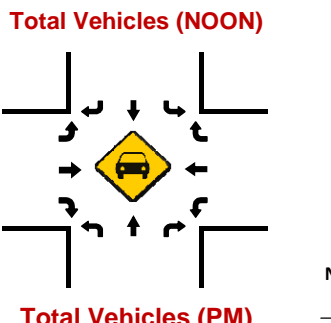
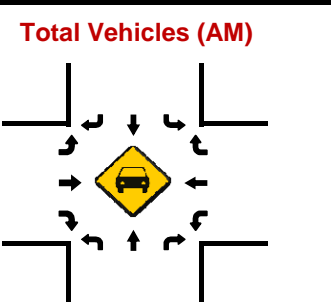
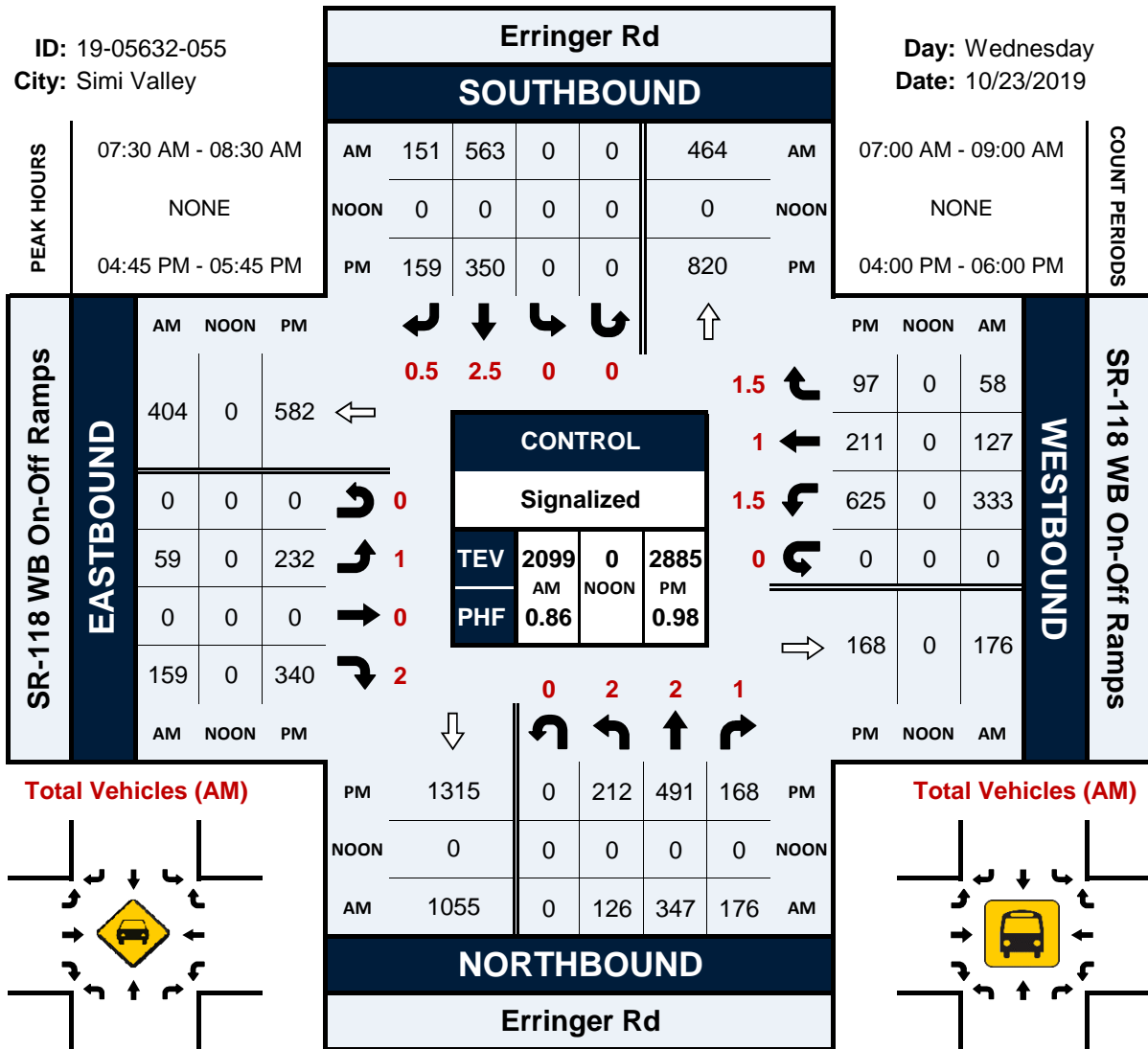


# Erringer Rd & SR-118 WB On-Off Ramps

## Peak Hour Turning Movement Count

ID: 19-05632-055  
City: Simi Valley

Day: Wednesday  
Date: 10/23/2019

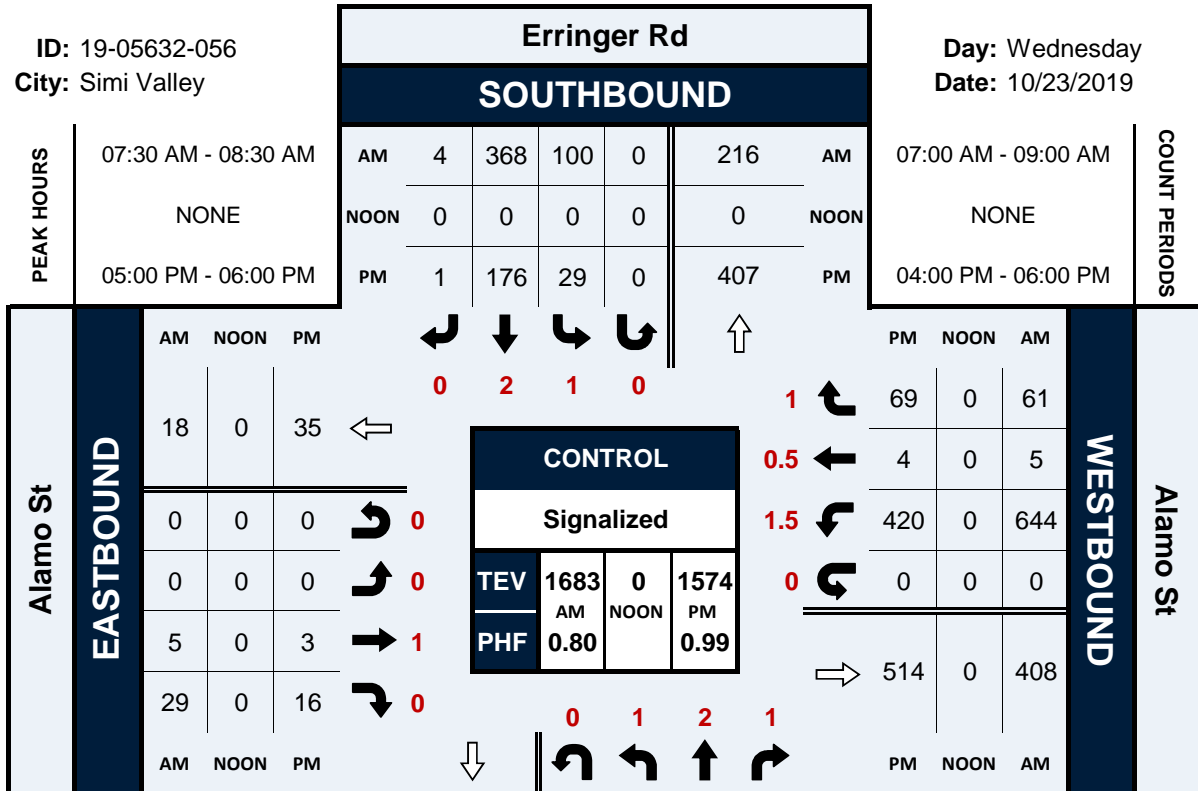


# Erringer Rd & Alamo St

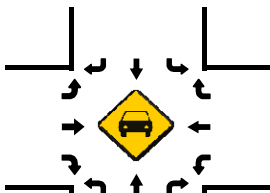
## Peak Hour Turning Movement Count

ID: 19-05632-056  
City: Simi Valley

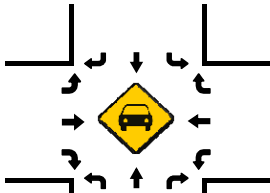
Day: Wednesday  
Date: 10/23/2019



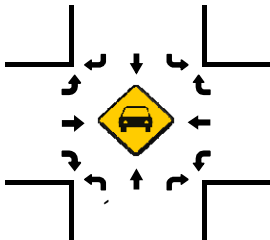
Total Vehicles (AM)



Total Vehicles (NOON)



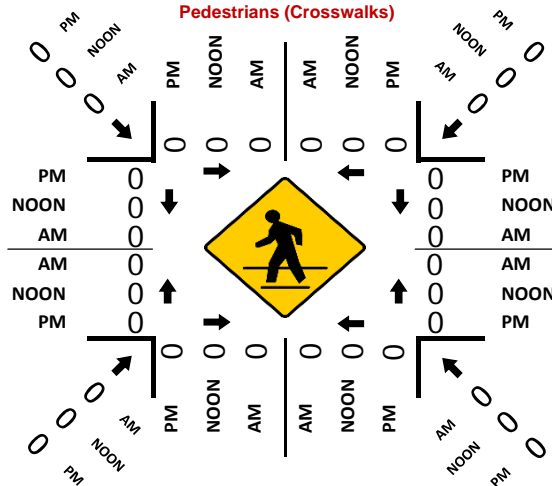
Total Vehicles (PM)



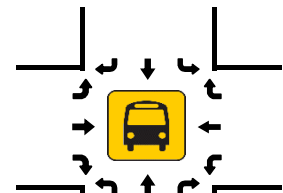
### NORTHBOUND

### Erringer Rd

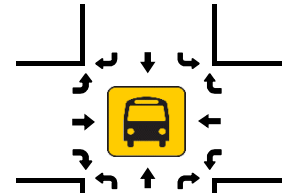
#### Pedestrians (Crosswalks)



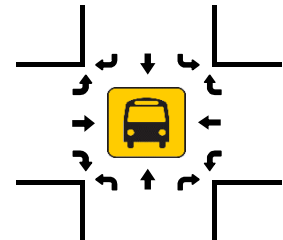
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

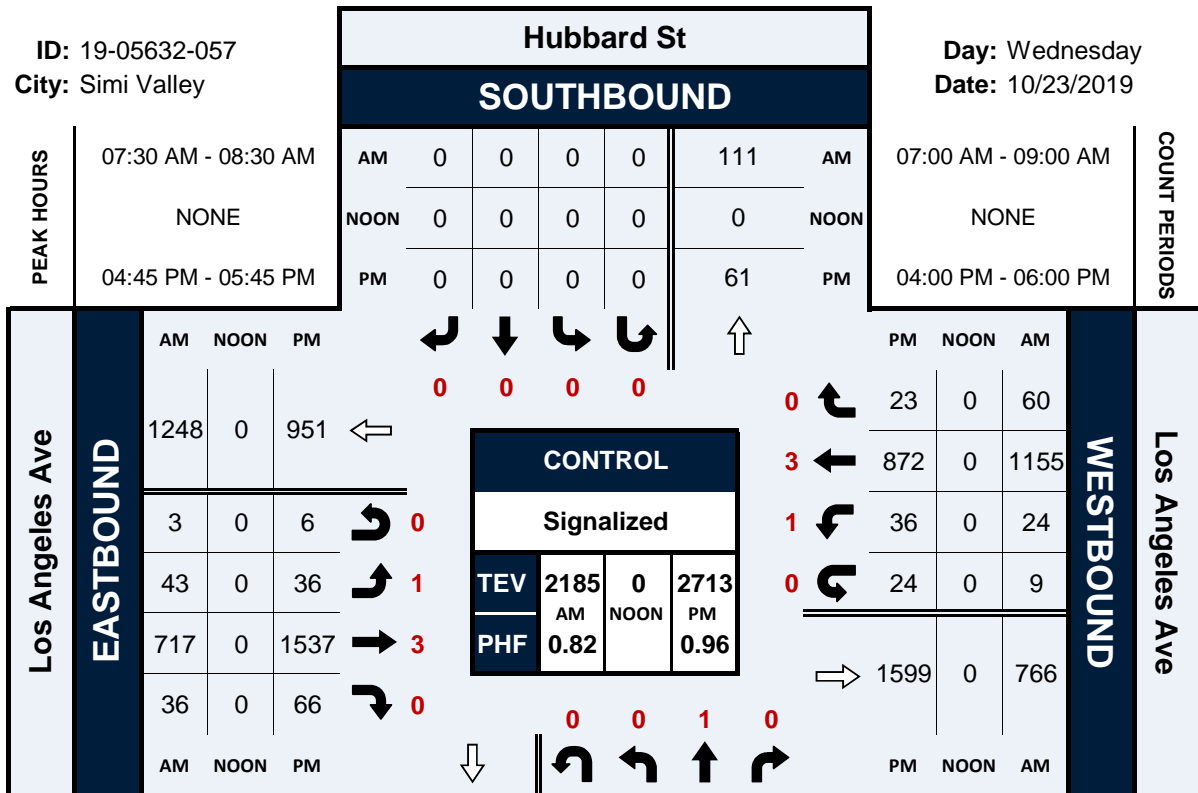


# Hubbard St & Los Angeles Ave

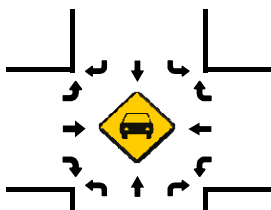
## Peak Hour Turning Movement Count

ID: 19-05632-057  
City: Simi Valley

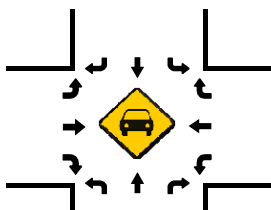
Day: Wednesday  
Date: 10/23/2019



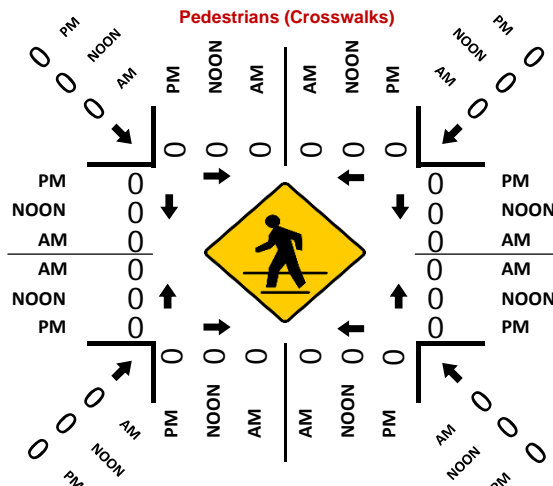
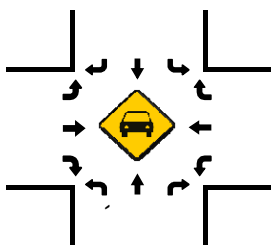
Total Vehicles (AM)



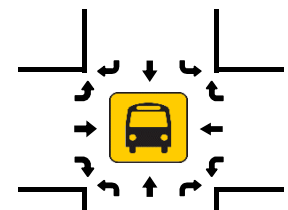
Total Vehicles (NOON)



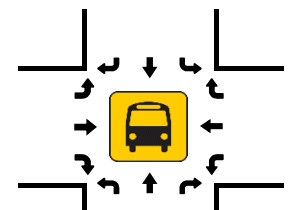
Total Vehicles (PM)



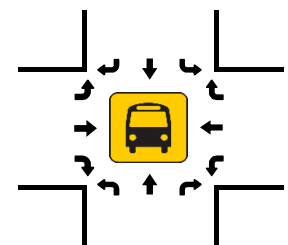
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



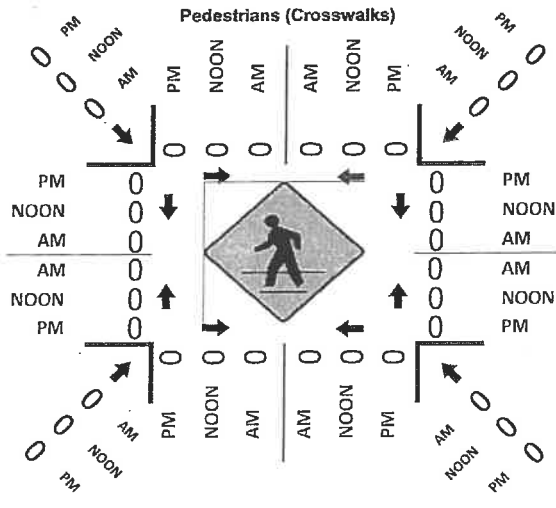
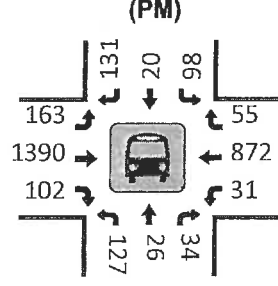
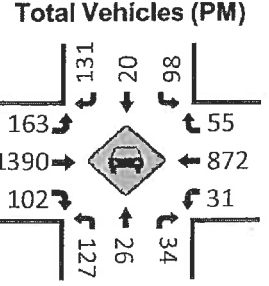
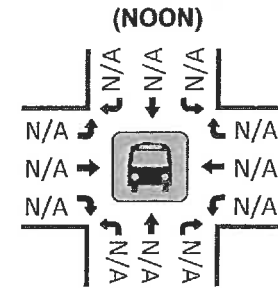
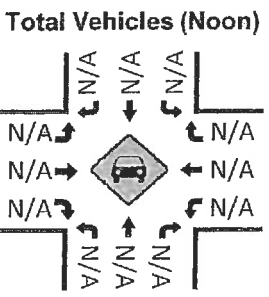
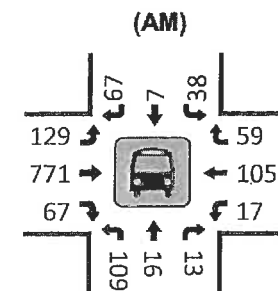
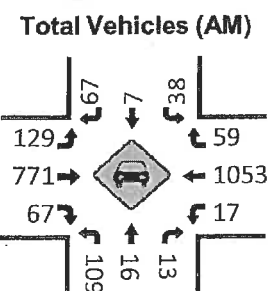
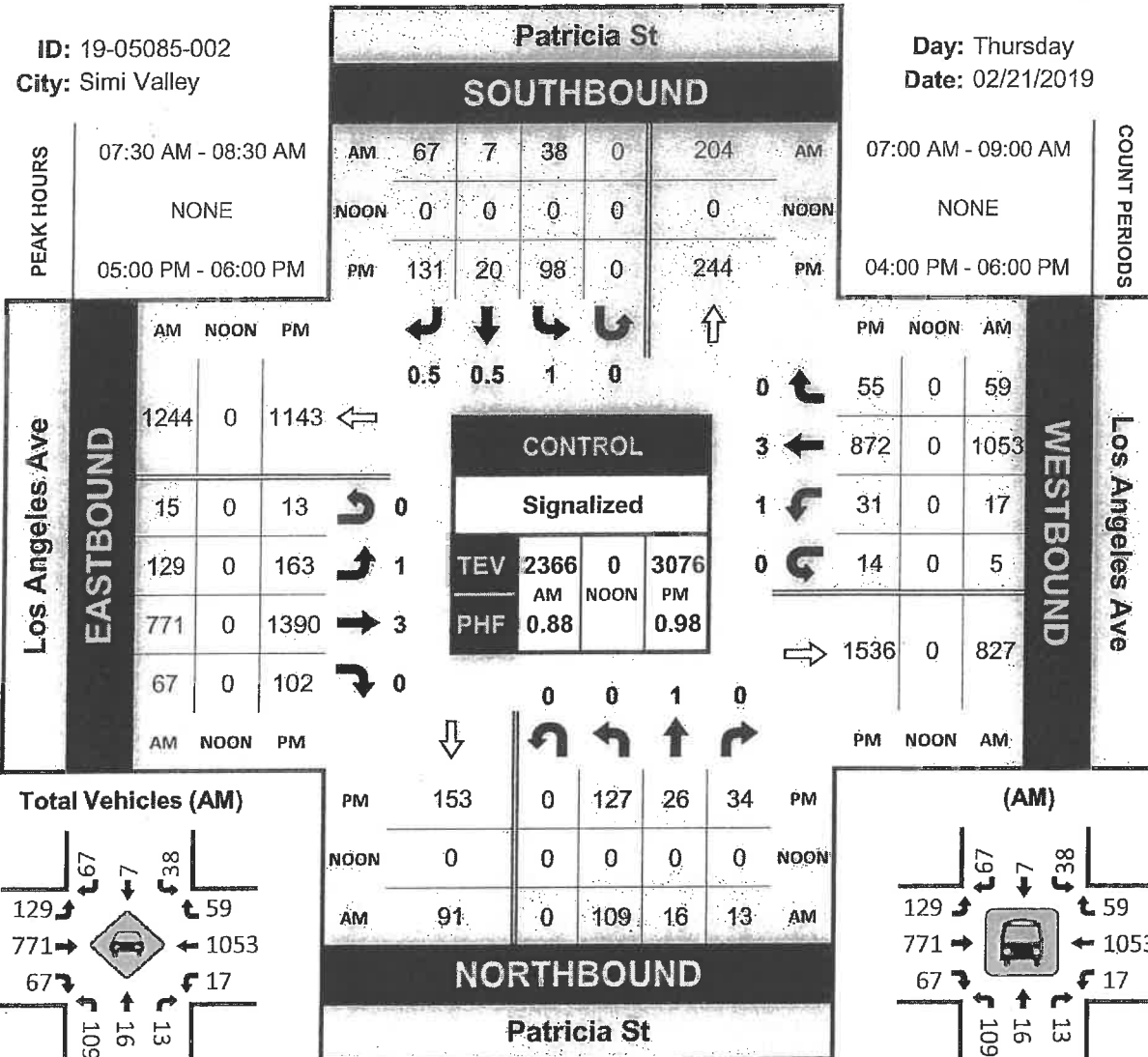


# Patricia St & Los Angeles Ave

## Peak Hour Turning Movement Count

ID: 19-05085-002  
City: Simi Valley

Day: Thursday  
Date: 02/21/2019

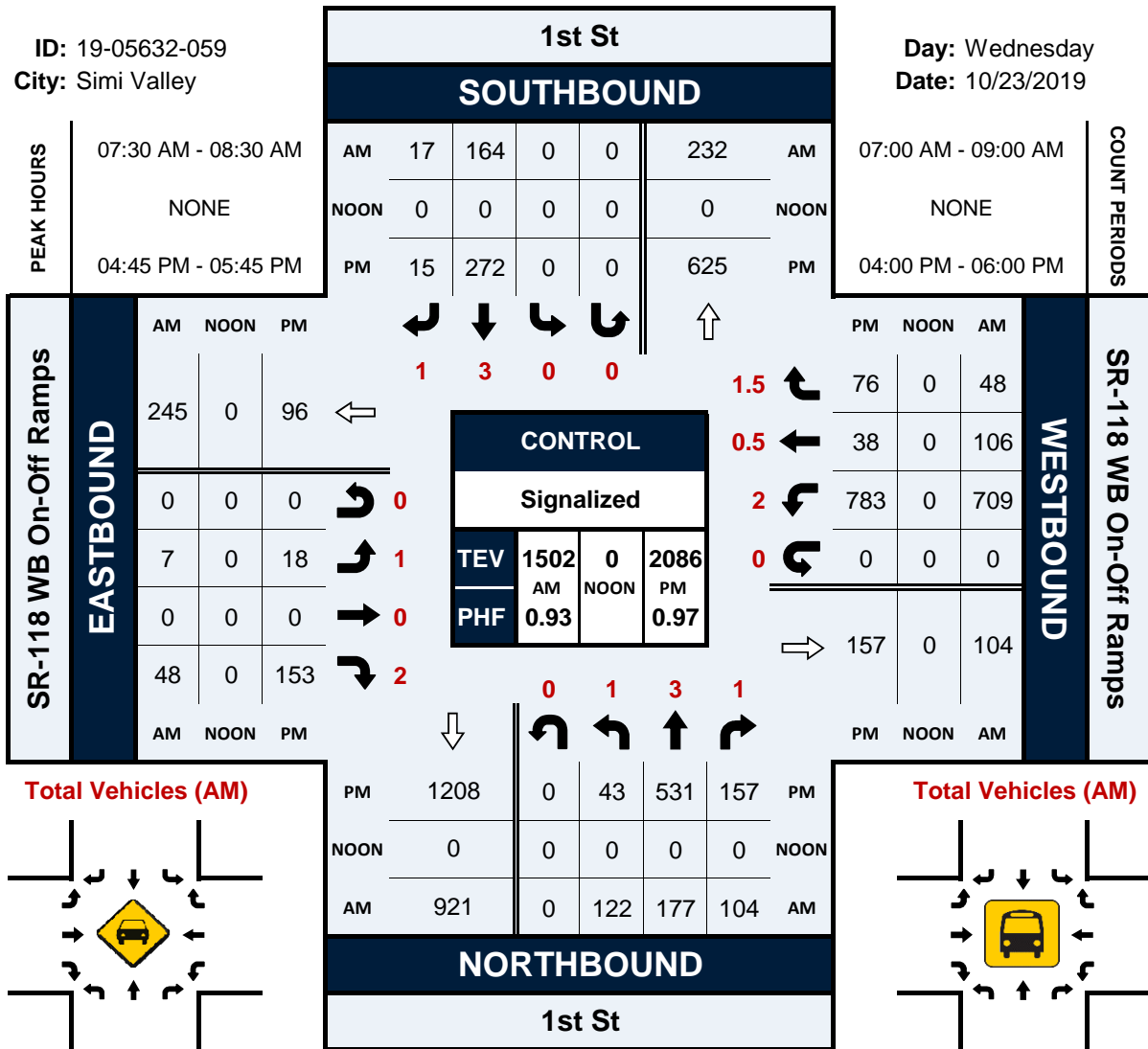


# 1st St & SR-118 WB On-Off Ramps

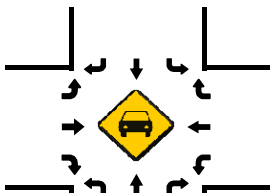
## Peak Hour Turning Movement Count

ID: 19-05632-059  
City: Simi Valley

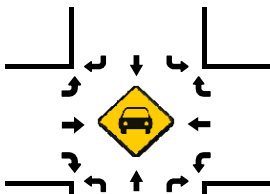
Day: Wednesday  
Date: 10/23/2019



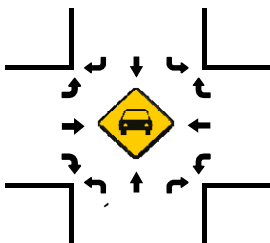
Total Vehicles (AM)



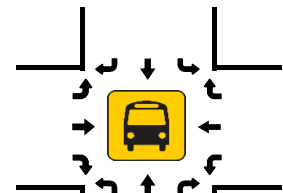
Total Vehicles (NOON)



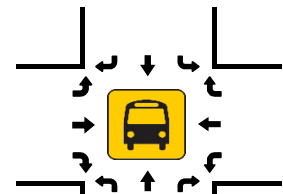
Total Vehicles (PM)



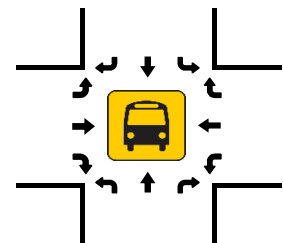
Total Vehicles (AM)



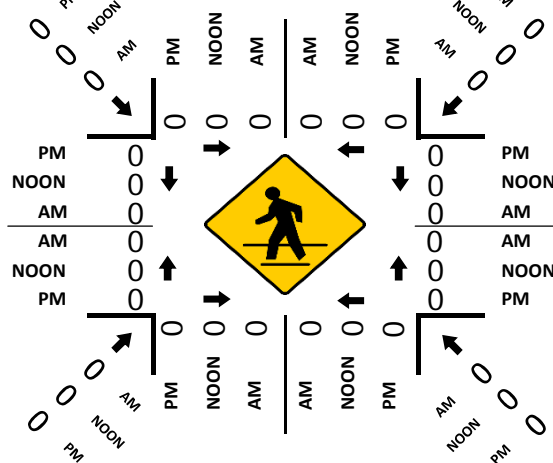
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)

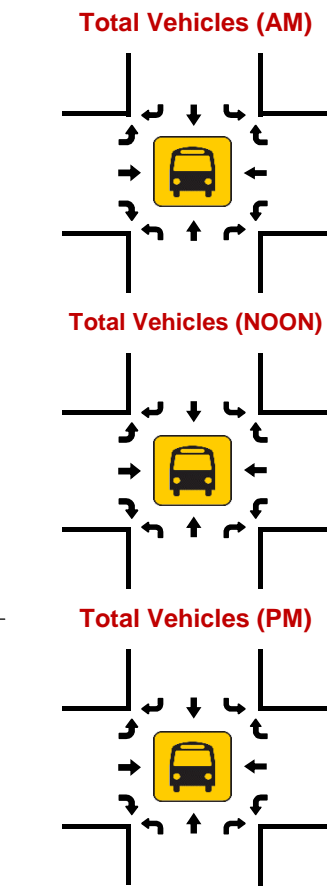
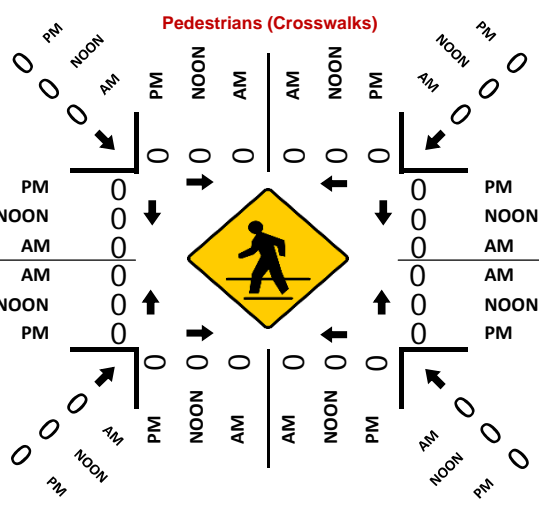
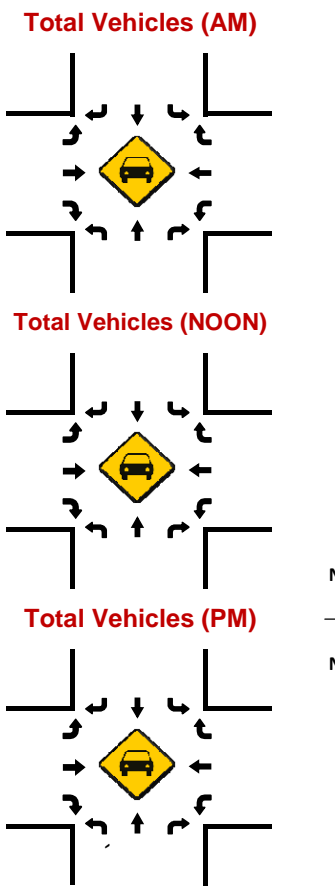
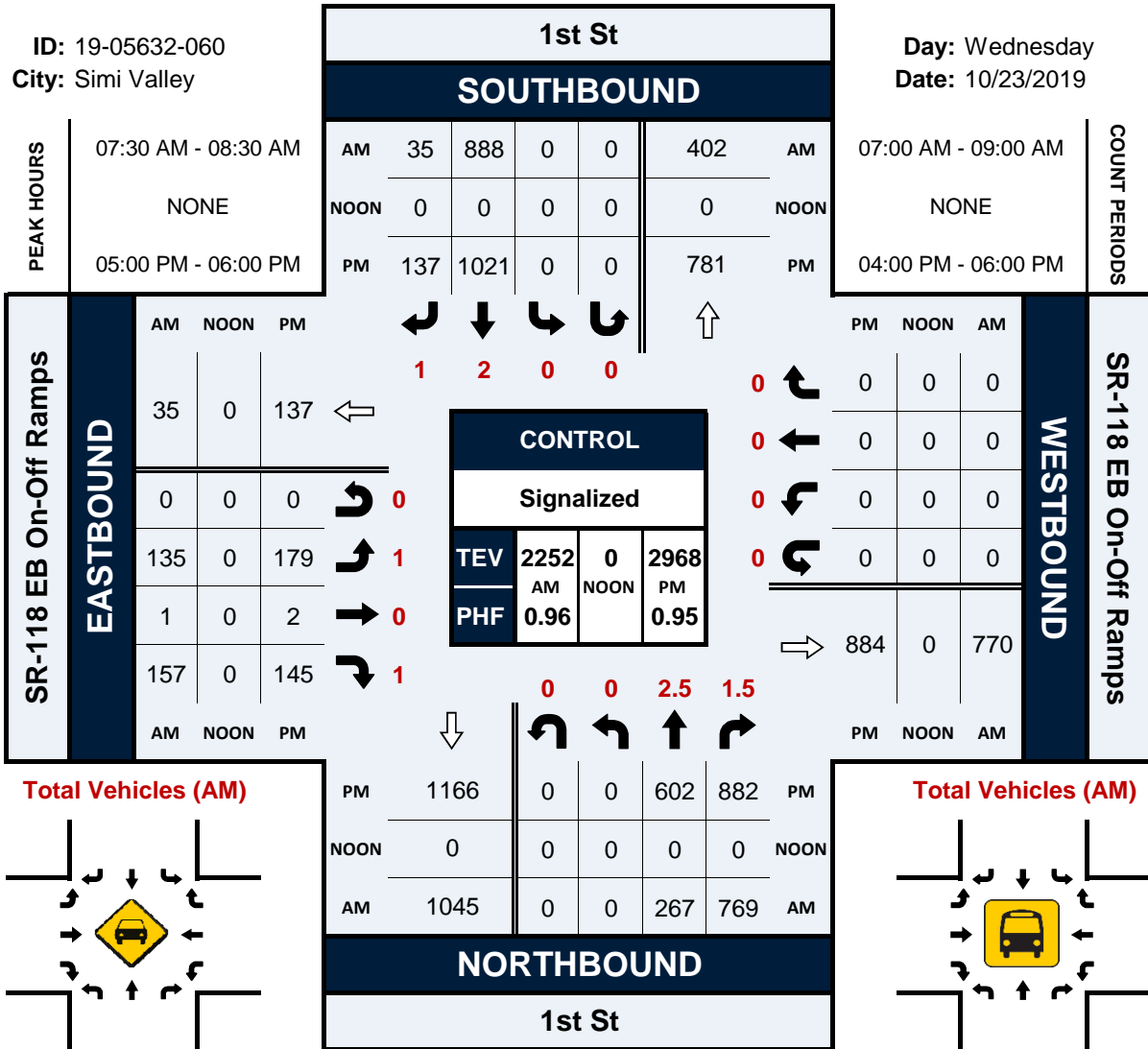


# 1st St & SR-118 EB On-Off Ramps

## Peak Hour Turning Movement Count

ID: 19-05632-060  
City: Simi Valley

Day: Wednesday  
Date: 10/23/2019

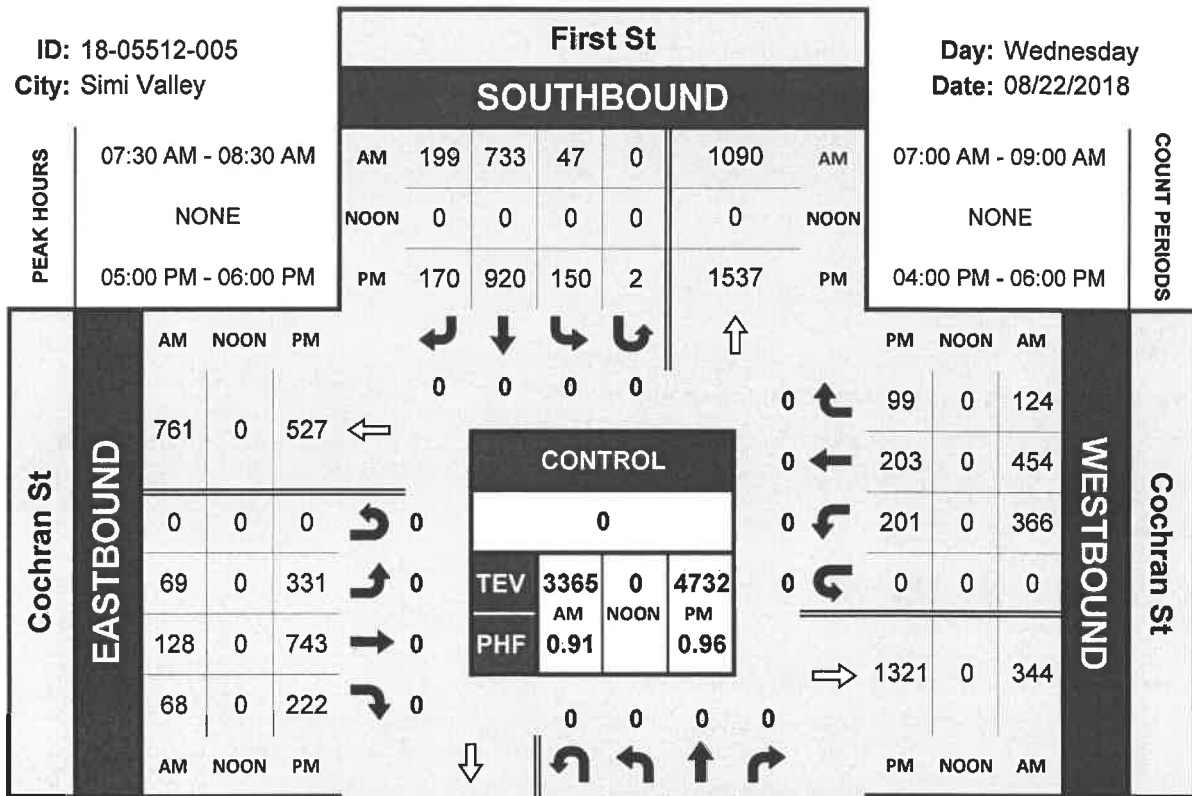


# First St & Cochran St

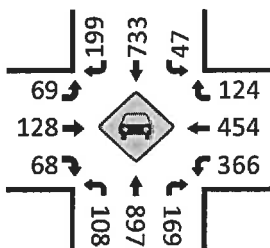
## Peak Hour Turning Movement Count

ID: 18-05512-005  
City: Simi Valley

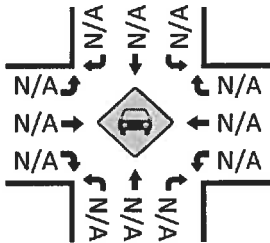
Day: Wednesday  
Date: 08/22/2018



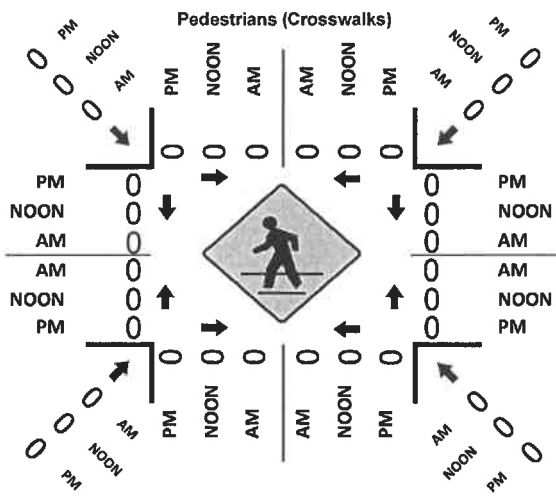
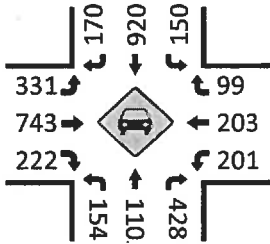
Total Vehicles (AM)



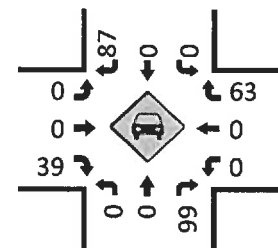
Total Vehicles (Noon)



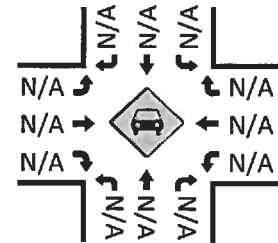
Total Vehicles (PM)



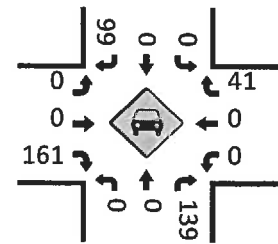
RTOR (AM)



RTOR (Noon)



RTOR (PM)

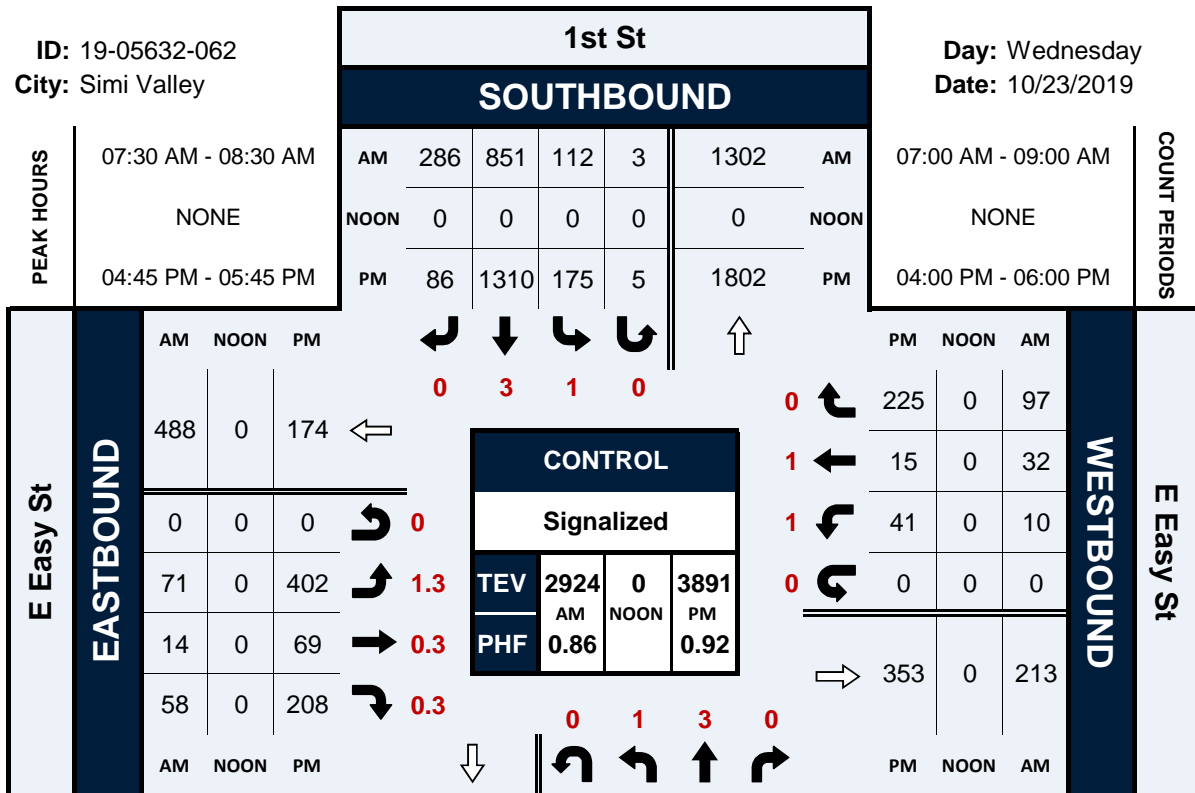


# 1st St & E Easy St

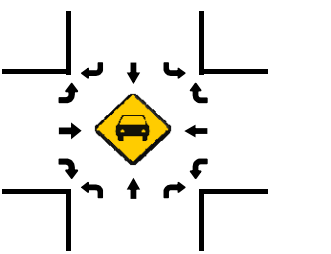
## Peak Hour Turning Movement Count

ID: 19-05632-062  
City: Simi Valley

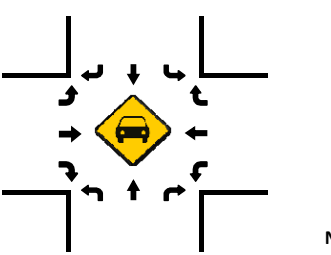
Day: Wednesday  
Date: 10/23/2019



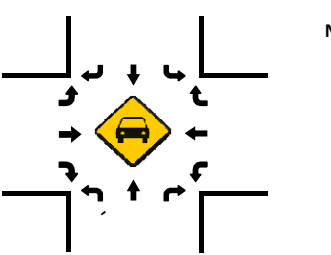
Total Vehicles (AM)



Total Vehicles (NOON)

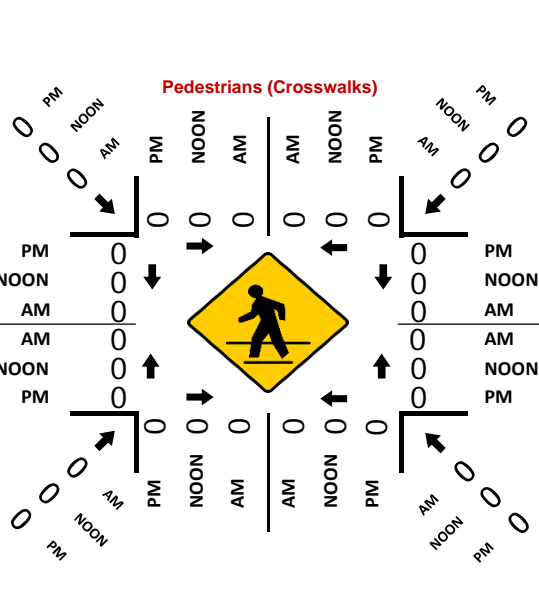


Total Vehicles (PM)

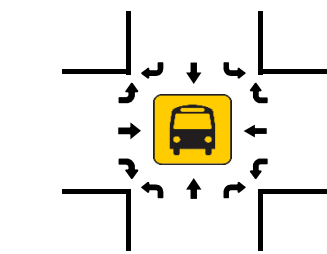


PM	1562	3	73	1170	109	PM
NOON	0	0	0	0	0	NOON
AM	921	2	170	1131	87	AM

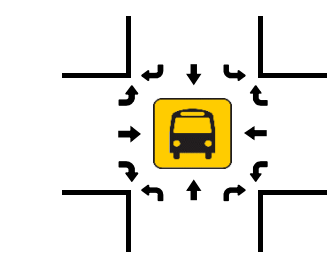
### 1st St NORTHBOUND



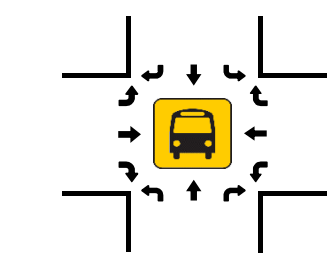
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



# First St & Los Angeles Ave

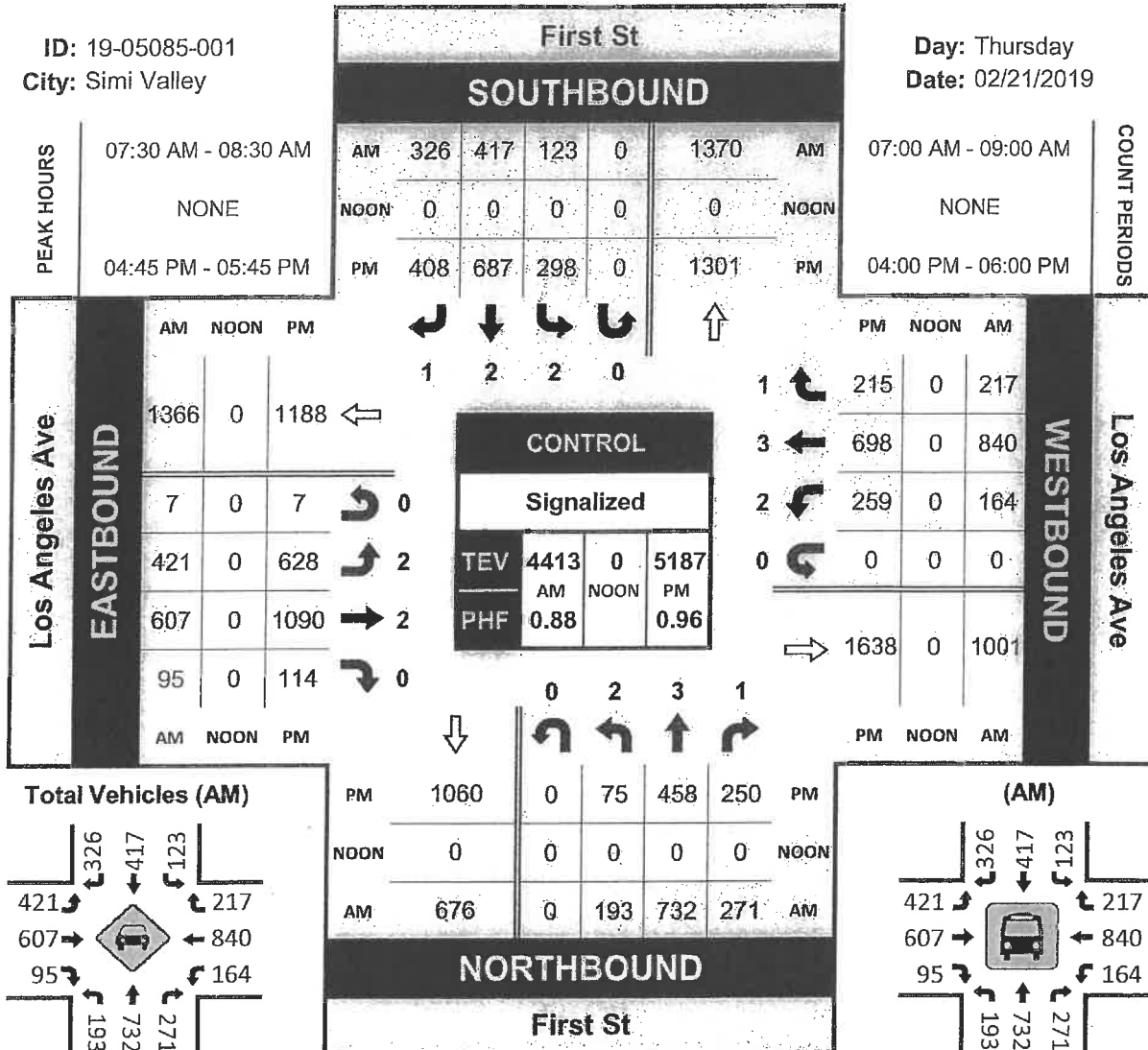
## Peak Hour Turning Movement Count

ID: 19-05085-001

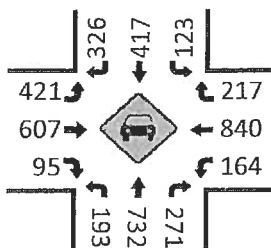
City: Simi Valley

Day: Thursday

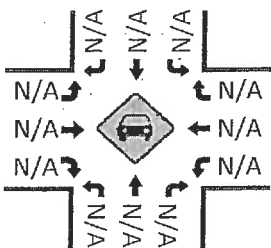
Date: 02/21/2019



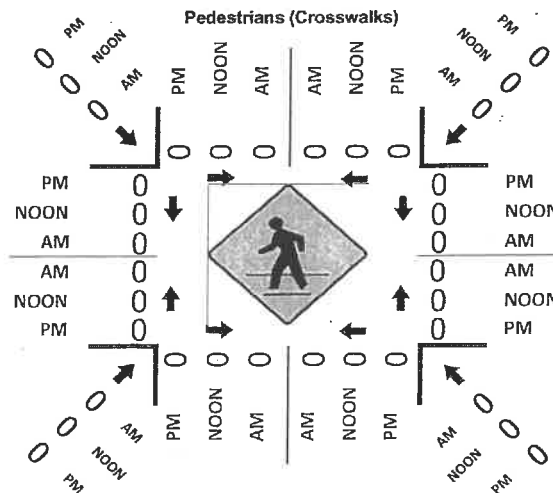
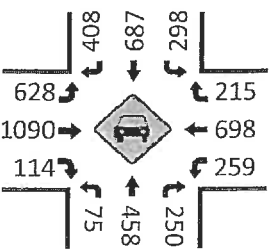
Total Vehicles (AM)



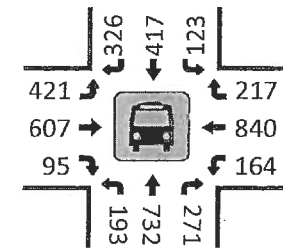
Total Vehicles (Noon)



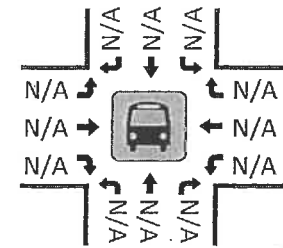
Total Vehicles (PM)



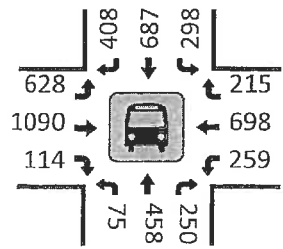
Total Vehicles (AM)



Total Vehicles (Noon)



Total Vehicles (PM)

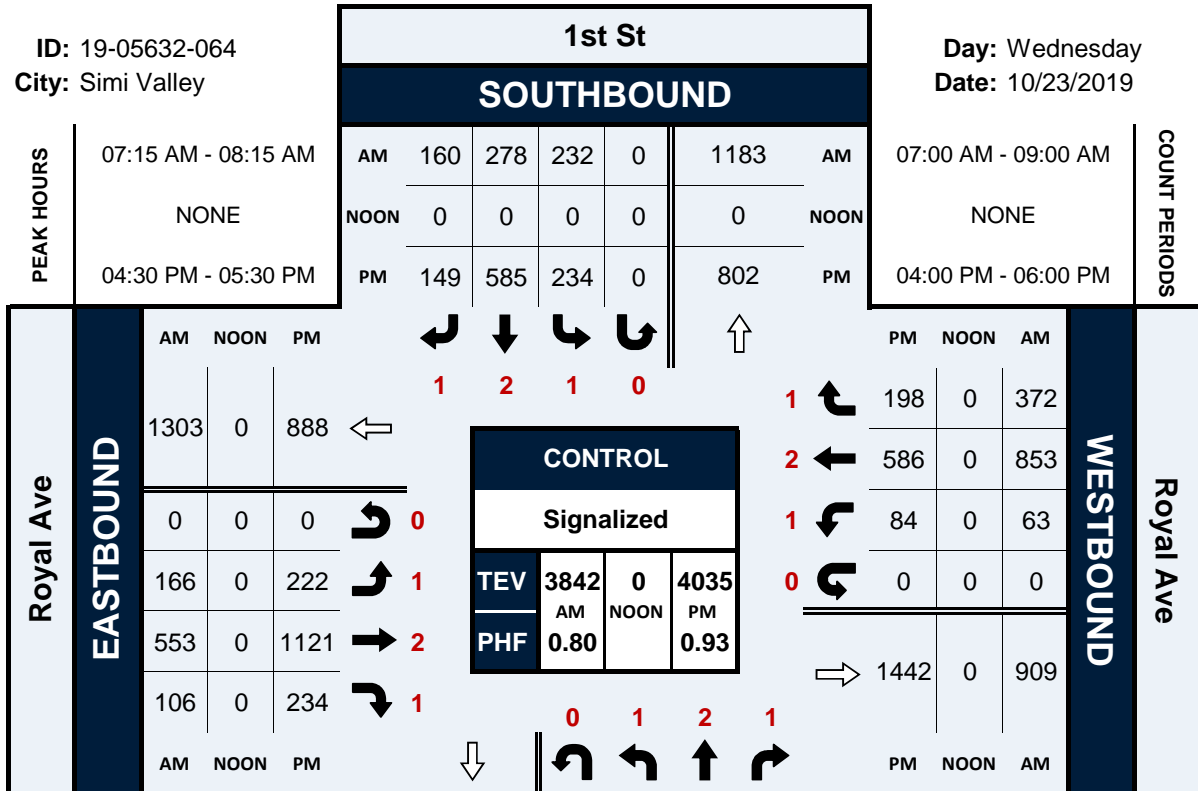


# 1st St & Royal Ave

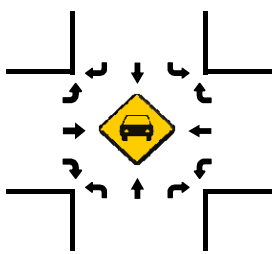
## Peak Hour Turning Movement Count

ID: 19-05632-064  
City: Simi Valley

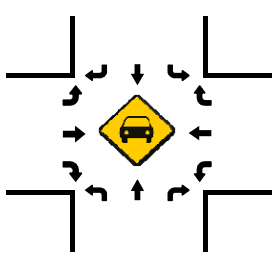
Day: Wednesday  
Date: 10/23/2019



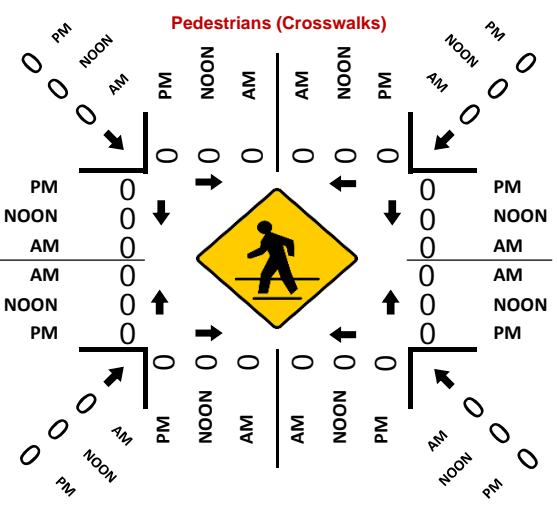
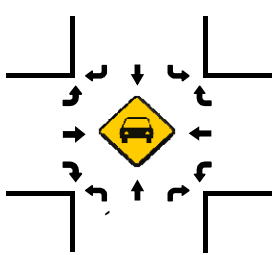
Total Vehicles (AM)



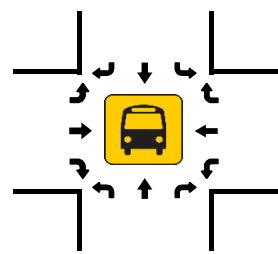
Total Vehicles (NOON)



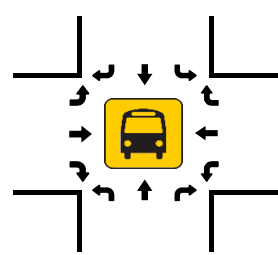
Total Vehicles (PM)



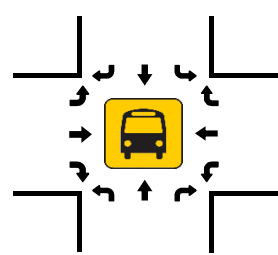
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

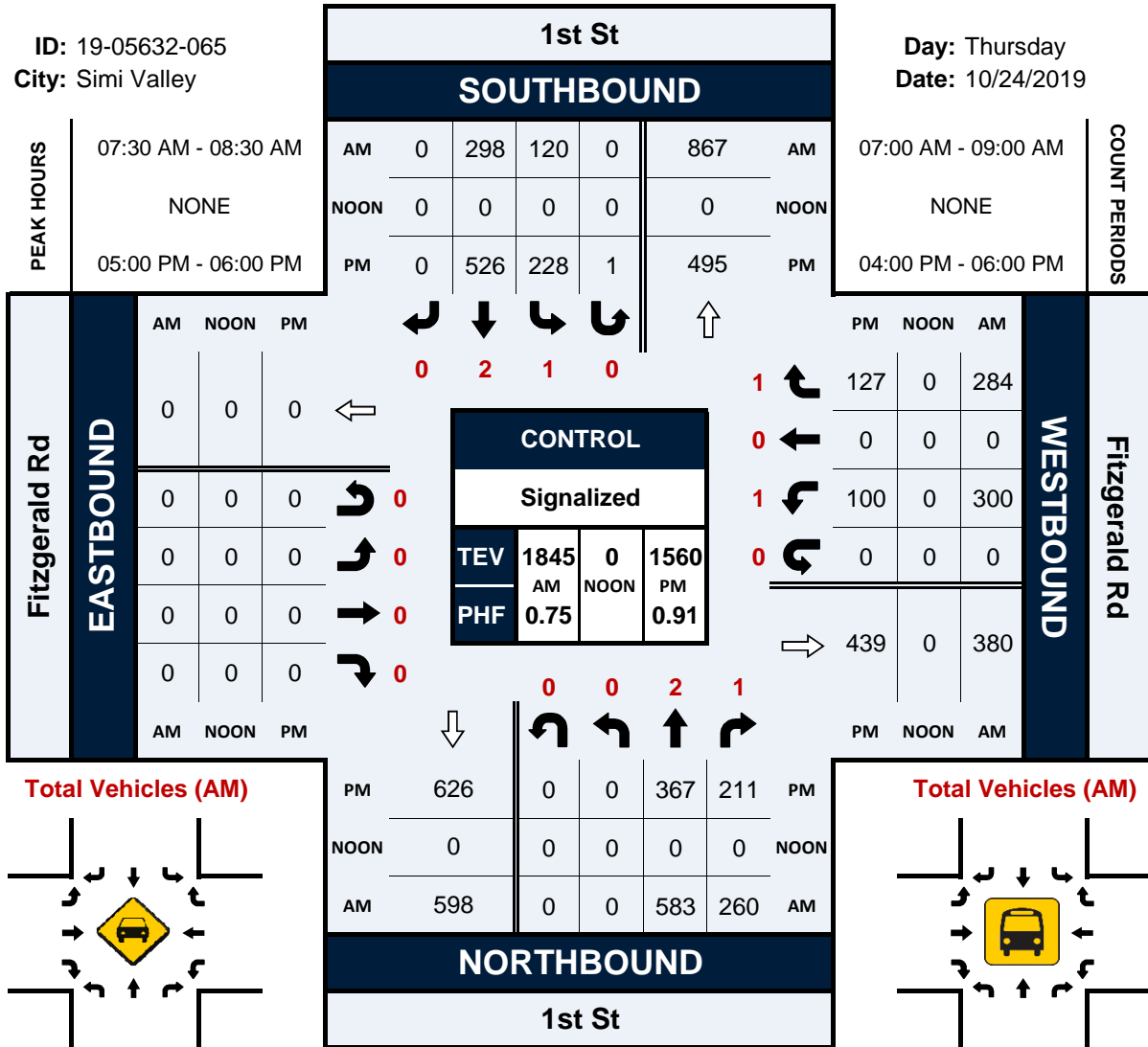


# 1st St & Fitzgerald Rd

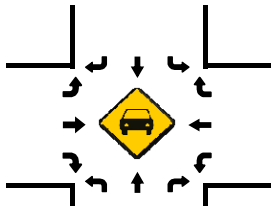
## Peak Hour Turning Movement Count

ID: 19-05632-065  
City: Simi Valley

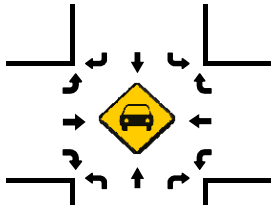
Day: Thursday  
Date: 10/24/2019



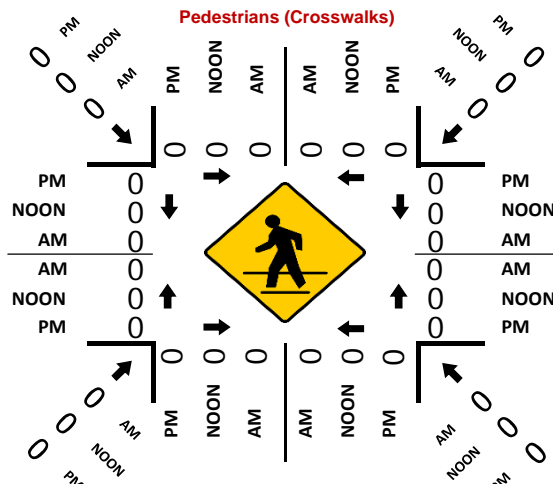
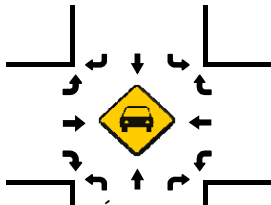
Total Vehicles (AM)



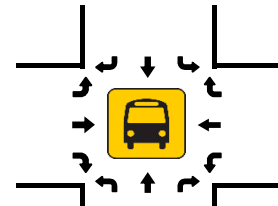
Total Vehicles (NOON)



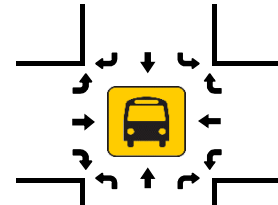
Total Vehicles (PM)



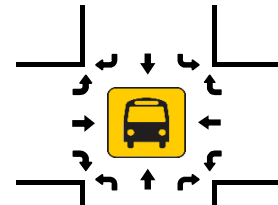
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)





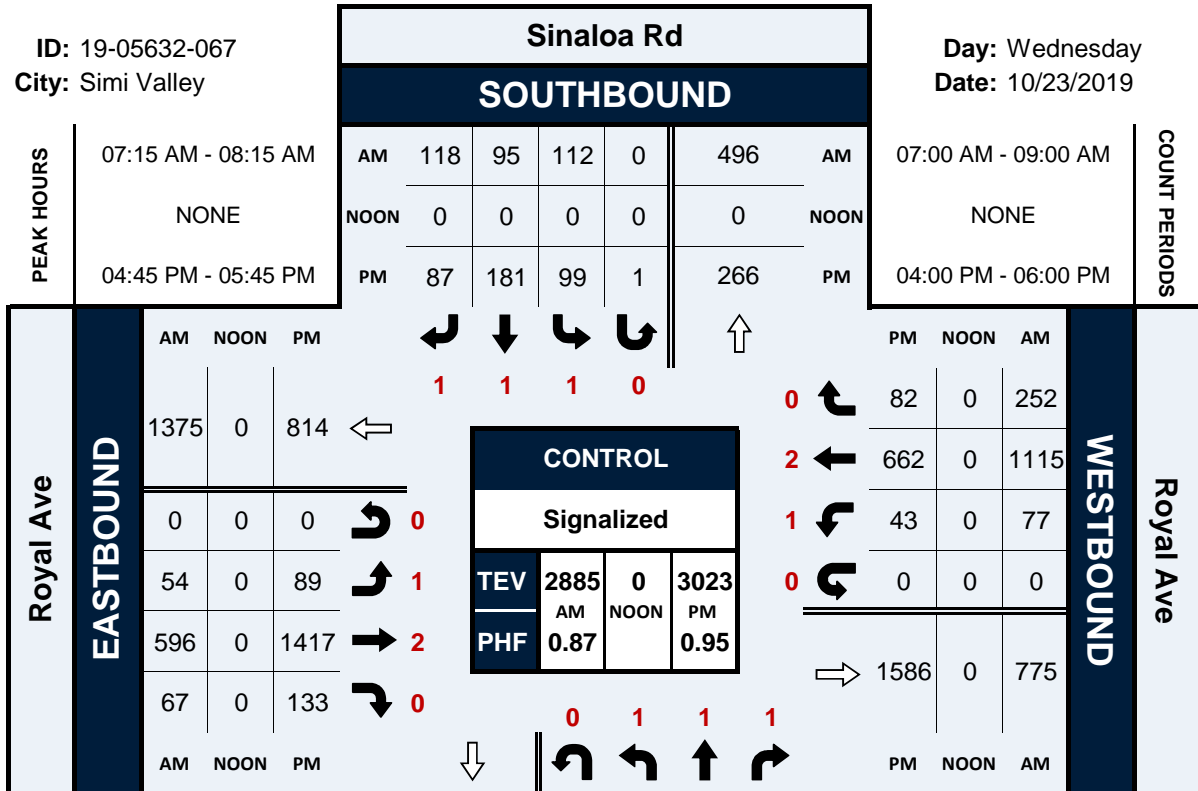


# Sinaloa Rd & Royal Ave

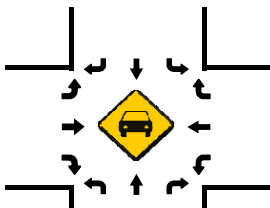
## Peak Hour Turning Movement Count

ID: 19-05632-067  
City: Simi Valley

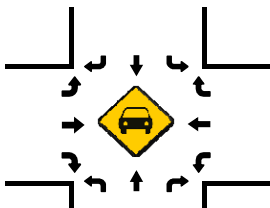
Day: Wednesday  
Date: 10/23/2019



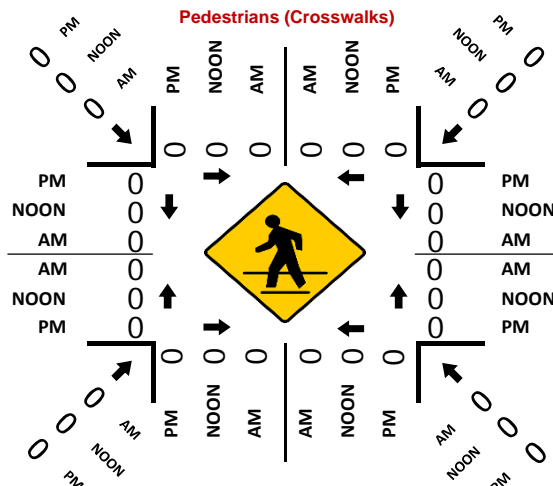
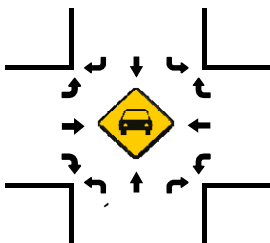
Total Vehicles (AM)



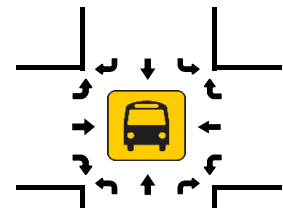
Total Vehicles (NOON)



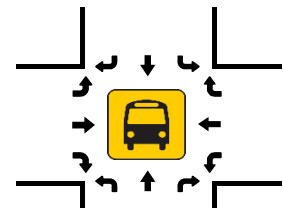
Total Vehicles (PM)



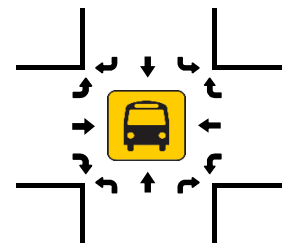
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Wed, Oct 17, 18

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Simi Valley  
SR-118 WB Ramps  
View Line

**PROJECT #:** SC1947  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

**NOTES:**



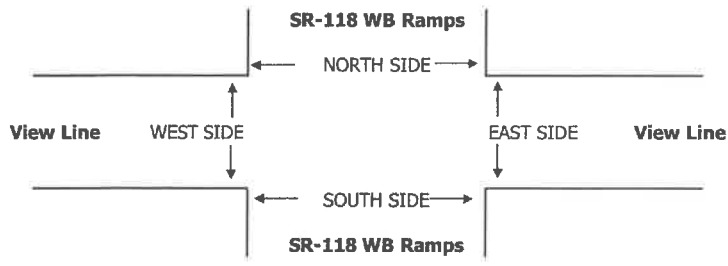
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-118 WB Ramps			SR-118 WB Ramps			View Line			View Line			
	NL 1	NT X	NR 2	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1.5	WT 0.5	WR X	
7:00 AM	14	0	209	0	0	0	0	9	10	27	6	0	275
7:15 AM	17	0	234	0	0	0	0	12	7	20	12	0	302
7:30 AM	13	0	297	0	0	0	0	7	2	20	9	0	348
7:45 AM	9	0	379	0	0	0	0	11	5	27	9	0	440
8:00 AM	8	0	357	0	0	0	0	12	7	26	12	0	422
8:15 AM	22	0	296	0	0	0	0	9	6	27	9	0	369
8:30 AM	18	0	289	0	0	0	0	12	5	22	3	0	349
8:45 AM	18	0	273	0	0	0	0	21	3	26	8	0	349
<b>VOLUMES</b>	119	0	2,334	0	0	0	0	93	45	195	68	0	2,854
<b>APPROACH %</b>	5%	0%	95%	0%	0%	0%	0%	67%	33%	74%	26%	0%	
<b>PP/DEPART</b>	2,453	/	0	0	/	240	138	/	2,427	263	/	187	0
<b>BEGIN PEAK HR</b>	7:45 AM												
<b>VOLUMES</b>	57	0	1,321	0	0	0	0	44	23	102	33	0	1,580
<b>APPROACH %</b>	4%	0%	96%	0%	0%	0%	0%	66%	34%	76%	24%	0%	
<b>PEAK HR FACTOR</b>	0.888			0.000			0.882			0.888			0.898
<b>PP/DEPART</b>	1,378	/	0	0	/	125	67	/	1,365	135	/	90	0
4:00 PM	7	0	165	0	0	0	0	32	7	72	13	0	296
4:15 PM	6	0	194	0	0	0	0	23	5	70	6	0	304
4:30 PM	6	0	184	0	0	0	0	21	12	75	11	0	309
4:45 PM	8	0	198	0	0	0	0	13	5	82	7	0	313
5:00 PM	0	0	177	0	0	0	0	20	10	96	6	0	309
5:15 PM	0	0	199	0	0	0	0	14	3	69	0	0	285
5:30 PM	0	0	169	0	0	0	0	14	3	76	2	0	264
5:45 PM	2	0	183	0	0	0	0	3	2	70	1	0	261
<b>VOLUMES</b>	29	0	1,469	0	0	0	0	140	47	610	46	0	2,341
<b>APPROACH %</b>	2%	0%	98%	0%	0%	0%	0%	75%	25%	93%	7%	0%	
<b>PP/DEPART</b>	1,498	/	0	0	/	657	187	/	1,609	656	/	75	0
<b>BEGIN PEAK HR</b>	4:15 PM												
<b>VOLUMES</b>	20	0	753	0	0	0	0	77	32	323	30	0	1,235
<b>APPROACH %</b>	3%	0%	97%	0%	0%	0%	0%	71%	29%	92%	8%	0%	
<b>PEAK HR FACTOR</b>	0.938			0.000			0.826			0.865			0.986
<b>PP/DEPART</b>	773	/	0	0	/	355	109	/	830	353	/	50	0

**U-TURNS**

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



**AM BEGIN PEAK HR**

7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0

**PM BEGIN PEAK HR**

**PEDESTRIAN + BIKE CROSSINGS**

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:15 PM				

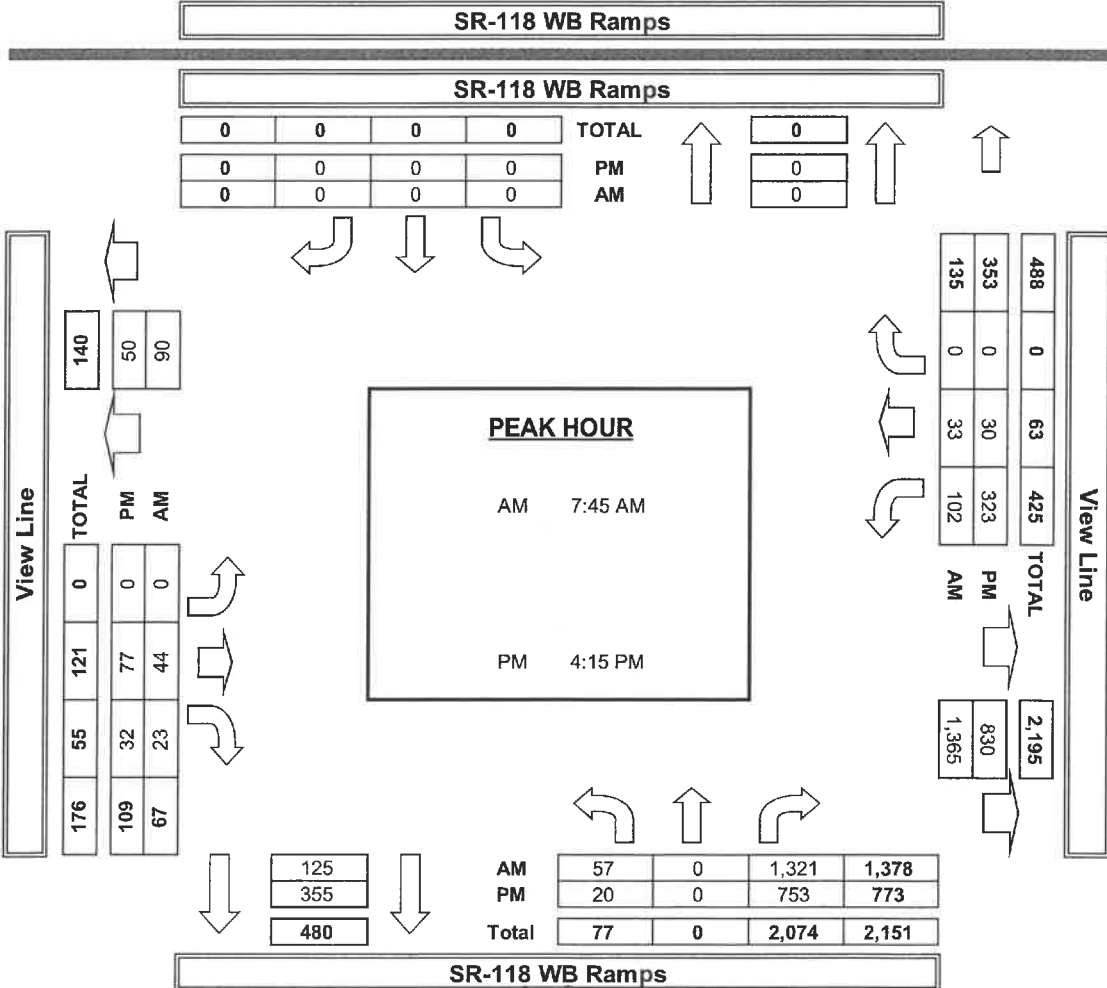
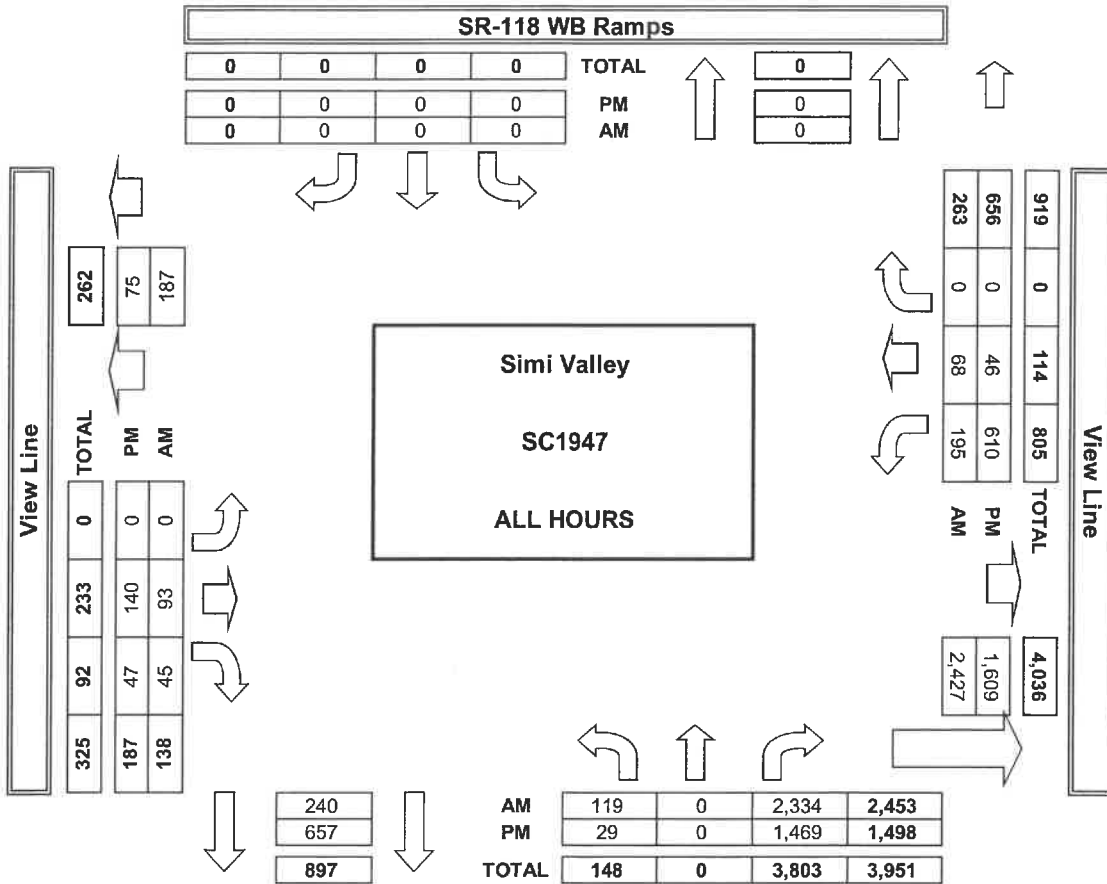
**PEDESTRIAN CROSSINGS**

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:15 PM				

**BICYCLE CROSSINGS**

	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:15 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: /ed, Oct 17, 18  
 LOCATION: NORTH & SOUTH: Simi Valley, Madera, View Line  
 EAST & WEST: Madera, View Line  
 PROJECT #: SC1947  
 LOCATION #: 2  
 CONTROL: SIGNAL

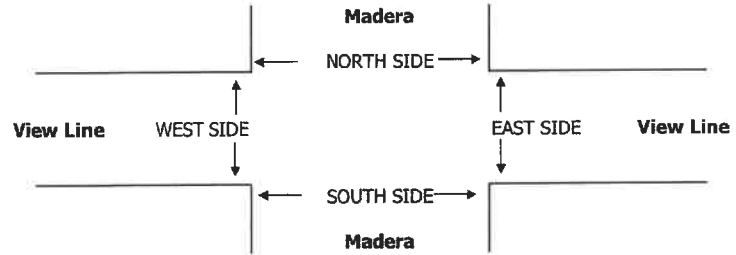
NOTES:  Add U-Turns to Left Turns

LANES:	NORTHBOUND Madera			SOUTHBOUND Madera			EASTBOUND View Line			WESTBOUND View Line			TOTAL
	NL 2	NT 3	NR X	SL X	ST 2	SR 1	EL 1	ET X	ER 2	WL X	WT X	WR X	
7:00 AM	34	65	0	0	3	0	0	0	194	0	0	0	296
7:15 AM	25	65	0	0	4	1	0	0	296	0	0	0	391
7:30 AM	33	56	0	0	6	0	0	0	308	0	0	0	403
7:45 AM	31	79	0	0	10	2	1	0	392	0	0	0	515
8:00 AM	39	59	0	0	8	1	0	0	348	0	0	0	455
8:15 AM	33	52	0	0	3	0	0	0	294	0	0	0	382
8:30 AM	26	46	0	0	17	0	1	0	310	0	0	0	400
8:45 AM	31	53	0	0	16	1	0	0	293	0	0	0	394
VOLUMES	252	475	0	0	67	5	2	0	2,435	0	0	0	3,244
APPROACH %	34%	65%	0%	0%	93%	7%	0%	0%	100%	0%	0%	0%	
P/DEPART	735	/	477	72	/	2,510	2,437	/	0	0	/	257	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	128	259	0	0	28	4	1	0	1,344	0	0	0	1,768
APPROACH %	33%	66%	0%	0%	88%	13%	0%	0%	100%	0%	0%	0%	
PEAK HR FACTOR	0.889			0.667			0.856			0.000			0.858
P/DEPART	391	/	260	32	/	1,376	1,345	/	0	0	/	132	0
4:00 PM	65	12	0	0	38	11	0	0	163	0	0	0	289
4:15 PM	70	5	0	0	31	6	2	0	211	0	0	0	325
4:30 PM	86	12	0	0	38	7	0	0	226	0	0	0	369
4:45 PM	80	9	0	0	41	11	0	0	205	0	0	0	346
5:00 PM	67	10	0	0	111	23	0	0	194	0	0	0	405
5:15 PM	71	6	0	0	32	7	0	0	229	0	0	0	345
5:30 PM	72	8	0	0	17	6	0	0	197	0	0	0	300
5:45 PM	64	8	0	0	18	2	0	0	166	0	0	0	258
VOLUMES	575	70	0	0	326	73	2	0	1,591	0	0	0	2,639
APPROACH %	89%	11%	0%	0%	82%	18%	0%	0%	100%	0%	0%	0%	
P/DEPART	647	/	72	399	/	1,919	1,593	/	0	0	/	648	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	304	37	0	0	222	48	0	0	854	0	0	0	1,466
APPROACH %	89%	11%	0%	0%	82%	18%	0%	0%	100%	0%	0%	0%	
PEAK HR FACTOR	0.872			0.504			0.932			0.000			0.903
P/DEPART	342	/	37	270	/	1,077	854	/	0	0	/	352	0

**U-TURNS**

NB	SB	EB	WB	TTL
0	0	0	0	0
3	0	0	0	3
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
1	0	0	0	1
0	0	0	0	0
8	0	0	0	8

0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2



AM BEGIN PEAK HR

7:00 AM
7:15 AM
7:30 AM
7:45 AM
8:00 AM
8:15 AM
8:30 AM
8:45 AM
TOTAL

4:00 PM

4:00 PM
4:15 PM
4:30 PM
4:45 PM
5:00 PM
5:15 PM
5:30 PM
5:45 PM
TOTAL

PM BEGIN PEAK HR

**PEDESTRIAN + BIKE CROSSINGS**

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
7:15 AM					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:30 PM					

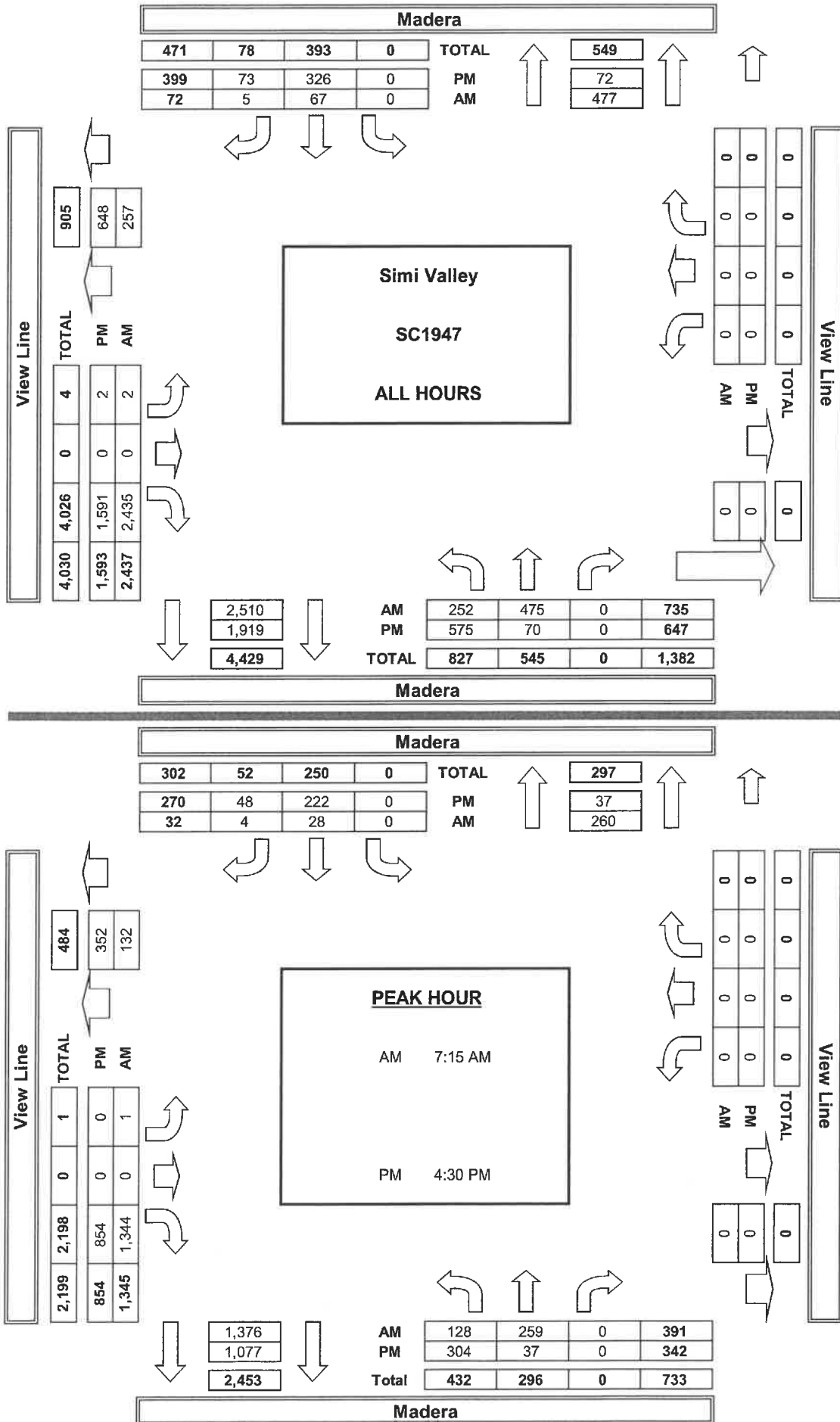
**PEDESTRIAN CROSSINGS**

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
7:15 AM					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:30 PM					

**BICYCLE CROSSINGS**

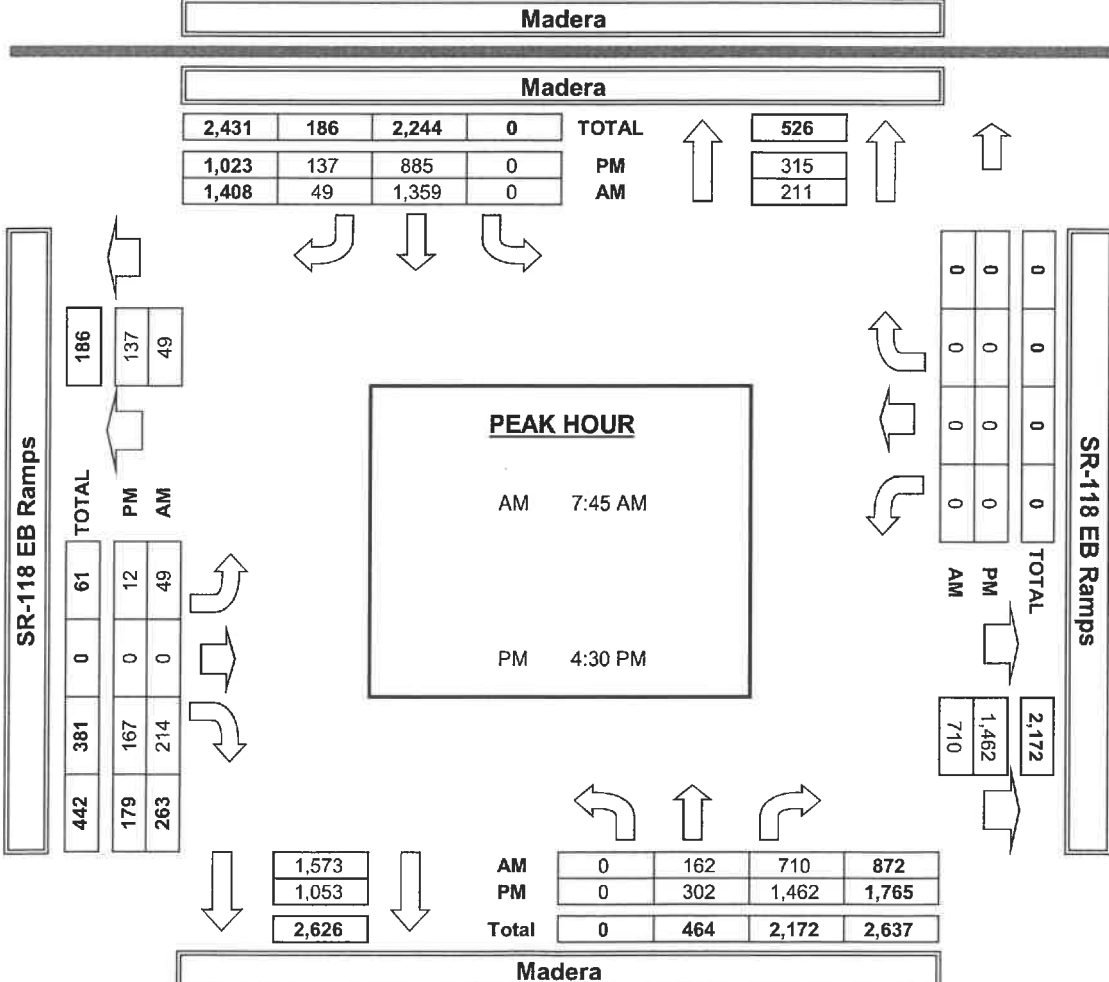
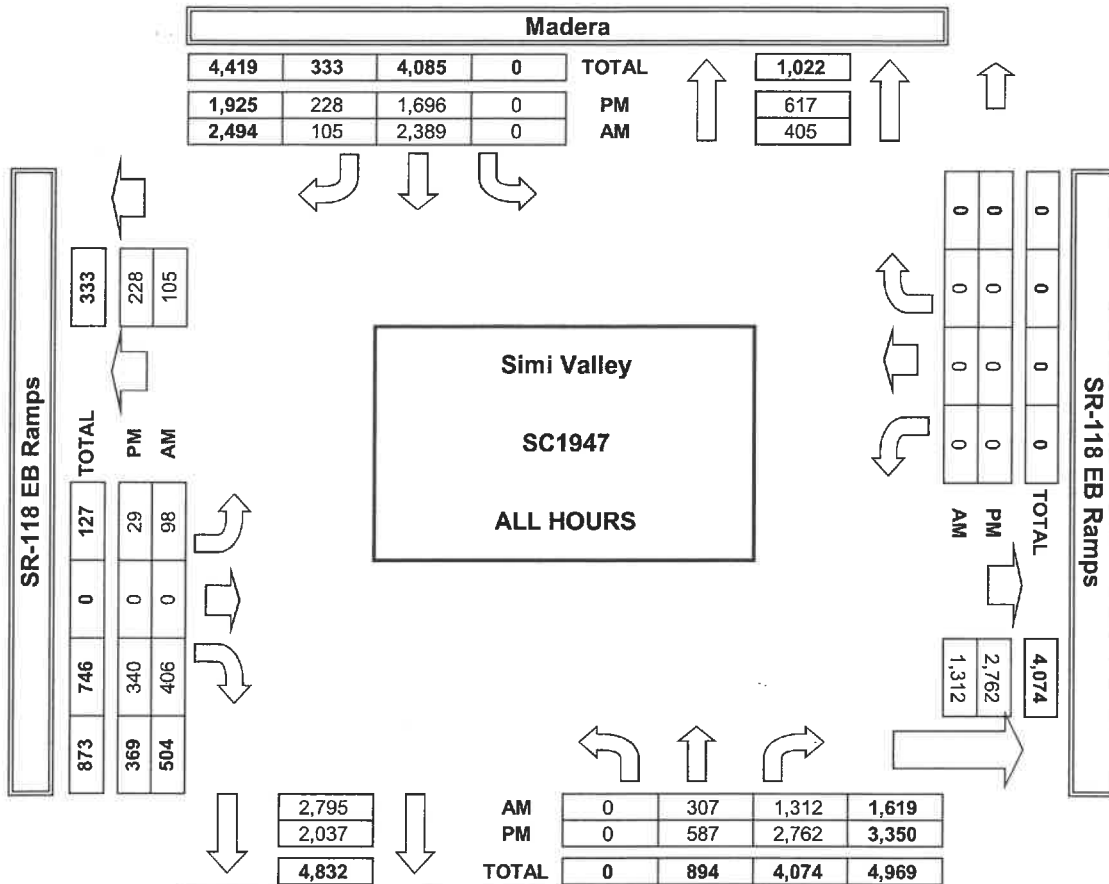
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
7:15 AM					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:30 PM					

**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS





**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

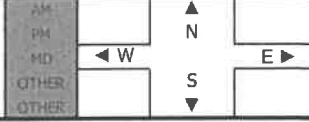
**DATE:**  
Wed, Oct 17, 18

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Simi Valley  
Madera  
Cochran

**PROJECT #:** SC1947  
**LOCATION #:** 4  
**CONTROL:** SIGNAL

NOTES:

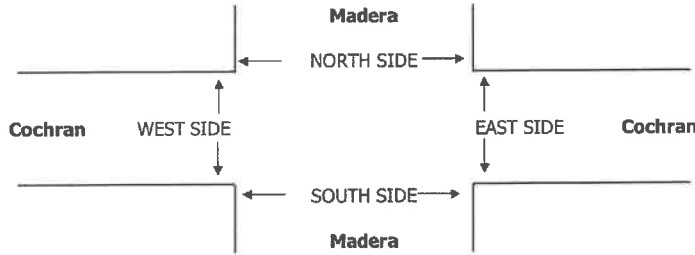


Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Madera			Madera			Cochran			Cochran			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 1	ER 1	WL 2	WT 2	WR 1	
7:00 AM	26	115	41	22	149	75	13	15	26	100	21	32	635
7:15 AM	25	129	37	35	229	56	22	12	21	92	19	30	707
7:30 AM	22	146	48	19	249	50	19	17	13	100	32	23	738
7:45 AM	37	191	54	26	361	74	20	9	22	126	37	23	980
8:00 AM	44	162	47	30	302	75	26	12	28	109	26	19	880
8:15 AM	38	168	57	21	258	68	24	14	24	102	31	33	838
8:30 AM	31	152	42	18	288	52	36	19	23	81	26	24	792
8:45 AM	36	146	71	35	252	47	30	13	22	73	16	28	769
<b>VOLUMES</b>	259	1,209	397	206	2,088	497	190	111	179	783	208	212	6,339
<b>APPROACH %</b>	14%	65%	21%	7%	75%	18%	40%	23%	37%	65%	17%	18%	
<b>AP/DEPART</b>	1,865	/	1,611	2,791	/	3,051	480	/	714	1,203	/	963	0
<b>BEGIN PEAK HR</b>	7:45 AM												
<b>VOLUMES</b>	150	673	200	95	1,209	269	106	54	97	418	120	99	3,490
<b>APPROACH %</b>	15%	66%	20%	6%	77%	17%	41%	21%	38%	66%	19%	16%	
<b>PEAK HR FACTOR</b>	0.907			0.853			0.824			0.856			0.890
<b>AP/DEPART</b>	1,023	/	878	1,573	/	1,725	257	/	349	637	/	538	0
4:00 PM	42	275	118	25	144	64	85	48	68	84	33	43	1,029
4:15 PM	37	257	113	26	159	91	75	46	64	66	34	44	1,012
4:30 PM	75	331	131	42	141	72	104	68	91	65	16	44	1,180
4:45 PM	40	320	152	30	175	50	72	44	86	77	24	34	1,104
5:00 PM	64	334	154	45	157	59	74	59	78	68	28	45	1,165
5:15 PM	64	291	147	48	176	52	67	54	69	75	39	47	1,129
5:30 PM	76	300	173	28	123	70	71	59	51	66	39	44	1,100
5:45 PM	59	288	139	26	137	91	56	45	56	71	42	43	1,053
<b>VOLUMES</b>	457	2,396	1,127	270	1,212	549	604	423	563	572	255	344	8,772
<b>APPROACH %</b>	11%	60%	28%	13%	60%	27%	38%	27%	35%	49%	22%	29%	
<b>AP/DEPART</b>	3,980	/	3,344	2,031	/	2,347	1,590	/	1,820	1,171	/	1,261	0
<b>BEGIN PEAK HR</b>	4:30 PM												
<b>VOLUMES</b>	243	1,276	584	165	649	233	317	225	324	285	107	170	4,578
<b>APPROACH %</b>	12%	61%	28%	16%	62%	22%	37%	26%	37%	51%	19%	30%	
<b>PEAK HR FACTOR</b>	0.952			0.948			0.823			0.873			0.970
<b>AP/DEPART</b>	2,103	/	1,763	1,047	/	1,258	866	/	974	562	/	583	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



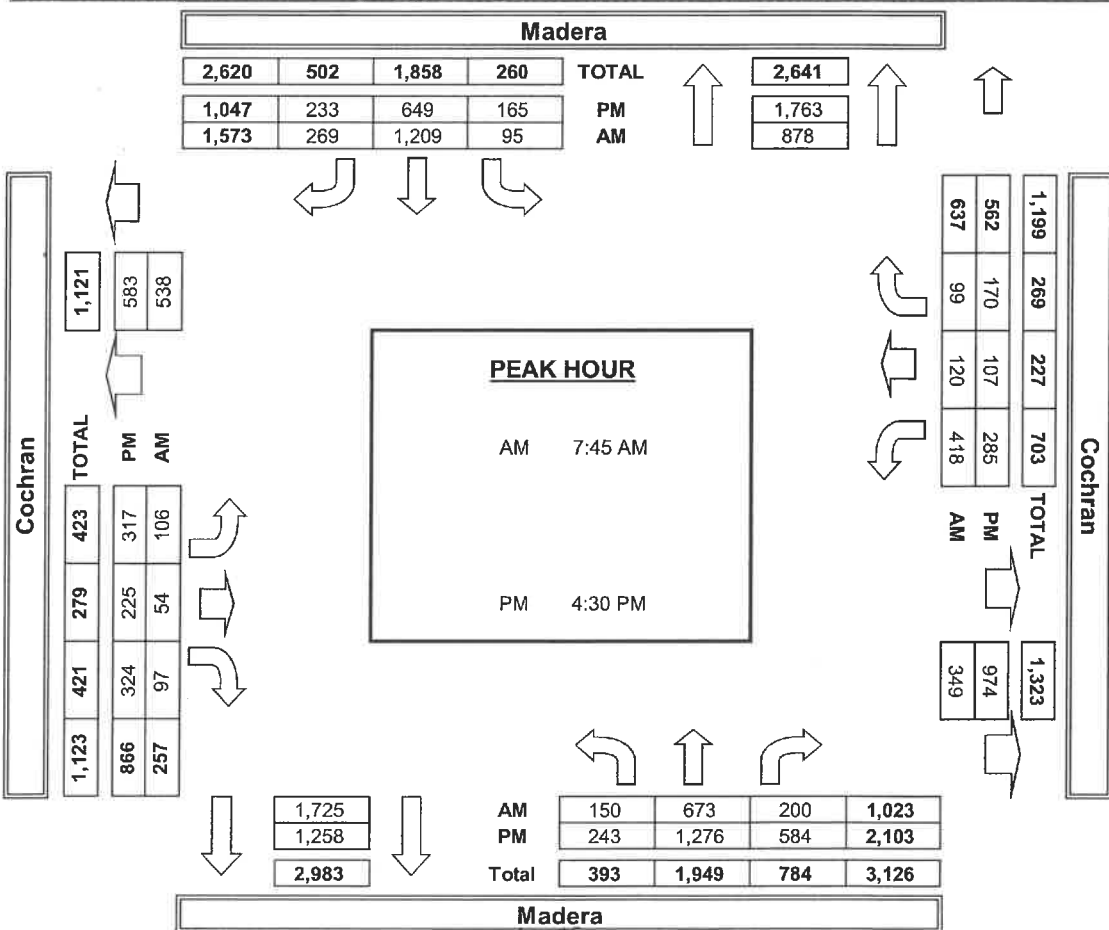
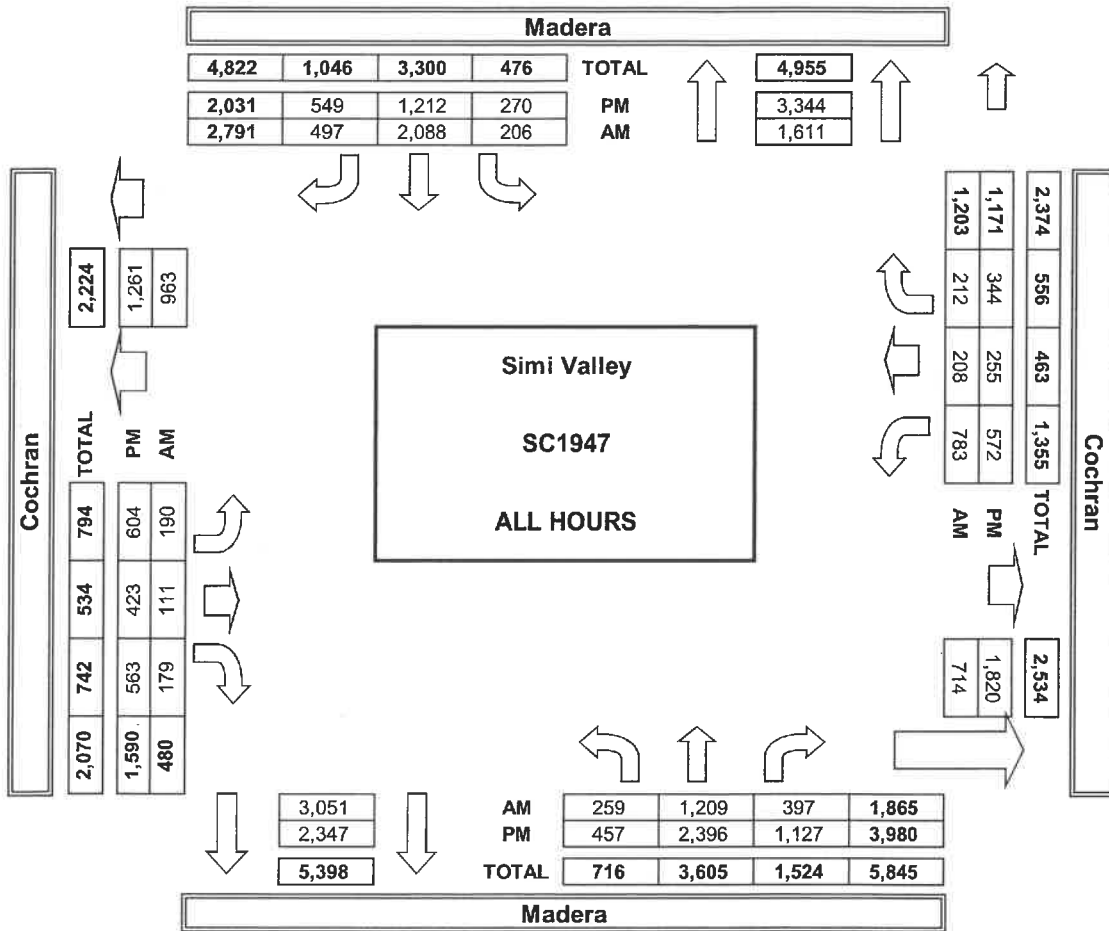
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:30 PM				

	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:30 PM				

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:30 PM				

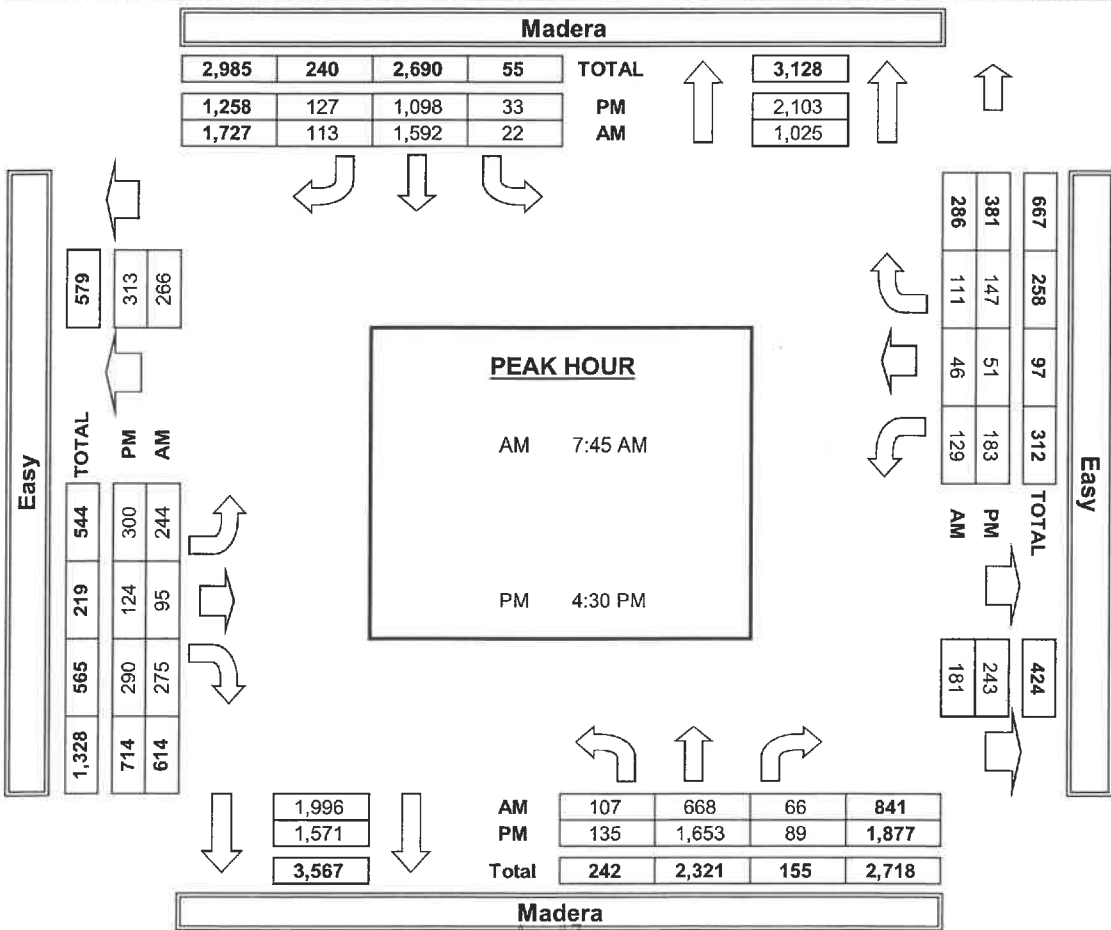
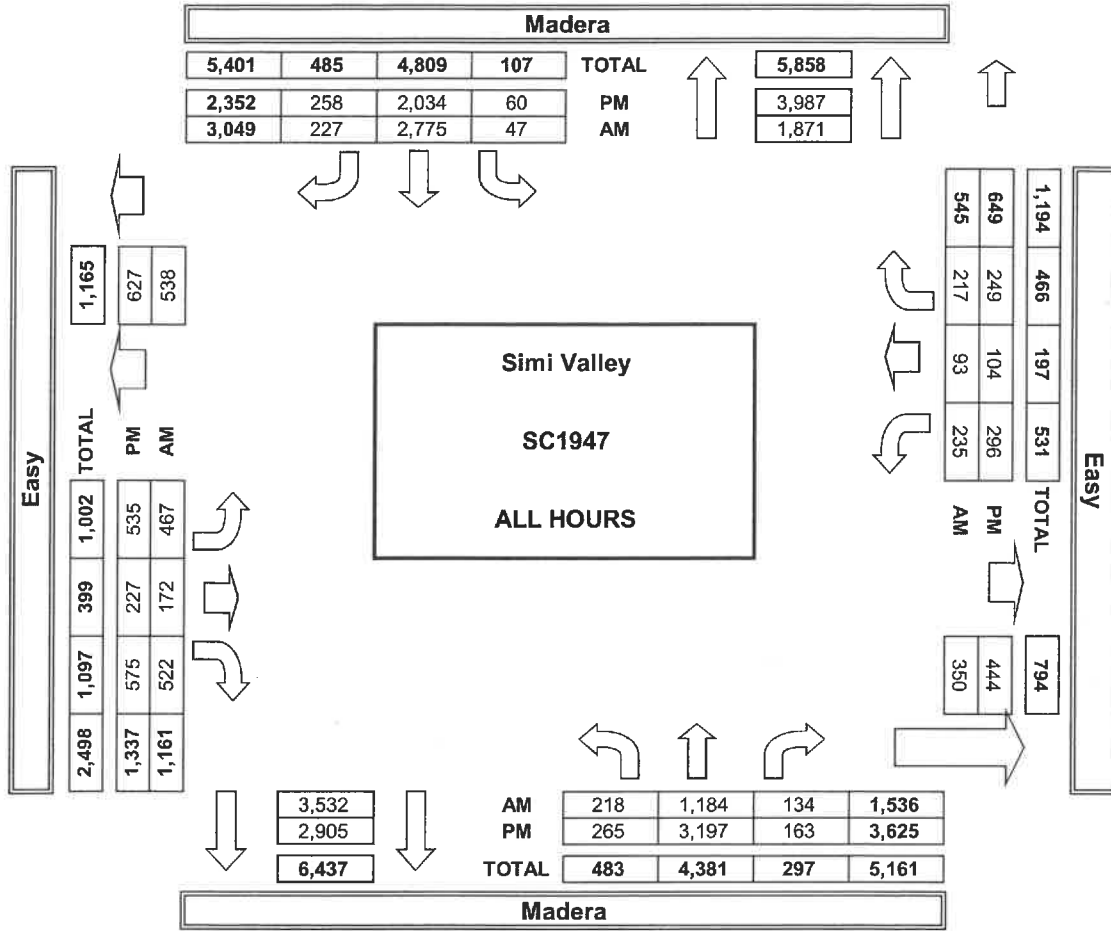
	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>AM BEGIN PEAK HR</b>	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
<b>PM BEGIN PEAK HR</b>	4:30 PM				

**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS

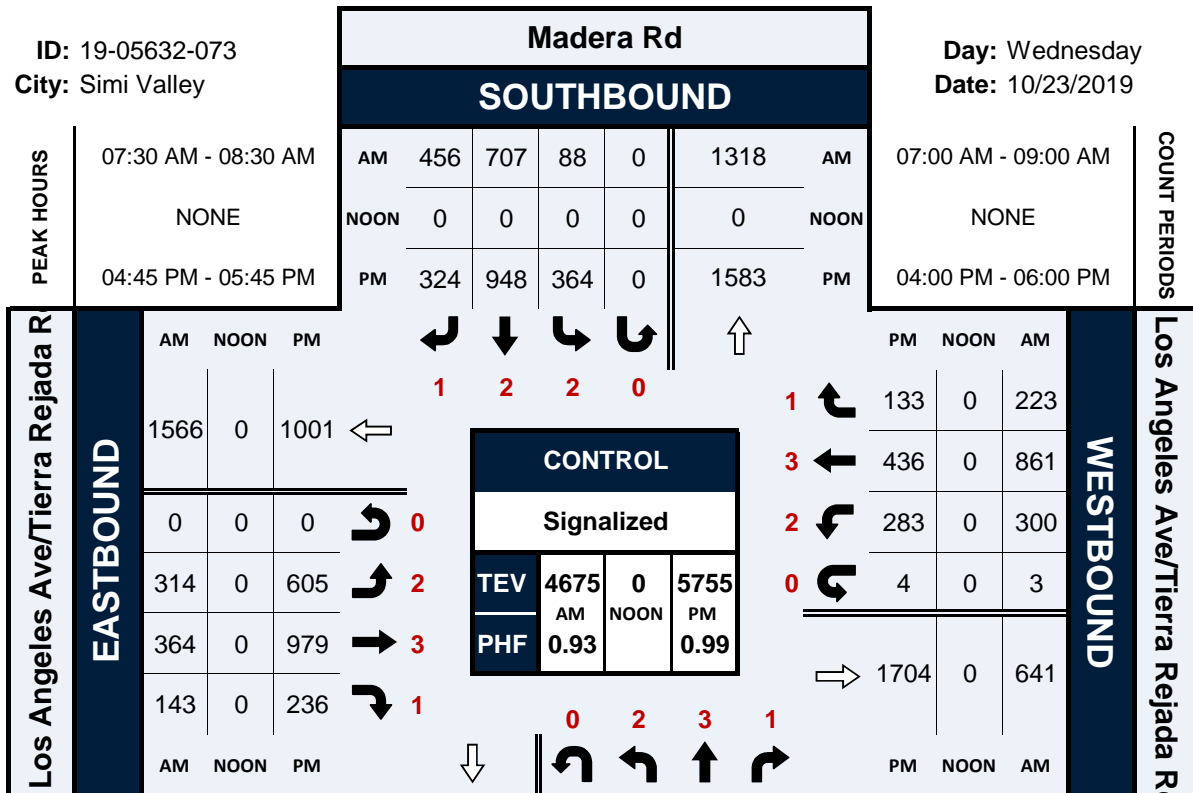


# Madera Rd & Los Angeles Ave/Tierra Rejada Rd

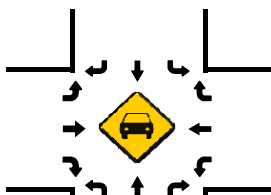
## Peak Hour Turning Movement Count

ID: 19-05632-073  
City: Simi Valley

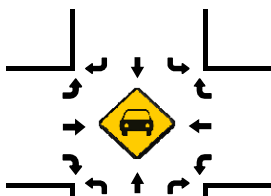
Day: Wednesday  
Date: 10/23/2019



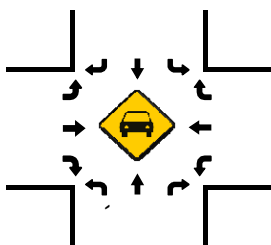
Total Vehicles (AM)



Total Vehicles (NOON)



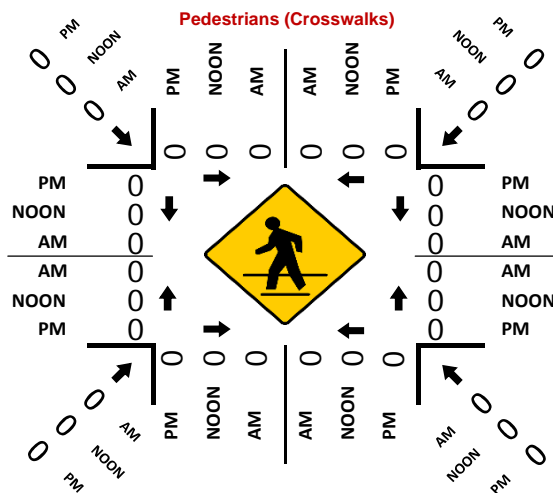
Total Vehicles (PM)



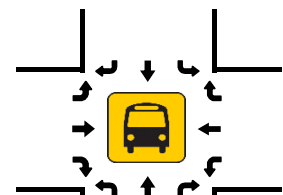
PM	1467	0	241	845	357	PM
NOON	0	0	0	0	0	NOON
AM	1150	0	249	781	186	AM

### NORTHBOUND

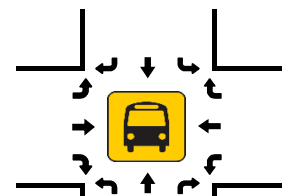
### Madera Rd



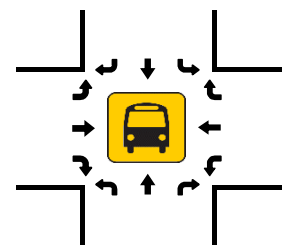
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



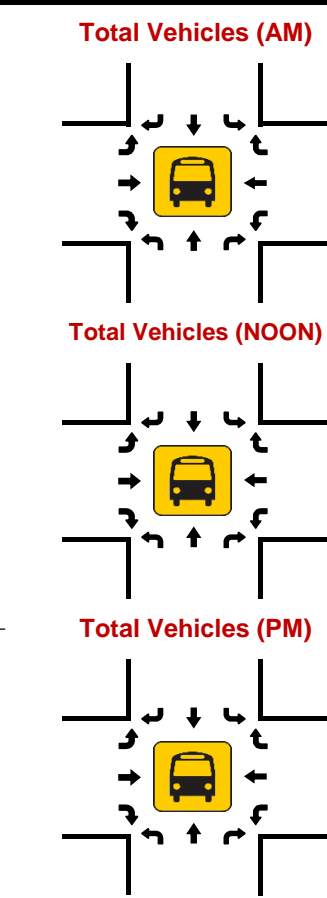
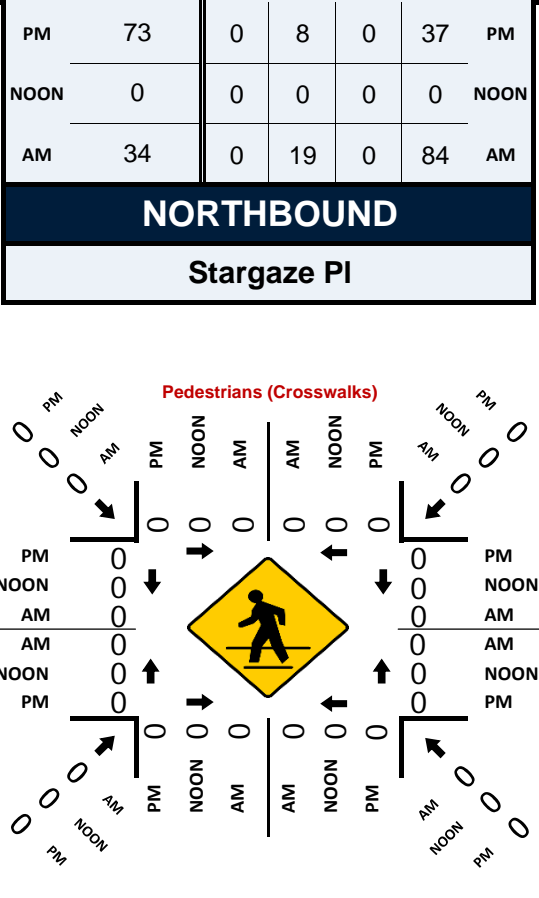
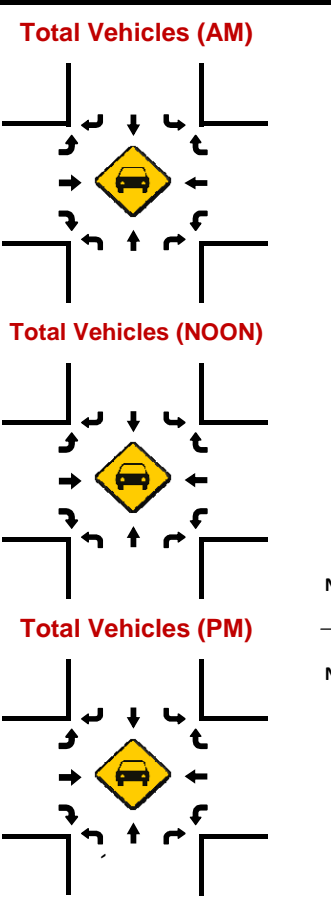
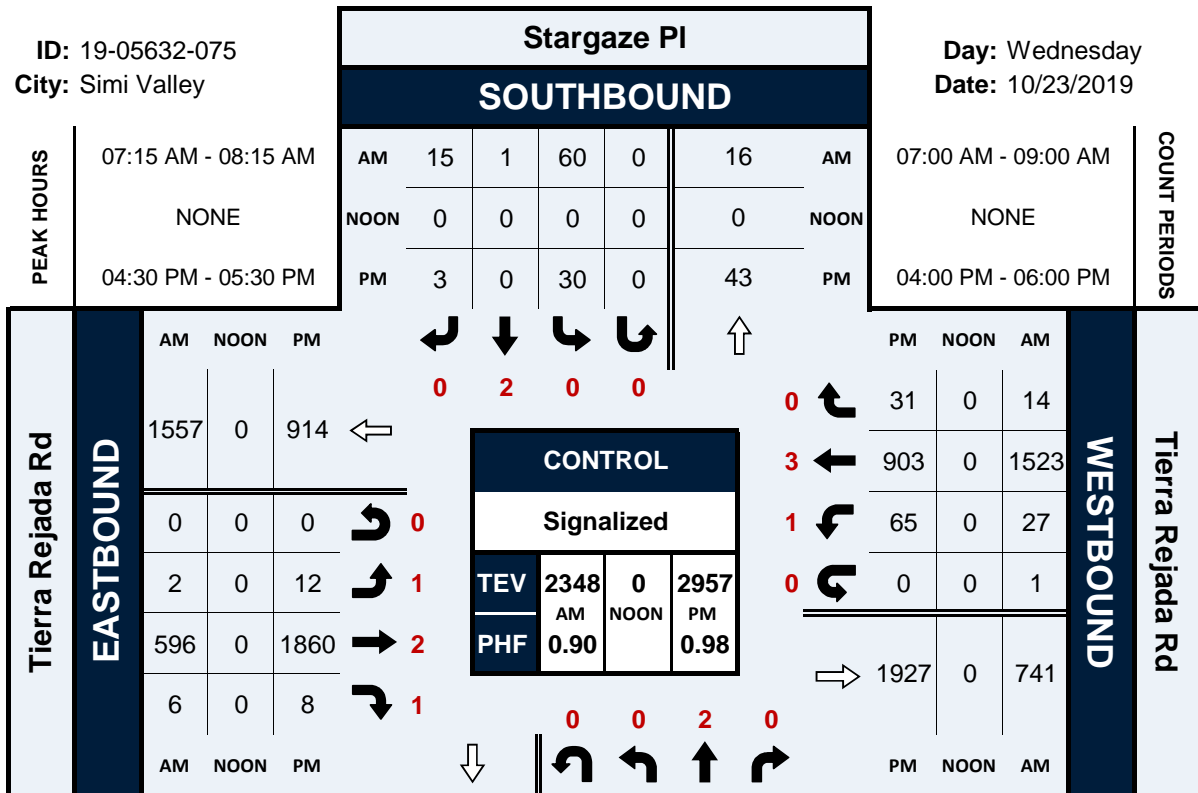


# Stargaze Pl & Tierra Rejada Rd

## Peak Hour Turning Movement Count

ID: 19-05632-075  
City: Simi Valley

Day: Wednesday  
Date: 10/23/2019

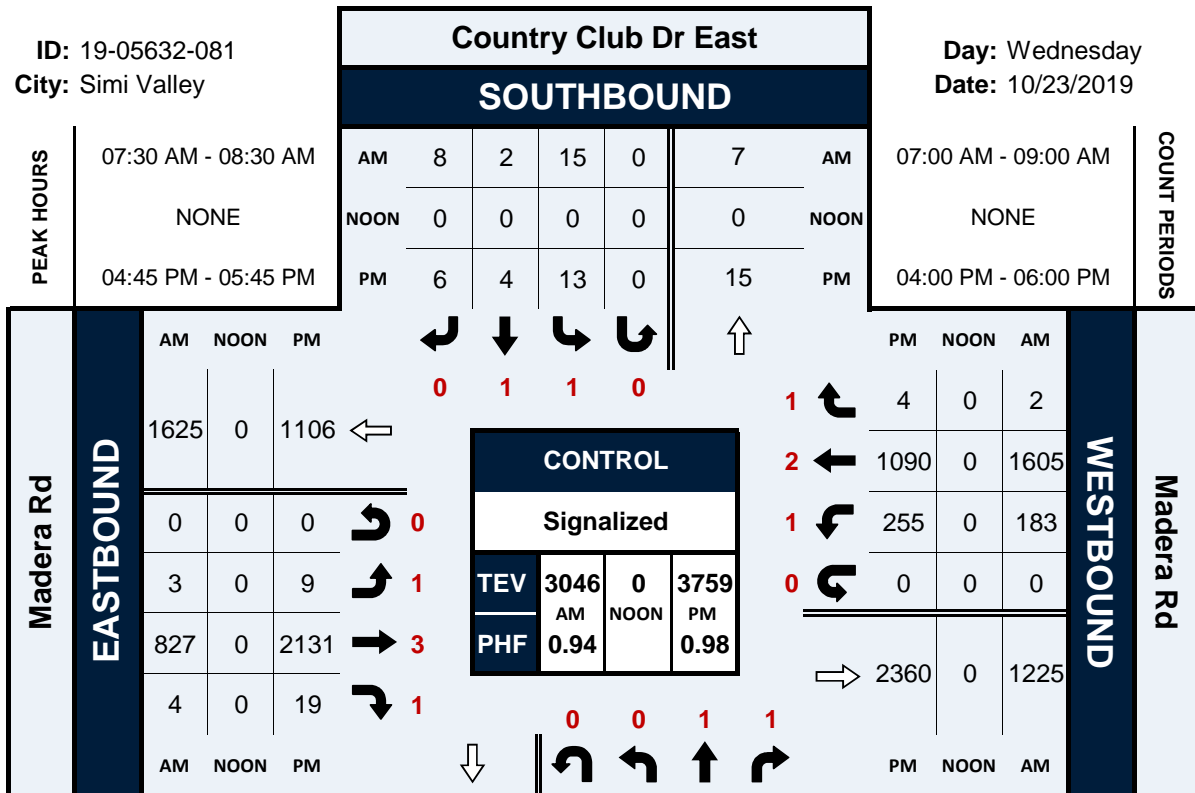


# Country Club Dr East & Madera Rd

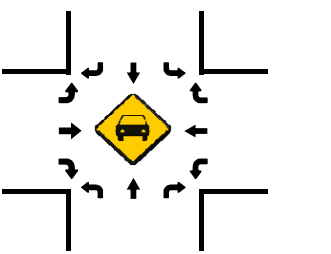
## Peak Hour Turning Movement Count

ID: 19-05632-081  
City: Simi Valley

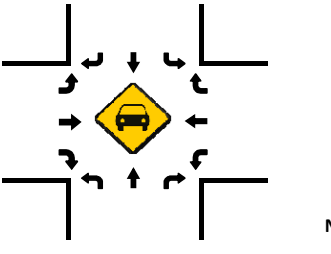
Day: Wednesday  
Date: 10/23/2019



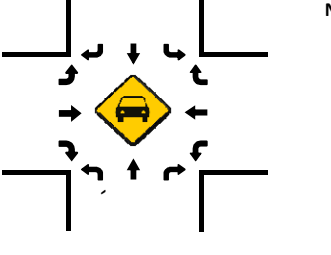
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

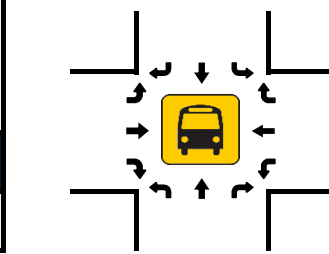


PM	278	0	10	2	216	PM
NOON	0	0	0	0	0	NOON
AM	189	0	12	2	383	AM

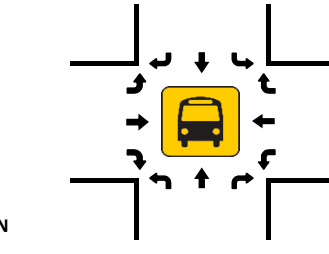
### NORTHBOUND

Country Club Dr East

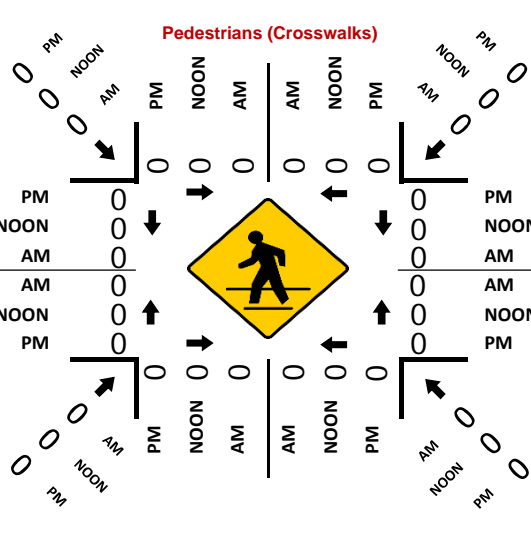
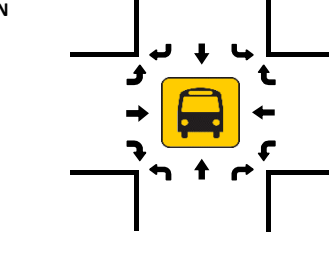
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



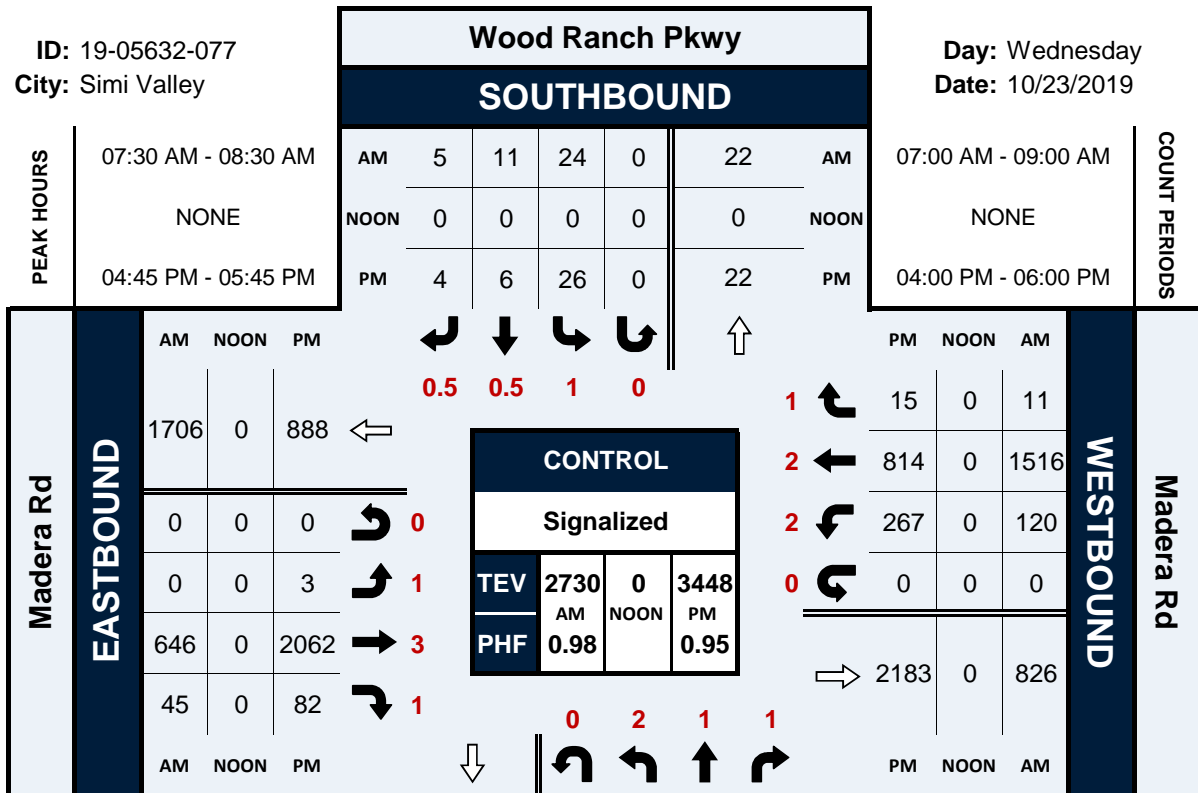


# Wood Ranch Pkwy & Madera Rd

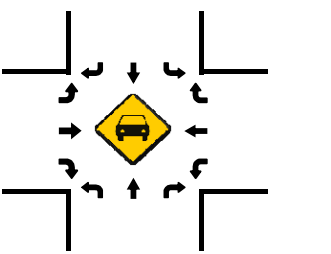
## Peak Hour Turning Movement Count

ID: 19-05632-077  
City: Simi Valley

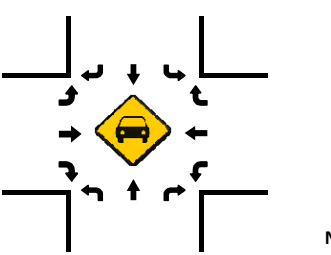
Day: Wednesday  
Date: 10/23/2019



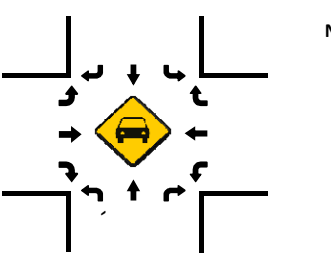
Total Vehicles (AM)



Total Vehicles (NOON)

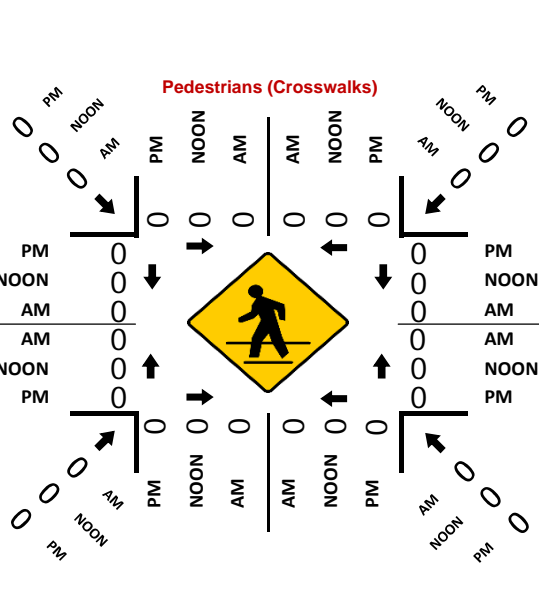


Total Vehicles (PM)

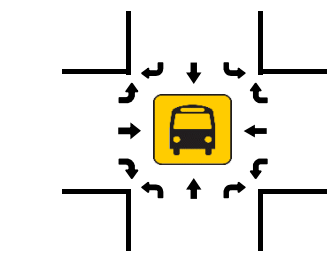


PM	355	0	70	4	95	PM
NOON	0	0	0	0	0	NOON
AM	176	0	185	11	156	AM

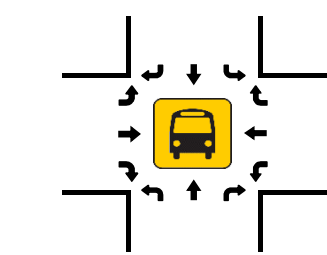
### Wood Ranch Pkwy NORTHBOUND



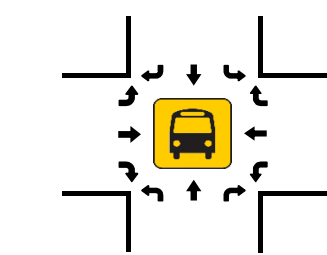
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

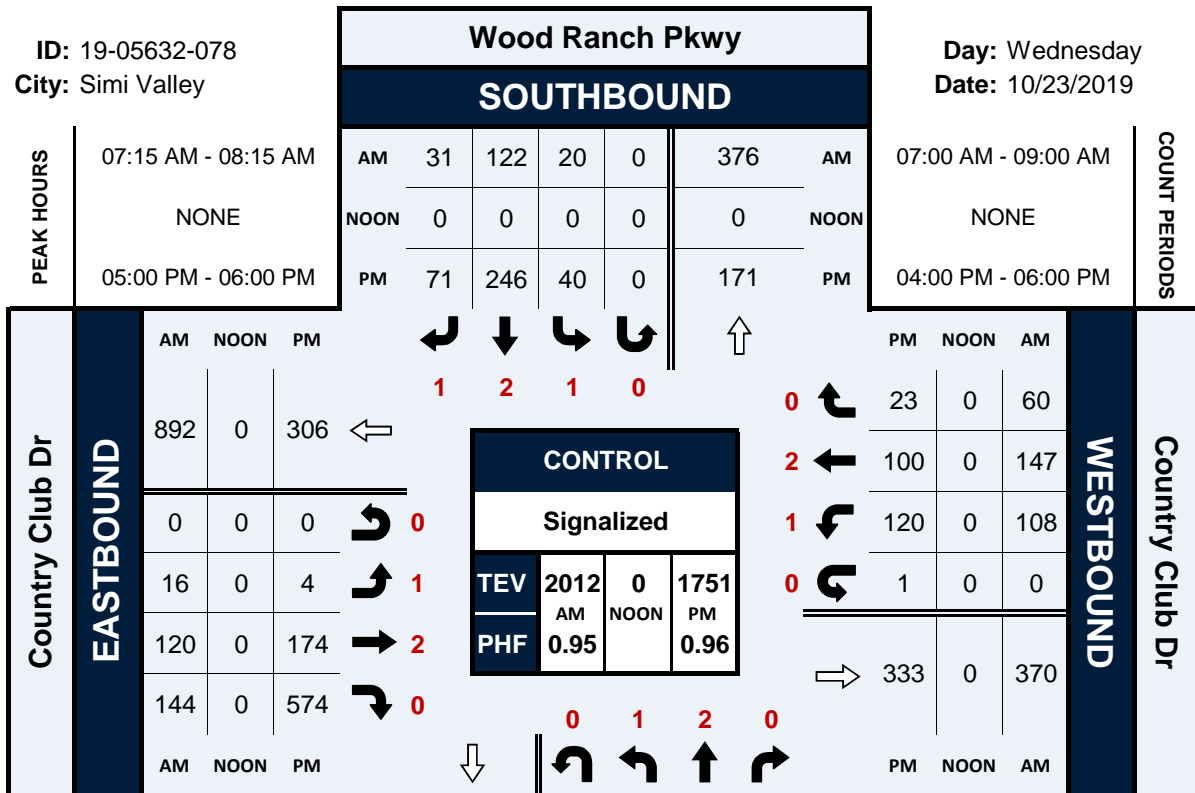


# Wood Ranch Pkwy & Country Club Dr

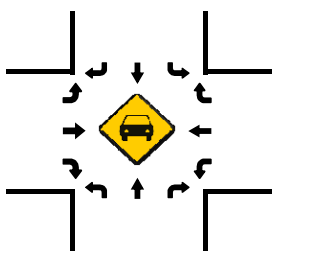
## Peak Hour Turning Movement Count

ID: 19-05632-078  
City: Simi Valley

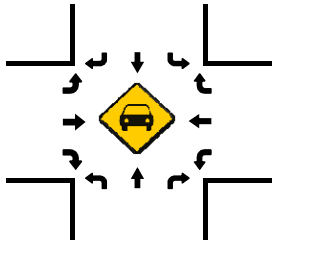
Day: Wednesday  
Date: 10/23/2019



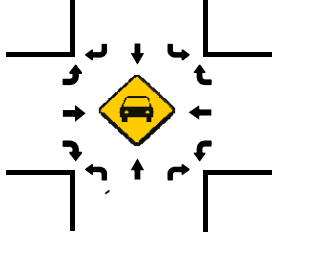
Total Vehicles (AM)



Total Vehicles (NOON)



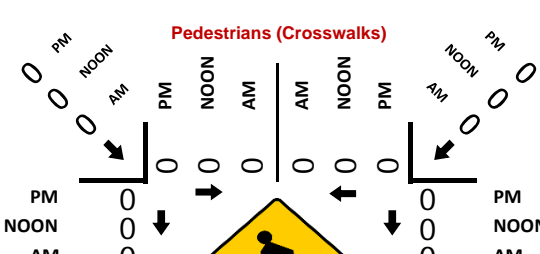
Total Vehicles (PM)



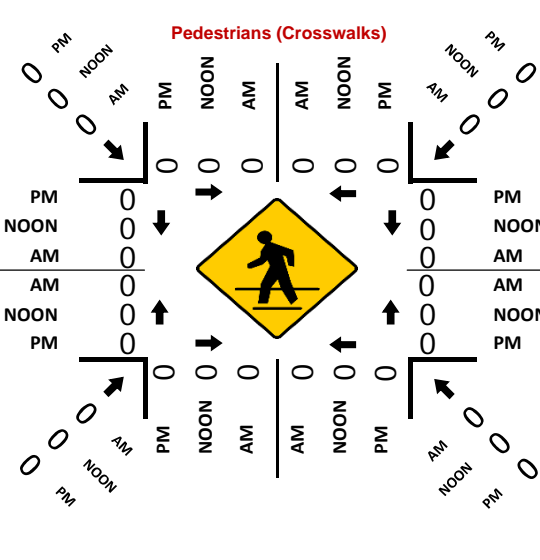
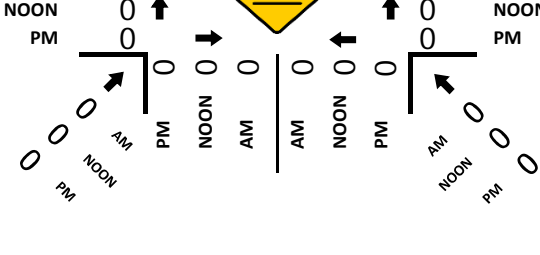
PM	941	1	135	144	118	PM
NOON	0	0	0	0	0	NOON
AM	374	0	714	300	230	AM

### WOOD RANCH PKWY NORTHBOUND

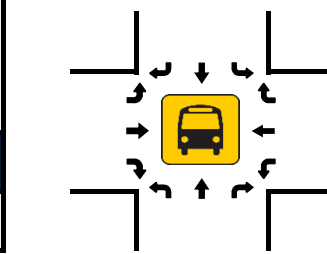
Total Vehicles (AM)



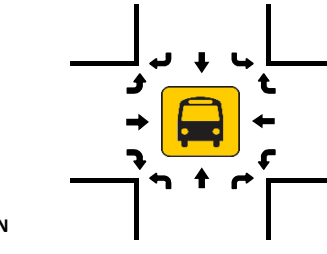
Total Vehicles (NOON)



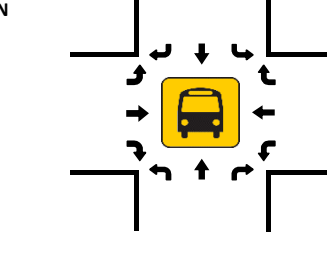
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

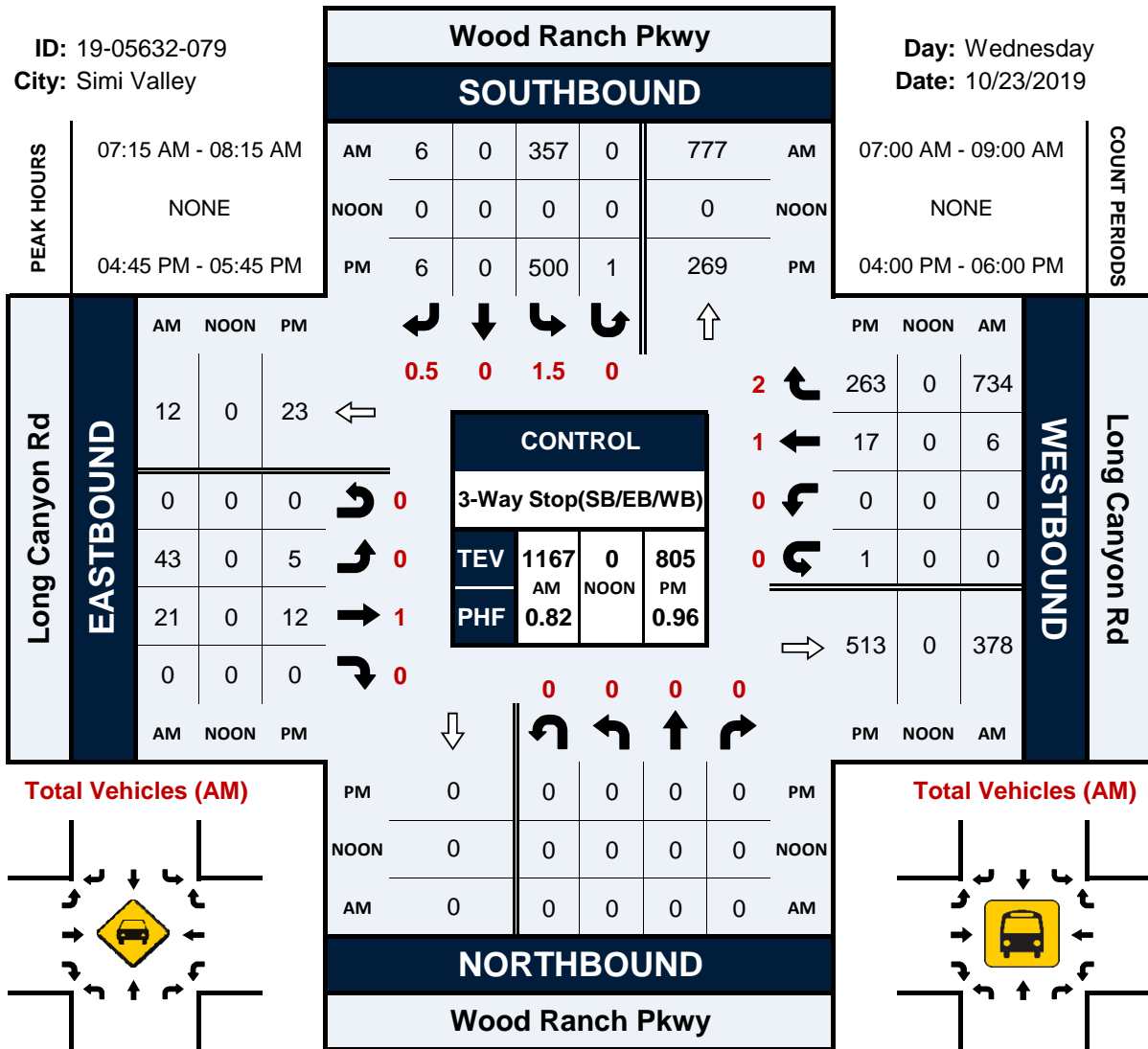


# Wood Ranch Pkwy & Long Canyon Rd

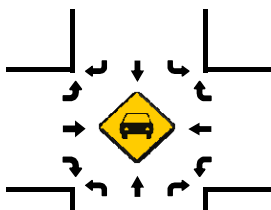
## Peak Hour Turning Movement Count

ID: 19-05632-079  
City: Simi Valley

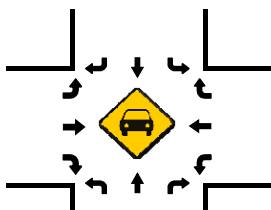
Day: Wednesday  
Date: 10/23/2019



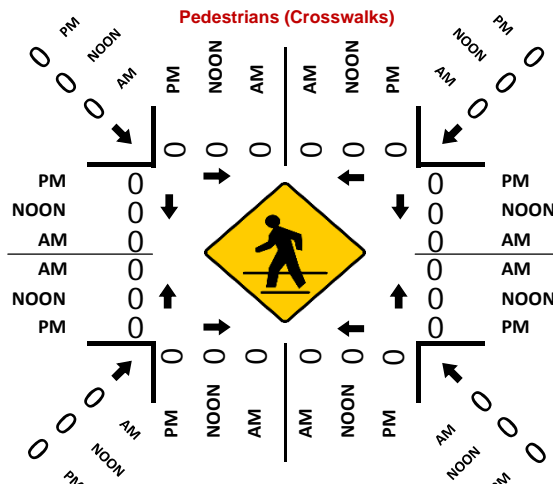
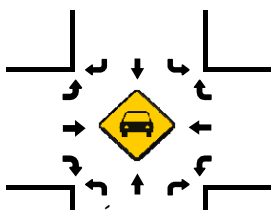
Total Vehicles (AM)



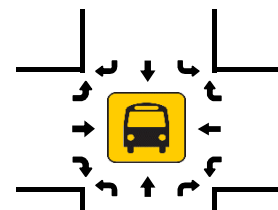
Total Vehicles (NOON)



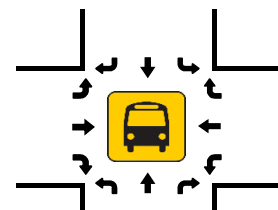
Total Vehicles (PM)



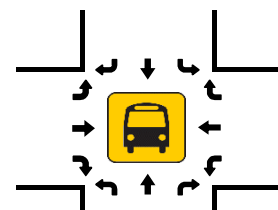
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

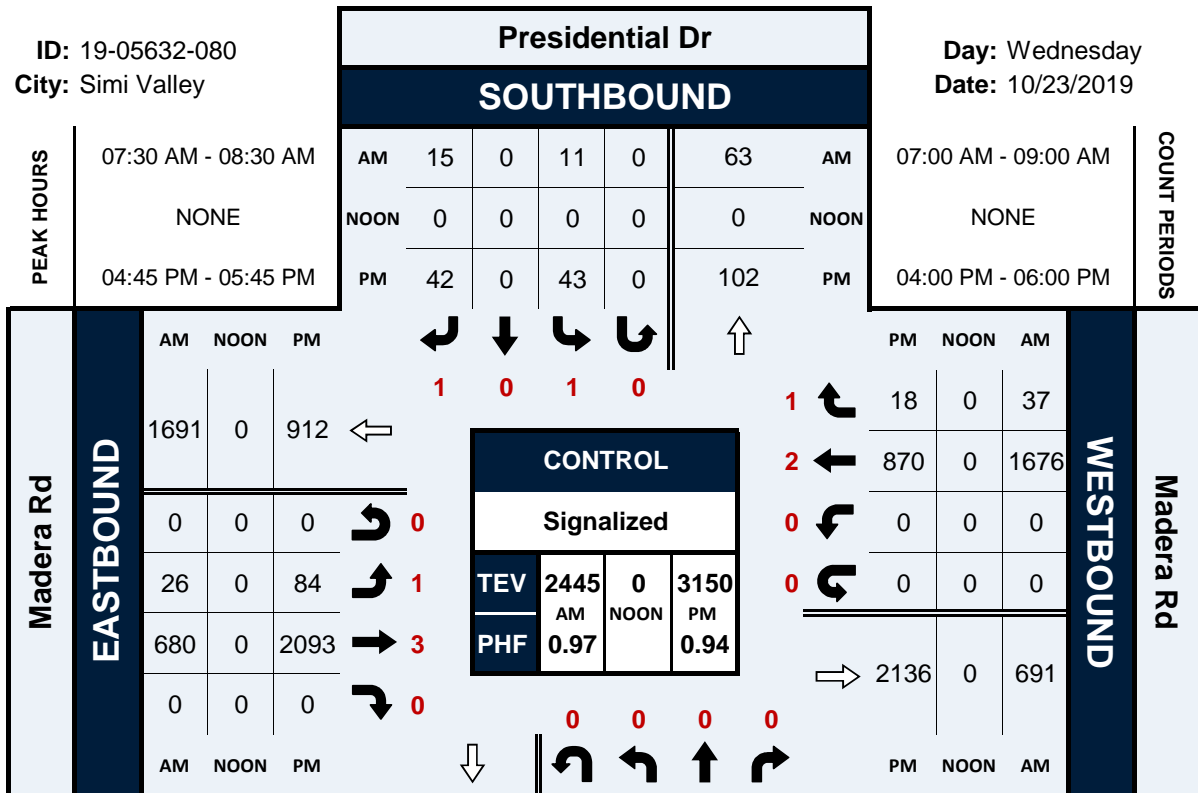


# Presidential Dr & Madera Rd

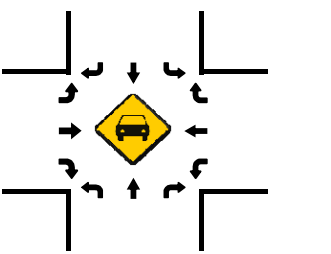
## Peak Hour Turning Movement Count

ID: 19-05632-080  
City: Simi Valley

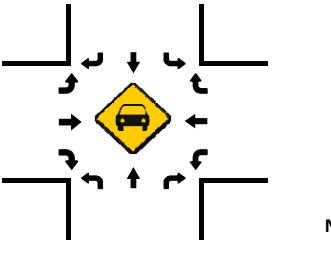
Day: Wednesday  
Date: 10/23/2019



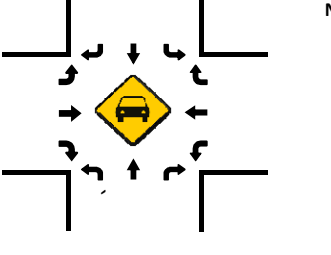
Total Vehicles (AM)



Total Vehicles (NOON)



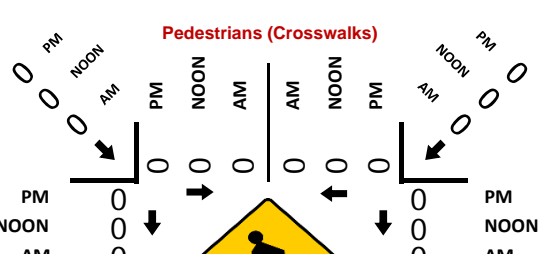
Total Vehicles (PM)



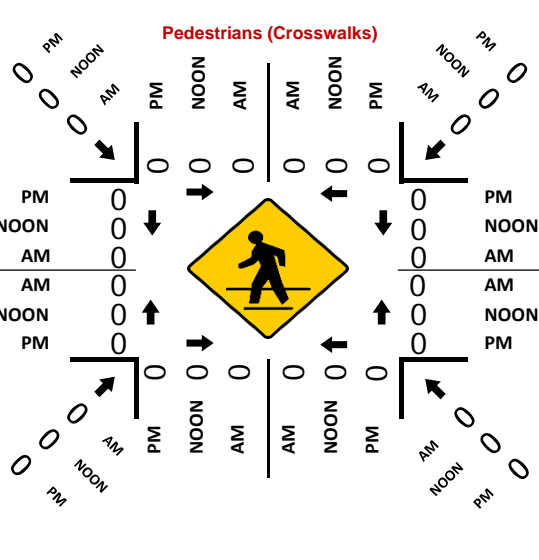
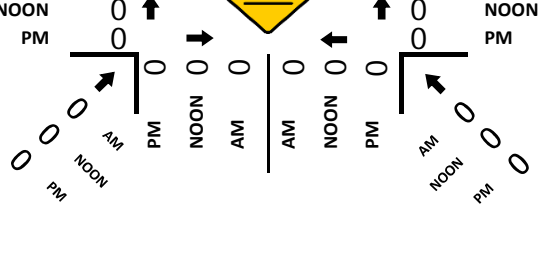
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

### Presidential Dr NORTHBOUND

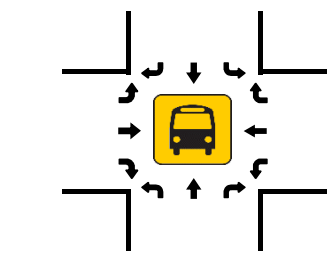
Total Vehicles (AM)



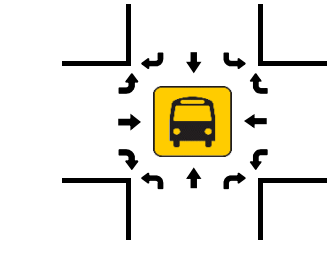
Total Vehicles (NOON)



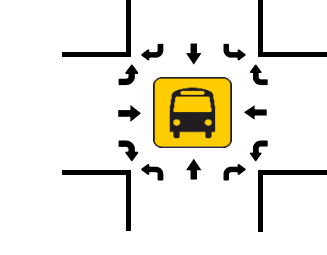
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

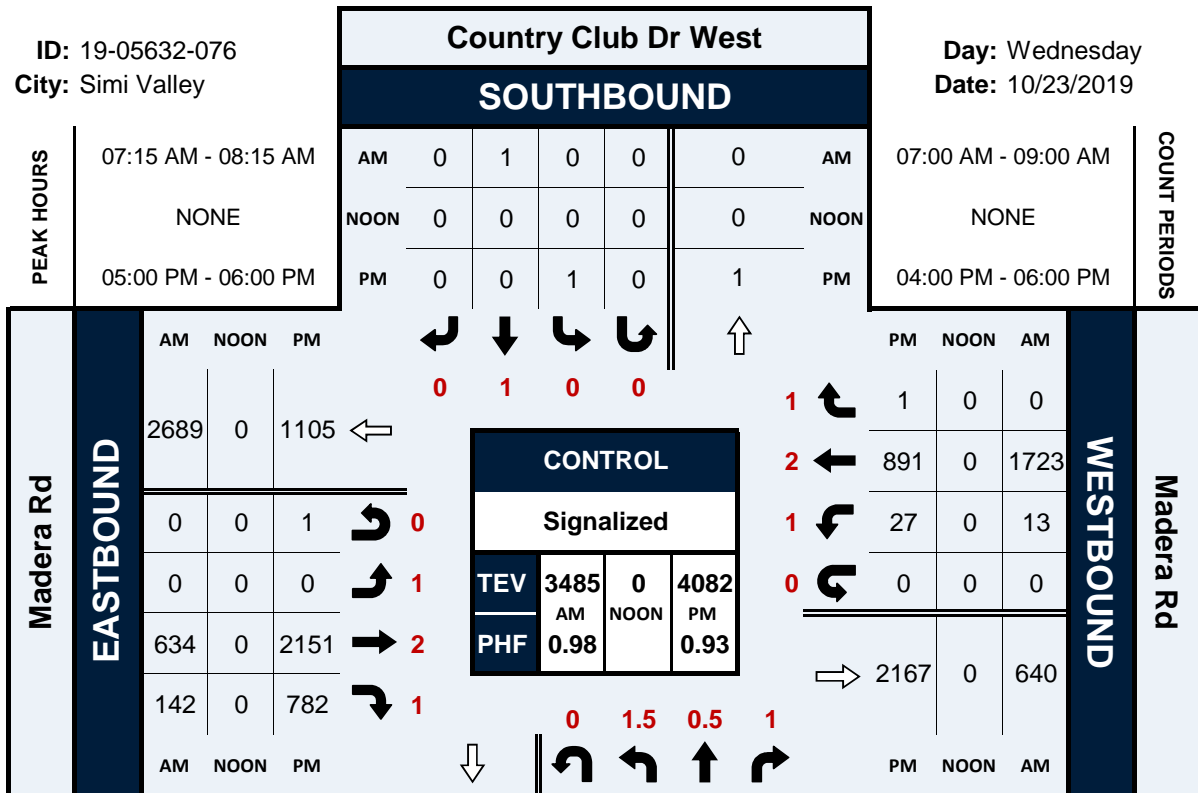


# Country Club Dr West & Madera Rd

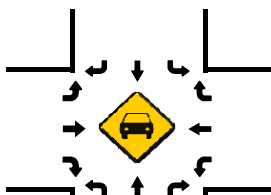
## Peak Hour Turning Movement Count

ID: 19-05632-076  
City: Simi Valley

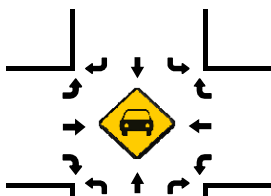
Day: Wednesday  
Date: 10/23/2019



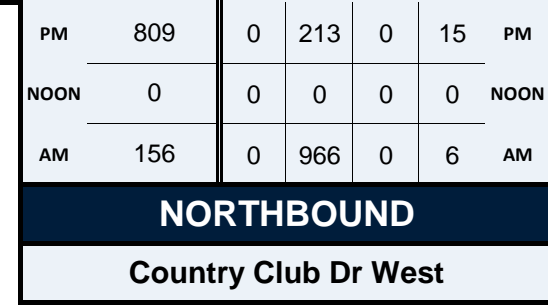
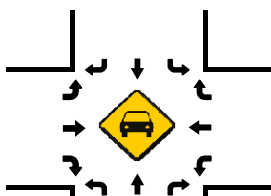
Total Vehicles (AM)



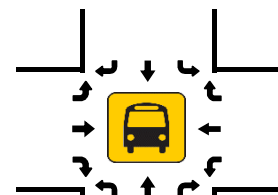
Total Vehicles (NOON)



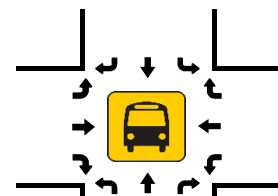
Total Vehicles (PM)



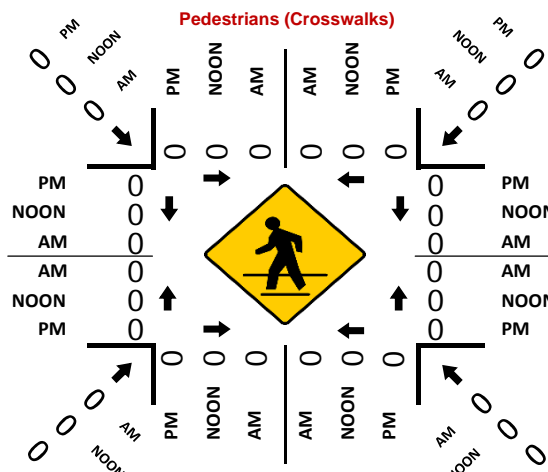
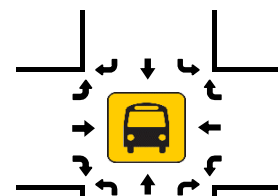
Total Vehicles (AM)



Total Vehicles (NOON)

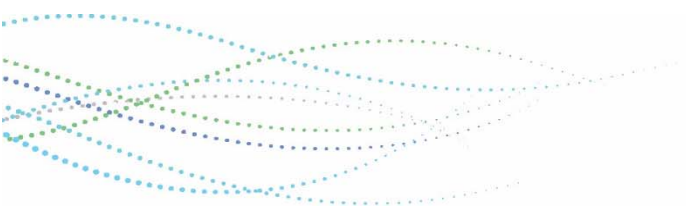


Total Vehicles (PM)

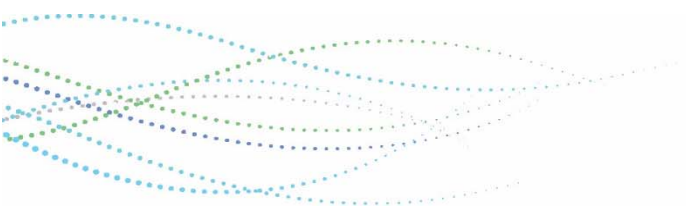


---

## APPENDIX C – LOS CALCULATION SHEETS



# Existing Conditions



-----  
 Simi Valley Nexus Study Update  
 Existing Conditions  
 AM Peak Hour  
 -----

Scenario Report

Scenario: Ex AM  
 Command: Ex AM  
 Volume: Ex AM  
 Geometry: Existing  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Existing

-----  
 Simi Valley Nexus Study Update  
 Existing Conditions  
 AM Peak Hour  
 -----

Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in
		LOS	Veh	LOS	Veh	
# 1 Rocky Peak Fire Rd & SR-118 WB	B	12.6	0.000	B 12.6	0.000	+ 0.000 D/V
# 2 Rocky Peak Fire Rd & SR-118 EB	B	10.4	0.000	B 10.4	0.000	+ 0.000 D/V
# 3 Kuehner Dr & Smith Rd	A	xxxxx	0.196	A xxxxx	0.196	+ 0.000 V/C
# 4 Kuehner Dr & Katherine Rd	A	xxxxx	0.278	A xxxxx	0.278	+ 0.000 V/C
# 5 Kuehner Dr & Los Angeles Ave	B	13.0	0.602	B 13.0	0.602	+ 0.000 V/C
# 6 Kuehner Dr & SR-118 EB On-Off	A	9.6	0.000	A 9.6	0.000	+ 0.000 D/V
# 7 Kuehner Dr & SR-118 WB On-Off	E	46.2	0.000	E 46.2	0.000	+ 0.000 D/V
# 8 Yosemite Ave & Evening Sky Dr	A	9.0	0.214	A 9.0	0.214	+ 0.000 V/C
# 9 Yosemite Ave & Alamo St	B	14.9	0.556	B 14.9	0.556	+ 0.000 V/C
# 10 Yosemite Ave & SR-118 WB On-Of	A	xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 11 Yosemite Ave & SR-118 EB On-Of	A	xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 12 Yosemite Ave & Cochran St	A	xxxxx	0.553	A xxxxx	0.553	+ 0.000 V/C
# 13 Yosemite Ave & Los Angeles Ave	A	xxxxx	0.549	A xxxxx	0.549	+ 0.000 V/C
# 14 Stow St & Cochran St	A	xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 15 Stow St & Los Angeles Ave	A	xxxxx	0.555	A xxxxx	0.555	+ 0.000 V/C
# 16 Stearns St & Alamo St	A	xxxxx	0.420	A xxxxx	0.420	+ 0.000 V/C
# 17 Stearns St & SR-118 WB On-Off	A	xxxxx	0.430	A xxxxx	0.430	+ 0.000 V/C
# 18 Stearns St & SR-118 EB On-Off	A	xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 19 Stearns St & Cochran St	B	xxxxx	0.670	B xxxxx	0.670	+ 0.000 V/C
# 20 Stearns St & Los Angeles Ave	B	xxxxx	0.639	B xxxxx	0.639	+ 0.000 V/C
# 21 Los Angeles Ave & Hidden Ranch	A	xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 22 Los Angeles Ave & Ralston Ave	D	27.5	0.000	D 27.5	0.000	+ 0.000 D/V
# 23 Kadota St & Cochran St	C	19.0	0.000	C 19.0	0.000	+ 0.000 D/V



Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 24 Kadota St & Alamo St	F 150.9	0.000	F 150.9	0.000	+ 0.000 D/V
# 25 Tapo St & Walnut St	B xxxxx	0.601	B xxxxx	0.601	+ 0.000 V/C
# 26 Tapo St & Alamo St	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
# 27 Tapo St & Cochran St	A xxxxx	0.476	A xxxxx	0.476	+ 0.000 V/C
# 28 Tapo St & Los Angeles Ave	A xxxxx	0.513	A xxxxx	0.513	+ 0.000 V/C
# 29 Tapo Canyon Rd & Royal Ave	C 18.3	0.702	C 18.3	0.702	+ 0.000 V/C
# 30 Tapo Canyon Rd & Los Angeles A	C xxxxx	0.734	C xxxxx	0.734	+ 0.000 V/C
# 31 Tapo Canyon Rd & Cochran St	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C
# 32 Tapo Canyon Rd & SR-118 EB On-	A xxxxx	0.469	A xxxxx	0.469	+ 0.000 V/C
# 33 Tapo Canyon Rd & SR-118 WB On-	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 34 Tapo Canyon Rd & Alamo St	A xxxxx	0.449	A xxxxx	0.449	+ 0.000 V/C
# 35 Tapo Canyon Rd & Township Ave	A xxxxx	0.417	A xxxxx	0.417	+ 0.000 V/C
# 36 Tapo Canyon Rd & Lost Canyons	A 8.8	0.000	A 8.8	0.000	+ 0.000 D/V
# 37 Sequoia Ave & Alamo St	A xxxxx	0.444	A xxxxx	0.444	+ 0.000 V/C
# 38 Sequoia Ave & Cochran St	A xxxxx	0.597	A xxxxx	0.597	+ 0.000 V/C
# 39 Sequoia Ave & Los Angeles Ave	B xxxxx	0.671	B xxxxx	0.671	+ 0.000 V/C
# 40 Sequoia Ave & Royal Ave	A xxxxx	0.546	A xxxxx	0.546	+ 0.000 V/C
# 41 Cochran St & Galena Ave	A xxxxx	0.493	A xxxxx	0.493	+ 0.000 V/C
# 42 Sycamore Dr & Alamo St	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 43 Sycamore Dr & SR-118 WB On-Off	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 44 Sycamore Dr & SR-118 EB On-Off	A xxxxx	0.400	A xxxxx	0.400	+ 0.000 V/C
# 45 Sycamore Dr & Cochran St	A xxxxx	0.505	A xxxxx	0.505	+ 0.000 V/C
# 46 Sycamore Dr & Los Angeles Ave	C xxxxx	0.746	C xxxxx	0.746	+ 0.000 V/C
# 47 Sycamore Dr & Royal Ave	D xxxxx	0.871	D xxxxx	0.871	+ 0.000 V/C
# 48 Sycamore Dr & Fitzgerald Rd	C 21.3	0.798	C 21.3	0.798	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 49 Erringer Rd & Fitzgerald Rd	E 35.5	0.877	E 35.5	0.877	+ 0.000 V/C
# 50 Erringer Rd & Royal Ave	E xxxxx	0.940	E xxxxx	0.940	+ 0.000 V/C
# 51 Erringer Rd & Patricia Ave	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C
# 52 Erringer Rd & Los Angeles Ave	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 53 Erringer Rd & Cochran St	B xxxxx	0.700	B xxxxx	0.700	+ 0.000 V/C
# 54 Erringer Rd & SR-118 EB On-Off	A xxxxx	0.324	A xxxxx	0.324	+ 0.000 V/C
# 55 Erringer Rd & SR-118 WB On-Off	A xxxxx	0.353	A xxxxx	0.353	+ 0.000 V/C
# 56 Erringer Rd & Alamo St	A xxxxx	0.384	A xxxxx	0.384	+ 0.000 V/C
# 57 Los Angeles Ave & Hubbard St	A xxxxx	0.399	A xxxxx	0.399	+ 0.000 V/C
# 58 Los Angeles Ave & Patricia Ave	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 59 First St & SR-118 WB On-Off Ra	A xxxxx	0.321	A xxxxx	0.321	+ 0.000 V/C
# 60 First St & SR-118 EB On-Off Ra	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 61 First St & Cochran St	A xxxxx	0.357	A xxxxx	0.357	+ 0.000 V/C
# 62 First St & E Easy St	A xxxxx	0.486	A xxxxx	0.486	+ 0.000 V/C
# 63 First St & Los Angeles Ave	A xxxxx	0.579	A xxxxx	0.579	+ 0.000 V/C
# 64 First St & Royal Ave	C xxxxx	0.797	C xxxxx	0.797	+ 0.000 V/C
# 65 First St & Fitzgerald Rd	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 66 Sinaloa Rd & Los Angeles Ave	A xxxxx	0.528	A xxxxx	0.528	+ 0.000 V/C
# 67 Sinaloa Rd & Royal Ave	B xxxxx	0.664	B xxxxx	0.664	+ 0.000 V/C
# 68 Viewline Dr & SR-118 WB On-Off	A xxxxx	0.449	A xxxxx	0.449	+ 0.000 V/C
# 69 Madera Rd & Viewline Dr	A xxxxx	0.449	A xxxxx	0.449	+ 0.000 V/C
# 70 Madera Rd & SR-118 EB On-Off R	A xxxxx	0.346	A xxxxx	0.346	+ 0.000 V/C
# 71 Madera Rd & Cochran St	A xxxxx	0.489	A xxxxx	0.489	+ 0.000 V/C
# 72 Madera Rd & Easy St	B xxxxx	0.636	B xxxxx	0.636	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 73 Madera Rd & Los Angeles Ave/Ti	A	xxxxx 0.551	A	xxxxx 0.551	+ 0.000 V/C
# 74 Madera Rd & Royal Ave	A	xxxxx 0.401	A	xxxxx 0.401	+ 0.000 V/C
# 75 Tierra Rejada Rd & Stargaze Pl	A	xxxxx 0.403	A	xxxxx 0.403	+ 0.000 V/C
# 76 Madera Rd & Country Club Dr Ea	B	xxxxx 0.603	B	xxxxx 0.603	+ 0.000 V/C
# 77 Wood Ranch Parkway & Madera Rd	A	xxxxx 0.498	A	xxxxx 0.498	+ 0.000 V/C
# 78 Wood Ranch Parkway & Country C	B	xxxxx 0.601	B	xxxxx 0.601	+ 0.000 V/C
# 79 Wood Ranch Parkway & Long Cany	C	16.9 0.673	C	16.9 0.673	+ 0.000 V/C
# 80 Madera Rd & Presidential Dr	A	xxxxx 0.503	A	xxxxx 0.503	+ 0.000 V/C
# 81 Madera Rd & Country Club Dr We	C	xxxxx 0.764	C	xxxxx 0.764	+ 0.000 V/C

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #1 Rocky Peak Fire Rd & SR-118 WB Off Ramp  
\*\*\*\*\*

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: B [ 12.6 ]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 0 0 0	0 1 0 1 0

Volume Module:

Base Vol:	101	2	0	0	2	3	0	0	0	200	6	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	2	0	0	2	3	0	0	0	200	6	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	2	0	0	2	3	0	0	0	200	6	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	117	2	0	0	2	3	0	0	0	233	7	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	117	2	0	0	2	3	0	0	0	233	7	6

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	241	243	2
Potent Cap.:	1628	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	751	662	1088
Move Cap.:	1628	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	707	611	1088
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.01	0.01

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	7.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	704	xxxx	763
SharedQueue:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	0.1
Shrd ConDel:	7.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	12.7	xxxx	9.8
Shared LOS:	A	*	*	*	*	*	*	*	*	B	*	A
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.6		
ApproachLOS:	*			*			*			B		

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #2 Rocky Peak Fire Rd & SR-118 EB On Ramp

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[ 10.4]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	1 0 0 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0 92 187	7 178 0	4 2 134	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 92 187	7 178 0	4 2 134	0 0 0 0
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 92 187	7 178 0	4 2 134	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.87 0.87 0.87	0.87 0.87 0.87	0.87 0.87 0.87	0.87 0.87 0.87
PHF Volume:	0 106 215	8 205 0	5 2 154	0 0 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
FinalVolume:	0 106 215	8 205 0	5 2 154	0 0 0 0

Critical Gap Module:

Critical Gp:	xxxxx xxxx xxxxx	4.1 xxxx xxxxx	6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim:	xxxxx xxxx xxxxx	2.2 xxxx xxxxx	3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol:	xxxx xxxx xxxxx	321 xxxx xxxxx	434 541 205 xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	1251 xxxx xxxxx	583 451 841 xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	1251 xxxx xxxxx	580 448 841 xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxxx	0.01 xxxx xxxx	0.01 0.01 0.18 xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx	0.0 xxxx xxxxx	0.0 xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	7.9 xxxx xxxxx	11.3 xxxx xxxxx	xxxxx xxxx xxxxx
LOS by Move:	* * *	A * *	B * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx 830	xxxx xxxx xxxxx
SharedQueue:	xxxx xxxx xxxxx	0.0 xxxx xxxxx	xxxx xxxx 0.7	xxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	7.9 xxxx xxxxx	xxxx xxxx 10.3	xxxxx xxxx xxxxx
Shared LOS:	* * *	A * *	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	10.4	xxxxxx
ApproachLOS:	*	*	B	*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #3 Kuehner Dr & Smith Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.196  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1

Volume Module:

Base Vol:	0 169 3	7 335 0	0 0 0 0	1 0 0 7
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 169 3	7 335 0	0 0 0 0	1 0 0 7
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 169 3	7 335 0	0 0 0 0	1 0 0 7
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	0 178 3	7 353 0	0 0 0 0	1 0 0 7
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 178 3	7 353 0	0 0 0 0	1 0 0 7
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 178 3	7 353 0	0 0 0 0	1 0 0 7

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 1.00 1.00	1.00 1.00 0.00	0.00 0.00 0.00	1.00 0.00 1.00
Final Sat.:	0 1800 1800	1800 1800 0	0 0 0 0	1800 0 1800

Capacity Analysis Module:

Vol/Sat:	0.00 0.10 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	****

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

-----  
Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #4 Kuehner Dr & Katherine Rd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.278  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 1 0 1 0 0  
-----  
Volume Module:  
Base Vol: 15 159 1 2 286 87 163 3 67 3 2 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 15 159 1 2 286 87 163 3 67 3 2 2  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 15 159 1 2 286 87 163 3 67 3 2 2  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 16 169 1 2 304 93 173 3 71 3 2 2  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 16 169 1 2 304 93 173 3 71 3 2 2  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 16 169 1 2 304 93 173 3 71 3 2 2  
-----  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.99 0.01 1.00 1.00 1.00 1.00 0.04 0.96 0.43 0.29 0.28  
Final Sat.: 1800 3578 23 1800 1800 1800 1800 77 1723 771 514 514  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.05 0.05 0.00 0.17 0.05 0.10 0.04 0.04 0.00 0.00 0.00  
Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

-----  
Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #5 Kuehner Dr & Los Angeles Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.602  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0  
Optimal Cycle: 0 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Ignore Ignore Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0  
-----  
Volume Module:  
Base Vol: 165 374 0 0 172 85 137 0 217 0 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 165 374 0 0 172 85 137 0 217 0 0 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 165 374 0 0 172 85 137 0 217 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
PHF Volume: 181 411 0 0 189 0 151 0 0 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 181 411 0 0 189 0 151 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 181 411 0 0 189 0 151 0 0 0 0 0  
-----  
Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00  
Final Sat.: 621 683 0 0 622 699 505 0 601 0 0 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.29 0.60 xxxx 0.30 0.00 0.30 xxxx 0.00 xxxx xxxx xxxx  
Crit Moves: \*\*\*\*  
Delay/Veh: 10.7 15.3 0.0 0.0 10.7 0.0 12.1 0.0 0.0 0.0 0.0 0.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 10.7 15.3 0.0 0.0 10.7 0.0 12.1 0.0 0.0 0.0 0.0 0.0  
LOS by Move: B C \* \* B \* B \* \* \* \* \*  
ApproachDel: 13.9 10.7 12.1 xxxxxx  
Delay Adj: 1.00 1.00 1.00 xxxxxx  
ApprAdjDel: 13.9 10.7 12.1 xxxxxx  
LOS by Appr: B B B \*  
AllWayAvgQ: 0.4 1.4 0.0 0.0 0.4 0.0 0.4 0.0 0.0 0.0 0.0 0.0  
\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #6 Kuehner Dr & SR-118 EB On-Off Ramps

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[ 9.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 1 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0	459	319	30	117	0	7	0	252	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	459	319	30	117	0	7	0	252	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	459	319	30	117	0	7	0	252	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	488	339	32	124	0	7	0	268	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	488	339	32	124	0	7	0	268	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	828	xxxx	xxxx	432	1016	62	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	812	xxxx	xxxx	557	240	996	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	812	xxxx	xxxx	540	230	996	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.01	0.00	0.27	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.6	xxxx	xxxx	xxxx	xxxx	9.2	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	954	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	9.4	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	A	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	46.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	A	*	*	E	*	*	*	*	*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #7 Kuehner Dr & SR-118 WB On-Off Ramps

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: E[ 46.2]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	1 0 0 0 1

Volume Module:

Base Vol:	443	32	0	0	57	12	0	0	0	92	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	32	0	0	57	12	0	0	0	92	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	32	0	0	57	12	0	0	0	92	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	487	35	0	0	63	13	0	0	0	101	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	487	35	0	0	63	13	0	0	0	101	0	14

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	76	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1040	xxxx	18
Potent Cap.:	1536	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	229	xxxx	1063
Move Cap.:	1536	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	173	xxxx	1063
Volume/Cap:	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.58	xxxx	0.01

Level Of Service Module:

2Way95thQ:	1.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.1	xxxx	0.0
Control Del:	8.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	51.6	xxxx	8.4
LOS by Move:	A	*	*	*	*	*	*	*	*	F	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	46.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	*	*	*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #8 Yosemite Ave & Evening Sky Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.214  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0  
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	2 160 38	6 153 0	1 1 1	78 0 19
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	2 160 38	6 153 0	1 1 1	78 0 19
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	2 160 38	6 153 0	1 1 1	78 0 19
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.68 0.68 0.68	0.68 0.68 0.68	0.68 0.68 0.68	0.68 0.68 0.68
PHF Volume:	3 235 56	9 225 0	1 1 1	115 0 28
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	3 235 56	9 225 0	1 1 1	115 0 28
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	3 235 56	9 225 0	1 1 1	115 0 28

Saturation Flow Module:

Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.62 0.38	1.00 2.00 0.00	0.34 0.33 0.33	0.80 0.00 0.20
Final Sat.:	629 1138 279	621 1361 0	213 213 213	535 0 130

Capacity Analysis Module:

Vol/Sat:	0.00 0.21 0.20	0.01 0.17 xxxx	0.01 0.01 0.01	0.21 xxxx 0.21
Crit Moves:	****	****	****	****
Delay/Veh:	8.3 9.0 8.7	8.4 8.8 0.0	8.2 8.2 8.2	9.4 0.0 9.4
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	8.3 9.0 8.7	8.4 8.8 0.0	8.2 8.2 8.2	9.4 0.0 9.4
LOS by Move:	A A A	A A *	A A A	A * A
ApproachDel:	8.9	8.8	8.2	9.4
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	8.9	8.8	8.2	9.4
LOS by Appr:	A	A	A	A
AllWayAvgQ:	0.0 0.3 0.2	0.0 0.2 0.2	0.0 0.0 0.0	0.2 0.2 0.2

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #9 Yosemite Ave & Alamo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	174 225 0	0 463 51	35 0 222	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	174 225 0	0 463 51	35 0 222	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	174 225 0	0 463 51	35 0 222	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.81 0.81 0.81	0.81 0.81 0.81	0.81 0.81 0.81	0.81 0.81 0.81
PHF Volume:	215 278 0	0 572 63	43 0 274	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	215 278 0	0 572 63	43 0 274	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	215 278 0	0 572 63	43 0 274	0 0 0

Saturation Flow Module:

Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 1.80 0.20	1.00 0.00 1.00	1.00 0.00 0.00
Final Sat.:	473 1005 0	0 1027 115	457 0 544	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.45 0.28 xxxx	xxxx 0.56 0.55	0.09 xxxx	0.50 xxxx	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****
Delay/Veh:	16.0 12.2 0.0	0.0 16.1 15.7	11.0 0.0 14.8	0.0 0.0 0.0	0.0	0.0	0.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0 12.2 0.0	0.0 16.1 15.7	11.0 0.0 14.8	0.0 0.0 0.0	0.0	0.0	0.0
LOS by Move:	C B *	* C C	B * B	* *	*	*	*
ApproachDel:	13.8	16.0	14.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Delay Adj:	1.00	1.00	1.00	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApprAdjDel:	13.8	16.0	14.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Appr:	B	C	B	*	*	*	*
AllWayAvgQ:	0.8 0.4 0.0	0.0 1.2 1.1	0.1 0.0 0.9	0.0 0.0 0.0	0.0	0.0	0.0

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #10 Yosemite Ave & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	407	369	0	621	0	0	0	0	130	0	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	407	369	0	621	0	0	0	0	130	0	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	407	369	0	621	0	0	0	0	130	0	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	485	439	0	739	0	0	0	0	155	0	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	439	0	739	0	0	0	0	155	0	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	439	0	739	0	0	0	0	155	0	199

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.05	0.95	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1888	1712	0	3600	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.00	0.21	0.00	0.00	0.00	0.00	0.09	0.00	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #11 Yosemite Ave & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	0	1034	0	0	408	338	105	0	238	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1034	0	0	408	338	105	0	238	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1034	0	0	408	338	105	0	238	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	1277	0	0	504	417	130	0	294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1277	0	0	504	417	130	0	294	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1277	0	0	504	417	130	0	294	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.09	0.91	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	0	0	1969	1631	1800	0	1800	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.00	0.00	0.26	0.26	0.07	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #12 Yosemite Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	94	674	8	36	365	241	275	31	79	16	75	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	674	8	36	365	241	275	31	79	16	75	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	674	8	36	365	241	275	31	79	16	75	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	125	899	11	48	487	321	367	41	105	21	100	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	899	11	48	487	321	367	41	105	21	100	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	899	11	48	487	321	367	41	105	21	100	116

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.20	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3558	42	1800	2168	1432	1800	1800	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.25	0.25	0.03	0.22	0.22	0.20	0.02	0.06	0.01	0.06	0.06
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #13 Yosemite Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	62	197	52	234	95	106	137	390	34	51	517	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	197	52	234	95	106	137	390	34	51	517	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	197	52	234	95	106	137	390	34	51	517	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	67	212	56	252	102	114	147	419	37	55	556	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	212	56	252	102	114	147	419	37	55	556	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	212	56	252	102	114	147	419	37	55	556	341

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.24	0.76
Final Sat.:	1800	2693	907	1800	1800	1800	1800	3311	289	1800	2232	1368

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.06	0.14	0.06	0.06	0.08	0.13	0.13	0.03	0.25	0.25
Crit Moves:	****			****			****			****		

\*\*\*\*\*



Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #14 Stow St & Cochran St  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.490  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 1 0 1 0 1 1 0  
Volume Module:  
Base Vol: 167 40 75 43 58 74 71 238 140 59 308 16  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 167 40 75 43 58 74 71 238 140 59 308 16  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 167 40 75 43 58 74 71 238 140 59 308 16  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62  
PHF Volume: 269 65 121 69 94 119 115 384 226 95 497 26  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 269 65 121 69 94 119 115 384 226 95 497 26  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 269 65 121 69 94 119 115 384 226 95 497 26  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.35 0.65 1.00 0.44 0.56 1.00 1.26 0.74 1.00 1.90 0.10  
Final Sat.: 1800 626 1174 1800 791 1009 1800 2267 1333 1800 3422 178  
Capacity Analysis Module:  
Vol/Sat: 0.15 0.10 0.10 0.04 0.12 0.12 0.06 0.17 0.17 0.05 0.15 0.15  
Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #15 Stow St & Los Angeles Ave  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.555  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 1 0 1 0 1 0 1  
Volume Module:  
Base Vol: 176 52 44 98 56 276 97 445 139 12 549 91  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 176 52 44 98 56 276 97 445 139 12 549 91  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 176 52 44 98 56 276 97 445 139 12 549 91  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87  
PHF Volume: 202 60 51 113 64 317 111 511 160 14 631 105  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 202 60 51 113 64 317 111 511 160 14 631 105  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 202 60 51 113 64 317 111 511 160 14 631 105  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.65 0.19 0.16 1.00 1.00 1.00 1.00 1.52 0.48 1.00 1.72 0.28  
Final Sat.: 1165 344 291 1800 1800 1800 1800 2743 857 1800 3088 512  
Capacity Analysis Module:  
Vol/Sat: 0.11 0.17 0.17 0.06 0.04 0.18 0.06 0.19 0.19 0.01 0.20 0.20  
Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #16 Stearns St & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	0 1 1 0 1	1 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	369	28	28	2	44	44	25	302	478	60	288	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	28	28	2	44	44	25	302	478	60	288	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	28	28	2	44	44	25	302	478	60	288	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	461	35	35	3	55	55	31	378	598	75	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	35	35	3	55	55	31	378	598	75	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	35	35	3	55	55	31	378	598	75	360	0
OvlAdjVol:									349			

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.86	0.14	1.00	0.09	1.91	1.00	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3346	254	1800	157	3443	1800	1800	1800	1800	1800	3600	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.02	0.02	0.02	0.03	0.02	0.21	0.33	0.04	0.10	0.00
OvlAdjV/S:									0.19			
Crit Moves:	****			****		****			****			

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #17 Stearns St & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	0 0 1 1 0	1 0 0 0 1	1 0 0 1 0

Volume Module:

Base Vol:	21	296	339	0	662	7	7	0	108	233	69	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	296	339	0	662	7	7	0	108	233	69	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	296	339	0	662	7	7	0	108	233	69	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	23	329	377	0	736	8	8	0	120	259	77	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	329	377	0	736	8	8	0	120	259	77	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	329	377	0	736	8	8	0	120	259	77	149

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	1.00	1.00	0.34	0.66
Final Sat.:	1800	3600	1800	0	3562	38	1800	0	1800	1800	612	1188

Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.21	0.00	0.21	0.21	0.00	0.00	0.07	0.14	0.13	0.13
Crit Moves:	****			****		****			****	****		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #18 Stearns St & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 1 0	1 0 2 0 1	0 1 0 0 1	1 0 0 0 1

Volume Module:

Base Vol:	0 964 8	26 465 349	70 12 258	1 0 24
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 964 8	26 465 349	70 12 258	1 0 24
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 964 8	26 465 349	70 12 258	1 0 24
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93	0.93 0.93 0.93
PHF Volume:	0 1037 9	28 500 375	75 13 277	1 0 26
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1037 9	28 500 375	75 13 277	1 0 26
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1037 9	28 500 375	75 13 277	1 0 26

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.98 0.02	1.00 2.00 1.00	0.85 0.15 1.00	1.00 0.00 1.00
Final Sat.:	0 5356 44	1800 3600 1800	1537 263 1800	1800 0 1800

Capacity Analysis Module:

Vol/Sat:	0.00 0.19 0.19	0.02 0.14 0.21	0.04 0.05 0.15	0.00 0.00 0.01
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #19 Stearns St & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 0 1	1 0 2 0 1	1 0 1 1 0

Volume Module:

Base Vol:	79 411 129	267 244 216	269 396 69	44 217 231
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	79 411 129	267 244 216	269 396 69	44 217 231
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	79 411 129	267 244 216	269 396 69	44 217 231
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.86 0.86 0.86	0.86 0.86 0.86	0.86 0.86 0.86	0.86 0.86 0.86
PHF Volume:	92 478 150	310 284 251	313 460 80	51 252 269
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	92 478 150	310 284 251	313 460 80	51 252 269
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	92 478 150	310 284 251	313 460 80	51 252 269

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.52 0.48	1.00 1.00 1.00	1.00 2.00 1.00	1.00 1.00 1.00
Final Sat.:	1800 2740 860	1800 1800 1800	1800 3600 1800	1800 1800 1800

Capacity Analysis Module:

Vol/Sat:	0.05 0.17 0.17	0.17 0.16 0.14	0.17 0.13 0.04	0.03 0.14 0.15
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #20 Stearns St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	32	49	0	128	10	219	235	545	19	0	877	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	49	0	128	10	219	235	545	19	0	877	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	49	0	128	10	219	235	545	19	0	877	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	37	56	0	147	11	252	270	626	22	0	1008	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	56	0	147	11	252	270	626	22	0	1008	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	56	0	147	11	252	270	626	22	0	1008	175

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.70	0.30
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3479	121	1800	3068	532

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.00	0.08	0.01	0.14	0.15	0.18	0.18	0.00	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #21 Los Angeles Ave & Hidden Ranch Dr  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	131	0	167	1	0	10	17	646	52	91	1032	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	0	167	1	0	10	17	646	52	91	1032	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	0	167	1	0	10	17	646	52	91	1032	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	147	0	188	1	0	11	19	726	58	102	1160	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	0	188	1	0	11	19	726	58	102	1160	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	0	188	1	0	11	19	726	58	102	1160	25

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.09	0.00	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1800	164	0	1636	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.08	0.00	0.10	0.00	0.00	0.01	0.01	0.20	0.03	0.06	0.32	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #22 Los Angeles Ave & Ralston Ave

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D [ 27.5]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0

Volume Module:

Base Vol:	0	0	0	9	0	34	17	755	0	0	1106	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	34	17	755	0	0	1106	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	34	17	755	0	0	1106	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	10	0	40	20	878	0	0	1286	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	10	0	40	20	878	0	0	1286	23

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1776	2215	655	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	75	44	414	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	73	43	414	535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	0.00	0.10	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	210	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	27.5	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			27.5			xxxxxxx			xxxxxxx		xxxxxxx
ApproachLOS:	*			D			*			*		*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #23 Kadota St & Cochran St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C [ 19.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	1 0 0 0 1	0 0 1! 0 0	1 0 1 1 0	0 1 0 1 0

Volume Module:

Base Vol:	1	0	1	22	1	63	26	587	1	1	472	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	22	1	63	26	587	1	1	472	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	22	1	63	26	587	1	1	472	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	1	0	1	26	1	75	31	699	1	1	562	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	1	26	1	75	31	699	1	1	562	13

Critical Gap Module:

Critical Gp:	7.5	xxxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1045	xxxx	350	982	1333	288	575	xxxx	xxxxx	700	xxxx	xxxxx
Potent Cap.:	186	xxxx	652	206	156	715	1008	xxxx	xxxxx	906	xxxx	xxxxx
Move Cap.:	161	xxxx	652	201	151	715	1008	xxxx	xxxxx	906	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	0.00	0.13	0.01	0.10	0.03	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	0.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	27.5	xxxx	10.5	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	D	*	B	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	421	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	A	*	*
ApproachDel:	19.0			16.3			xxxxxxx			xxxxxxx		xxxxxxx
ApproachLOS:	C			C			*			*		*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #24 Kadota St & Alamo St  
\*\*\*\*\*

Average Delay (sec/veh): 18.7 Worst Case Level Of Service: F[150.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	1	1	0	1

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	9	38	12	52	30	52	37	495	23	13	509	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	38	12	52	30	52	37	495	23	13	509	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	38	12	52	30	52	37	495	23	13	509	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	12	50	16	68	39	68	49	651	30	17	670	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	50	16	68	39	68	49	651	30	17	670	96

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1153	1564	341	1200	1531	383	766	xxxx	xxxxx	682	xxxx	xxxxx
Potent Cap.:	155	113	661	143	118	621	857	xxxx	xxxxx	921	xxxx	xxxxx
Move Cap.:	94	104	661	83	109	621	857	xxxx	xxxxx	921	xxxx	xxxxx
Volume/Cap:	0.13	0.48	0.02	0.83	0.36	0.11	0.06	xxxx	xxxxx	0.02	xxxx	xxxxx

Level Of Service Module:

	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	9.5	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	123	xxxxx	91	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.2	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	74.1	xxxxx	239.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	*	*	*
ApproachDel:	74.1	*	*	150.9	*	*	xxxxxx	*	*	xxxxxx	*	*
ApproachLOS:	F	*	*	F	*	*	*	*	*	*	*	*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #25 Tapo St & Walnut St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	27	49	148	14	194	21	21	43	149	205	90	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	49	148	14	194	21	21	43	149	205	90	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	49	148	14	194	21	21	43	149	205	90	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	48	88	264	25	346	38	38	77	266	366	161	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	88	264	25	346	38	38	77	266	366	161	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	88	264	25	346	38	38	77	266	366	161	39

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	0.33	0.67	1.00	0.69	0.31	1.00
Final Sat.:	1800	1800	1800	1800	3248	352	591	1209	1800	1251	549	1800

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.05	0.15	0.01	0.11	0.11	0.06	0.06	0.15	0.29	0.29	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #26 Tapo St & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	109	299	29	233	384	295	108	249	105	61	345	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	299	29	233	384	295	108	249	105	61	345	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	299	29	233	384	295	108	249	105	61	345	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	145	399	39	311	512	393	144	332	140	81	460	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	399	39	311	512	393	144	332	140	81	460	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	399	39	311	512	393	144	332	140	81	460	280

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.13	0.87	1.00	1.41	0.59	1.00	1.24	0.76
Final Sat.:	1800	3282	318	1800	2036	1564	1800	2532	1068	1800	2238	1362

Capacity Analysis Module:

Vol/Sat:	0.08	0.12	0.12	0.17	0.25	0.08	0.13	0.13	0.05	0.21	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #27 Tapo St & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	81	236	70	171	338	151	192	321	112	141	287	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	236	70	171	338	151	192	321	112	141	287	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	236	70	171	338	151	192	321	112	141	287	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	96	281	83	204	402	180	229	382	133	168	342	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	281	83	204	402	180	229	382	133	168	342	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	281	83	204	402	180	229	382	133	168	342	142

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.38	0.62	1.00	1.48	0.52	1.00	1.41	0.59
Final Sat.:	1800	2776	824	1800	2488	1112	1800	2669	931	1800	2545	1055

Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.10	0.11	0.16	0.16	0.13	0.14	0.14	0.09	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #28 Tapo St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 0 1	2 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	21	39	29	141	96	232	297	553	53	59	776	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	39	29	141	96	232	297	553	53	59	776	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	39	29	141	96	232	297	553	53	59	776	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	24	45	34	164	112	270	345	643	62	69	902	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	45	34	164	112	270	345	643	62	69	902	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	45	34	164	112	270	345	643	62	69	902	193
OvlAdjVol:						97						

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.00	1.00	2.00	1.83	0.17	1.00	1.65	0.35
Final Sat.:	1800	2065	1535	1800	1800	1800	3600	3285	315	1800	2966	634

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.09	0.06	0.15	0.10	0.20	0.20	0.04	0.30	0.30
OvlAdjV/S:						0.05						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #29 Tapo Canyon Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3  
Optimal Cycle: 0 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	1 0 1 0 1	1 0 1 0 0	0 0 0 0 1

Volume Module:

Base Vol:	9	11	0	61	97	332	641	19	66	0	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	11	0	61	97	332	641	19	66	0	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	11	0	61	97	332	641	19	66	0	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	10	13	0	71	113	0	745	22	77	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	13	0	71	113	0	745	22	77	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	13	0	71	113	0	745	22	77	0	0	10

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	1.10	0.00	1.00	1.00	1.00	1.77	0.05	0.18	0.00	0.00	1.00
Final Sat.:	421	544	0	474	508	561	1690	-569	109	0	0	643

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	xxxx	0.15	0.22	0.00	0.44	-0.04	0.70	xxxx	xxxx	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	10.1	9.7	0.0	11.2	11.3	0.0	20.5	21.3	21.3	0.0	0.0	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	9.7	0.0	11.2	11.3	0.0	20.5	21.3	21.3	0.0	0.0	8.5
LOS by Move:	B	A	*	B	B	*	C	C	C	*	*	A
ApproachDel:	9.9			11.2			20.2					8.5
Delay Adj:	1.00			1.00			1.00					1.00
ApprAdjDel:	9.9			11.2			20.2					8.5
LOS by Appr:	A			B			C					A
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.3	0.0	2.1	2.1	2.1	0.0	0.0	0.0

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



Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #30 Tapo Canyon Rd & Los Angeles Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.734  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 86 Level Of Service: C  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Prot+Permit Prot+Permit Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 8 324 358 199 328 298 163 508 23 180 780 144  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 8 324 358 199 328 298 163 508 23 180 780 144  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 8 324 358 199 328 298 163 508 23 180 780 144  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84  
PHF Volume: 10 386 426 237 390 355 194 605 27 214 929 171  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 386 426 237 390 355 194 605 27 214 929 171  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 386 426 237 390 355 194 605 27 214 929 171  
-----  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.91 0.09 1.00 2.00 1.00  
Final Sat.: 1800 3600 1800 1800 3600 1800 1800 3444 156 1800 3600 1800  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.11 0.24 0.13 0.11 0.20 0.11 0.18 0.18 0.12 0.26 0.10  
Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #31 Tapo Canyon Rd & Cochran St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.685  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 72 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Prot+Permit Prot+Permit  
Rights: Include Ovl Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 2 0 1 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 50 501 60 204 673 311 400 376 74 96 382 286  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 50 501 60 204 673 311 400 376 74 96 382 286  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 50 501 60 204 673 311 400 376 74 96 382 286  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85  
PHF Volume: 59 589 71 240 792 366 471 442 87 113 449 336  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 59 589 71 240 792 366 471 442 87 113 449 336  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 59 589 71 240 792 366 471 442 87 113 449 336  
OvlAdjVol: 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 3600 3600 1800 3600 3600 1800 1800 3600 1800 1800 3600 1800  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.16 0.04 0.07 0.22 0.20 0.26 0.12 0.05 0.06 0.12 0.19  
OvlAdjV/S: \*\*\*\* 0.00 \*\*\*\*  
Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #32 Tapo Canyon Rd & SR-118 EB On-Off Ramps  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.469  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 2 1 0 0 1 1 0 1 0 0 1 0 0 0  
Volume Module:  
Base Vol: 0 1130 32 4 880 344 335 4 333 3 0 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 1130 32 4 880 344 335 4 333 3 0 5  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 1130 32 4 880 344 335 4 333 3 0 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92  
PHF Volume: 0 1228 35 4 957 0 364 4 362 3 0 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 1228 35 4 957 0 364 4 362 3 0 5  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 1228 35 4 957 0 364 4 362 3 0 5  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.92 0.08 0.01 1.99 1.00 1.00 0.01 0.99 0.38 0.00 0.62  
Final Sat.: 0 5251 149 16 3584 1800 1795 21 1784 675 0 1125  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.23 0.23 0.00 0.27 0.00 0.20 0.20 0.20 0.00 0.00 0.00  
Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #33 Tapo Canyon Rd & SR-118 WB On-Off Ramps  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Prot+Permit Permitted Split Phase Split Phase  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 0 0 2 1 0 1 0 0 0 1 1 1 0 0 1  
Volume Module:  
Base Vol: 62 555 289 0 921 12 7 0 101 537 50 317  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 62 555 289 0 921 12 7 0 101 537 50 317  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 62 555 289 0 921 12 7 0 101 537 50 317  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 66 590 307 0 980 13 7 0 107 571 53 337  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 66 590 307 0 980 13 7 0 107 571 53 337  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 66 590 307 0 980 13 7 0 107 571 53 337  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 0.00 2.96 0.04 1.00 0.00 1.00 1.83 0.17 1.00  
Final Sat.: 1800 3600 1800 0 5331 69 1800 0 1800 3293 307 1800  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.16 0.17 0.00 0.18 0.18 0.00 0.00 0.06 0.17 0.17 0.19  
Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #34 Tapo Canyon Rd & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	269	418	151	51	476	175	127	273	175	327	476	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	418	151	51	476	175	127	273	175	327	476	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	418	151	51	476	175	127	273	175	327	476	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	306	475	172	58	541	199	144	310	199	372	541	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	475	172	58	541	199	144	310	199	372	541	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	475	172	58	541	199	144	310	199	372	541	65

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	1800	3600	1800	3600	3600	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.10	0.03	0.15	0.11	0.04	0.09	0.11	0.10	0.15	0.04
Crit Moves:	***			***			***		***	***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #35 Tapo Canyon Rd & Township Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0

Volume Module:

Base Vol:	29	253	135	15	311	15	29	71	75	231	92	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	253	135	15	311	15	29	71	75	231	92	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	253	135	15	311	15	29	71	75	231	92	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	35	309	165	18	379	18	35	87	91	282	112	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	309	165	18	379	18	35	87	91	282	112	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	309	165	18	379	18	35	87	91	282	112	21

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.30	0.70	1.00	1.91	0.09	0.16	0.41	0.43	0.68	0.27	0.05
Final Sat.:	1800	2347	1253	1800	3434	166	298	730	771	1223	487	90

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.13	0.01	0.11	0.11	0.02	0.12	0.12	0.16	0.23	0.23
Crit Moves:	***			***			***		***	***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #36 Tapo Canyon Rd & Lost Canyons Dr  
Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[ 8.8]  
Approach: North Bound South Bound East Bound West Bound  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 1 0 1 0 0 0 0 1 0 0 1 0 0 0 0 0  
Volume Module:  
Base Vol: 32 36 0 0 34 3 2 0 69 0 0 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 32 36 0 0 34 3 2 0 69 0 0 0 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 32 36 0 0 34 3 2 0 69 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86  
PHF Volume: 37 42 0 0 40 3 2 0 80 0 0 0 0  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
FinalVolume: 37 42 0 0 40 3 2 0 80 0 0 0 0  
Critical Gap Module:  
Critical Gp: 4.1 xxxx xxxxx xxxxx xxx xx 6.4 xxxx 6.2 xxxxx xxx xx  
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxx xx 3.5 xxxx 3.3 xxxxx xxx xx  
Capacity Module:  
Cnflct Vol: 43 xxxx xxxxx xxx xx 156 xxxx 40 xxxx xxx xx  
Potent Cap.: 1579 xxxx xxxxx xxx xx 840 xxxx 1038 xxxx xxx xx  
Move Cap.: 1579 xxxx xxxxx xxx xx 825 xxxx 1038 xxxx xxx xx  
Volume/Cap: 0.02 xxxx xxx xx 0.00 xxxx 0.08 xxxx xxx xx  
Level Of Service Module:  
2Way95thQ: 0.1 xxxx xxxxx xxx xx 0.0 xxxx 0.3 xxxx xxx xx  
Control Del: 7.3 xxxx xxxxx xxx xx 9.4 xxxx 8.8 xxxxx xxx xx  
LOS by Move: A \* \* \* \* A \* A \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxx xxx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx  
SharedQueue:xxxx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx  
Shrd ConDel:xxxx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx xx  
Shared LOS: \*  
ApproachDel: xxxxxx xxxxxx 8.8 xxxxxx  
ApproachLOS: \* \* \* \* A \*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #37 Sequoia Ave & Alamo St  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.444  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 1 0  
Volume Module:  
Base Vol: 124 70 142 43 79 73 19 447 69 161 749 23  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 124 70 142 43 79 73 19 447 69 161 749 23  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 124 70 142 43 79 73 19 447 69 161 749 23  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77  
PHF Volume: 161 91 184 56 103 95 25 581 90 209 973 30  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 161 91 184 56 103 95 25 581 90 209 973 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 161 91 184 56 103 95 25 581 90 209 973 30  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.73 0.27 1.00 1.94 0.06  
Final Sat.: 1800 3600 1800 1800 3600 1800 1800 3119 481 1800 3493 107  
Capacity Analysis Module:  
Vol/Sat: 0.09 0.03 0.10 0.03 0.03 0.05 0.01 0.19 0.19 0.12 0.28 0.28  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #38 Sequoia Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	169	253	256	103	275	48	36	402	96	155	530	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	253	256	103	275	48	36	402	96	155	530	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	253	256	103	275	48	36	402	96	155	530	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	238	356	361	145	387	68	51	566	135	218	746	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	356	361	145	387	68	51	566	135	218	746	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	356	361	145	387	68	51	566	135	218	746	113

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.61	0.39	1.00	1.74	0.26
Final Sat.:	1800	3600	1800	1800	3065	535	1800	2906	694	1800	3128	472

Capacity Analysis Module:

Vol/Sat:	0.13	0.10	0.20	0.08	0.13	0.13	0.03	0.19	0.19	0.12	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #39 Sequoia Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	81	399	44	94	284	241	173	517	43	79	706	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	399	44	94	284	241	173	517	43	79	706	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	399	44	94	284	241	173	517	43	79	706	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	113	554	61	131	394	335	240	718	60	110	981	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	554	61	131	394	335	240	718	60	110	981	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	554	61	131	394	335	240	718	60	110	981	157

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3242	358	1800	1947	1653	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.17	0.17	0.07	0.20	0.20	0.13	0.20	0.03	0.06	0.27	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #40 Sequoia Ave & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	35	217	224	7	148	284	228	535	26	100	315	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	217	224	7	148	284	228	535	26	100	315	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	217	224	7	148	284	228	535	26	100	315	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	49	301	311	10	206	394	317	743	36	139	438	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	301	311	10	206	394	317	743	36	139	438	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	301	311	10	206	394	317	743	36	139	438	7

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3433	167	1800	3544	56

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.17	0.01	0.11	0.22	0.18	0.22	0.22	0.08	0.12	0.12
Crit Moves:	***			***		***	***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #41 Cochran St & Galena Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	69	59	64	85	63	178	103	402	15	40	647	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	59	64	85	63	178	103	402	15	40	647	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	59	64	85	63	178	103	402	15	40	647	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	87	75	81	108	80	225	130	509	19	51	819	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	75	81	108	80	225	130	509	19	51	819	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	75	81	108	80	225	130	509	19	51	819	70

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.84	0.16
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3471	129	1800	3318	282

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.05	0.06	0.04	0.13	0.07	0.15	0.15	0.03	0.25	0.25
Crit Moves:	***			***		***	***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #42 Sycamore Dr & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	0	1	1

Volume Module:

Base Vol:	111	249	234	21	126	31	39	263	243	431	479	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	249	234	21	126	31	39	263	243	431	479	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	249	234	21	126	31	39	263	243	431	479	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	134	300	282	25	152	37	47	317	293	519	577	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	300	282	25	152	37	47	317	293	519	577	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	300	282	25	152	37	47	317	293	519	577	92

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3107	493

Capacity Analysis Module:

Vol/Sat:	0.07	0.08	0.16	0.01	0.04	0.02	0.03	0.09	0.16	0.29	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #43 Sycamore Dr & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	0	3	0	0	0

Volume Module:

Base Vol:	0	525	298	0	834	0	0	0	0	304	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	298	0	834	0	0	0	0	304	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	298	0	834	0	0	0	0	304	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	625	355	0	993	0	0	0	0	362	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	355	0	993	0	0	0	0	362	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	625	355	0	993	0	0	0	0	362	0	155

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	0	5400	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.20	0.00	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #44 Sycamore Dr & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Prot+Permit			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	2	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	799	37	74	564	204	241	50	218	7	1	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	799	37	74	564	204	241	50	218	7	1	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	799	37	74	564	204	241	50	218	7	1	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	888	41	82	627	227	268	56	242	8	1	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	888	41	82	627	227	268	56	242	8	1	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	888	41	82	627	227	268	56	242	8	1	60

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.87	0.13	1.00	2.00	1.00	0.83	0.17	1.00	0.23	0.77	1.00
Final Sat.:	0	5161	239	1800	3600	1800	1491	309	1800	406	1394	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.17	0.05	0.17	0.13	0.15	0.18	0.13	0.00	0.00	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #45 Sycamore Dr & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Ovl			Ovl			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	1	0

Volume Module:

Base Vol:	120	571	120	190	380	234	311	377	84	143	420	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	571	120	190	380	234	311	377	84	143	420	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	571	120	190	380	234	311	377	84	143	420	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	146	696	146	232	463	285	379	460	102	174	512	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	696	146	232	463	285	379	460	102	174	512	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	696	146	232	463	285	379	460	102	174	512	255
OvlAdjVol:		59			96							

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	3600	3600	1800	3600	2944	656	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.08	0.06	0.13	0.16	0.11	0.16	0.16	0.05	0.14	0.14
OvlAdjV/S:		0.03			0.05							
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****



Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #46 Sycamore Dr & Los Angeles Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.746  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 90 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	2	0	1	1	1	0	2

Volume Module:  
 Base Vol: 74 616 73 154 425 199 199 510 46 111 673 167  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 74 616 73 154 425 199 199 510 46 111 673 167  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 74 616 73 154 425 199 199 510 46 111 673 167  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77 0.77  
 PHF Volume: 96 800 95 200 552 258 258 662 60 144 874 217  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 96 800 95 200 552 258 258 662 60 144 874 217  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 96 800 95 200 552 258 258 662 60 144 874 217

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.79 0.21 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1800 3219 381 1800 3600 1800 1800 3600 1800 1800 3600 1800

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.25 0.25 0.11 0.15 0.14 0.14 0.18 0.03 0.08 0.24 0.12  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #47 Sycamore Dr & Royal Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.871  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 176 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:  
 Base Vol: 179 331 81 76 193 284 258 576 79 72 734 112  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 179 331 81 76 193 284 258 576 79 72 734 112  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 179 331 81 76 193 284 258 576 79 72 734 112  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.73 0.73 0.73 0.73 0.73 0.73 0.73 0.73 0.73 0.73 0.73 0.73  
 PHF Volume: 245 453 111 104 264 389 353 789 108 99 1005 153  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 245 453 111 104 264 389 353 789 108 99 1005 153  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 245 453 111 104 264 389 353 789 108 99 1005 153

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.61 0.39 1.00 1.00 1.00 1.00 1.76 0.24 1.00 1.74 0.26  
 Final Sat.: 1800 2892 708 1800 1800 1800 1800 3166 434 1800 3123 477

Capacity Analysis Module:  
 Vol/Sat: 0.14 0.16 0.16 0.06 0.15 0.22 0.20 0.25 0.25 0.05 0.32 0.32  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #48 Sycamore Dr & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3  
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	1 0 0 0 1	0 1 1 0 0	0 0 1 1 0

Volume Module:

Base Vol:	0	0	0	145	0	189	268	149	0	0	183	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	189	268	149	0	0	183	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	189	268	149	0	0	183	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
PHF Volume:	0	0	0	207	0	270	383	213	0	0	261	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	207	0	270	383	213	0	0	261	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	207	0	270	383	213	0	0	261	410

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	447	0	524	480	506	0	0	510	570

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.52	0.80	0.42	xxxx	xxxx	0.51	0.72
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	16.8	0.0	15.8	32.9	14.4	0.0	0.0	16.5	22.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.8	0.0	15.8	32.9	14.4	0.0	0.0	16.5	22.8
LOS by Move:	*	*	*	C	*	C	D	B	*	*	C	C
ApproachDel:	xxxxxxx			16.2			26.3				20.3	
Delay Adj:	xxxxxx			1.00			1.00				1.00	
ApprAdjDel:	xxxxxxx			16.2			26.3				20.3	
LOS by Appr:	*			C			D				C	
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	0.9	3.0	0.7	0.0	0.0	1.0	2.2

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

Intersection #49 Erringer Rd & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5  
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 1 1 0	1 0 1 0 1

Volume Module:

Base Vol:	62	193	86	161	133	114	191	224	31	107	224	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	193	86	161	133	114	191	224	31	107	224	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	193	86	161	133	114	191	224	31	107	224	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	79	247	110	206	171	146	245	287	40	137	287	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	247	110	206	171	146	245	287	40	137	287	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	247	110	206	171	146	245	287	40	137	287	262

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.00	1.00
Final Sat.:	290	308	321	299	310	328	305	555	77	307	327	347

Capacity Analysis Module:

Vol/Sat:	0.27	0.80	0.34	0.69	0.55	0.45	0.80	0.52	0.51	0.45	0.88	0.75
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	19.0	46.8	18.8	36.2	26.4	21.1	47.3	24.5	24.1	22.6	56.0	37.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	46.8	18.8	36.2	26.4	21.1	47.3	24.5	24.1	22.6	56.0	37.2
LOS by Move:	C	E	C	E	D	C	E	C	C	C	F	E
ApproachDel:	34.7			28.8			34.3				42.1	
Delay Adj:	1.00			1.00			1.00				1.00	
ApprAdjDel:	34.7			28.8			34.3				42.1	
LOS by Appr:	D			D			D				E	
AllWayAvgQ:	0.3	2.8	0.5	1.8	1.1	0.7	2.8	1.0	0.9	0.7	3.9	2.3

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #50 Erringer Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	90	507	28	77	438	403	296	527	45	68	823	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	507	28	77	438	403	296	527	45	68	823	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	507	28	77	438	403	296	527	45	68	823	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	118	667	37	101	576	530	389	693	59	89	1083	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	667	37	101	576	530	389	693	59	89	1083	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	667	37	101	576	530	389	693	59	89	1083	225

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.66	0.34
Final Sat.:	1800	3412	188	1800	3600	1800	1800	3317	283	1800	2981	619

Capacity Analysis Module:

Vol/Sat:	0.07	0.20	0.20	0.06	0.16	0.29	0.22	0.21	0.21	0.05	0.36	0.36
Crit Moves:	***			***		***	***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #51 Erringer Rd & Patricia Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	145	1096	45	33	873	60	60	11	83	14	9	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1096	45	33	873	60	60	11	83	14	9	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1096	45	33	873	60	60	11	83	14	9	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	169	1274	52	38	1015	70	70	13	97	16	10	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1274	52	38	1015	70	70	13	97	16	10	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1274	52	38	1015	70	70	13	97	16	10	27

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.87	0.13	0.39	0.07	0.54	0.30	0.20	0.50
Final Sat.:	1800	3458	142	1800	3368	232	701	129	970	548	352	900

Capacity Analysis Module:

Vol/Sat:	0.09	0.37	0.37	0.02	0.30	0.30	0.04	0.10	0.10	0.01	0.03	0.03
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #52 Erringer Rd & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	1	0	2	1	0	3

Volume Module:

Base Vol:	213	718	76	106	642	342	191	475	112	143	699	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	718	76	106	642	342	191	475	112	143	699	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	718	76	106	642	342	191	475	112	143	699	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	251	845	89	125	755	402	225	559	132	168	822	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	845	89	125	755	402	225	559	132	168	822	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	845	89	125	755	402	225	559	132	168	822	85

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	1.00	2.43	0.57	1.00	3.00	1.00
Final Sat.:	3600	3255	345	1800	3600	1800	1800	4370	1030	1800	5400	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.26	0.26	0.07	0.21	0.22	0.12	0.13	0.13	0.09	0.15	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #53 Erringer Rd & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 76 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	1

Volume Module:

Base Vol:	127	650	93	105	628	182	264	290	90	140	450	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	650	93	105	628	182	264	290	90	140	450	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	650	93	105	628	182	264	290	90	140	450	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	157	802	115	130	775	225	326	358	111	173	556	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	802	115	130	775	225	326	358	111	173	556	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	802	115	130	775	225	326	358	111	173	556	222

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	2571	1029

Capacity Analysis Module:

Vol/Sat:	0.09	0.22	0.06	0.07	0.22	0.12	0.18	0.10	0.06	0.10	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #54 Erringer Rd & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.324  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 1 0	1 0 2 0 1	1 0 0 1 0	0 0 1 0 0

Volume Module:

Base Vol:	0	563	1	2	852	200	72	1	85	7	2	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	563	1	2	852	200	72	1	85	7	2	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	563	1	2	852	200	72	1	85	7	2	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	633	1	2	957	225	81	1	96	8	2	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	633	1	2	957	225	81	1	96	8	2	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	633	1	2	957	225	81	1	96	8	2	13

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.99	0.01	1.00	2.00	1.00	1.00	0.01	0.99	0.33	0.10	0.57
Final Sat.:	0	5390	10	1800	3600	1800	1800	21	1779	600	171	1029

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.00	0.27	0.12	0.04	0.05	0.05	0.00	0.01	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #55 Erringer Rd & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 0 1	0 0 2 1 0	1 0 0 0 2	1 1 0 1 1

Volume Module:

Base Vol:	126	347	176	0	563	151	59	0	159	333	127	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	347	176	0	563	151	59	0	159	333	127	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	347	176	0	563	151	59	0	159	333	127	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	147	403	205	0	655	176	69	0	185	387	148	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	403	205	0	655	176	69	0	185	387	148	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	403	205	0	655	176	69	0	185	387	148	67

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.37	0.63	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	3600	3600	1800	0	4258	1142	1800	0	3600	3600	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.11	0.11	0.00	0.15	0.15	0.04	0.00	0.05	0.11	0.08	0.04
Crit Moves:	****			****			****		****			

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #56 Erringer Rd & Alamo St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.384  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Split Phase Split Phase  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 1 1 0 1 1  
-----  
Volume Module:  
Base Vol: 9 155 303 100 368 4 0 5 29 644 5 61  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 9 155 303 100 368 4 0 5 29 644 5 61  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 9 155 303 100 368 4 0 5 29 644 5 61  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80  
PHF Volume: 11 194 379 125 460 5 0 6 36 805 6 76  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 11 194 379 125 460 5 0 6 36 805 6 76  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 11 194 379 125 460 5 0 6 36 805 6 76  
OvlAdjVol: 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 1.00 1.98 0.02 0.00 0.15 0.85 1.98 0.02 1.00  
Final Sat.: 1800 3600 1800 1800 3561 39 0 265 1535 3572 28 1800  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.05 0.21 0.07 0.13 0.13 0.00 0.02 0.02 0.23 0.23 0.04  
OvlAdjV/S: 0.00  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #57 Los Angeles Ave & Hubbard St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.399  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Split Phase Split Phase Prot+Permit Prot+Permit  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 2 1 0  
-----  
Volume Module:  
Base Vol: 90 8 40 0 0 0 46 717 36 33 1155 60  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 90 8 40 0 0 0 46 717 36 33 1155 60  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 90 8 40 0 0 0 46 717 36 33 1155 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82  
PHF Volume: 110 10 49 0 0 0 56 874 44 40 1409 73  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 10 49 0 0 0 56 874 44 40 1409 73  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 10 49 0 0 0 56 874 44 40 1409 73  
-----  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.65 0.06 0.29 0.00 0.00 0.00 1.00 2.86 0.14 1.00 2.85 0.15  
Final Sat.: 1174 104 522 0 0 0 1800 5142 258 1800 5133 267  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.09 0.09 0.09 0.00 0.00 0.00 0.03 0.17 0.17 0.02 0.27 0.27  
Crit Moves: \*\*\*\*  
\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #58 Los Angeles Ave & Patricia Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	109	16	13	38	7	67	144	771	67	22	1053	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	16	13	38	7	67	144	771	67	22	1053	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	16	13	38	7	67	144	771	67	22	1053	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	124	18	15	43	8	76	164	876	76	25	1197	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	18	15	43	8	76	164	876	76	25	1197	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	18	15	43	8	76	164	876	76	25	1197	67

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.12	0.09	1.00	0.09	0.91	1.00	2.76	0.24	1.00	2.84	0.16
Final Sat.:	1422	209	170	1800	170	1630	1800	4968	432	1800	5113	287

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.09	0.02	0.05	0.05	0.09	0.18	0.18	0.01	0.23	0.23
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #59 First St & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	0	0	2	2	0	0

Volume Module:

Base Vol:	122	177	104	0	164	17	7	0	48	709	106	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	177	104	0	164	17	7	0	48	709	106	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	177	104	0	164	17	7	0	48	709	106	48
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	131	190	0	0	176	18	8	0	52	762	114	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	190	0	0	176	18	8	0	52	762	114	52
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	190	0	0	176	18	8	0	52	762	114	52
OvlAdjVol:									0			

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	1800	5400	1800	0	5400	1800	1800	0	3600	3600	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.04	0.00	0.00	0.03	0.01	0.00	0.00	0.01	0.21	0.06	0.03
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #60 First St & SR-118 EB On-Off Ramps  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.536  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 3 1 0 0 0 2 0 1 0 1 0 1 0 0 0 0 0 0  
Volume Module:  
Base Vol: 0 267 769 0 888 35 135 1 157 0 0 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 267 769 0 888 35 135 1 157 0 0 0 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 267 769 0 888 35 135 1 157 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
PHF Volume: 0 278 801 0 925 36 141 1 164 0 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 278 801 0 925 36 141 1 164 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 278 801 0 925 36 141 1 164 0 0 0 0  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 3.00 1.00 0.00 2.00 1.00 0.92 0.08 1.00 0.00 0.00 0.00  
Final Sat.: 0 5400 1800 0 3600 1800 1659 141 1800 0 0 0 0  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.05 0.45 0.00 0.26 0.02 0.08 0.01 0.09 0.00 0.00 0.00  
Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #61 First St & Cochran St  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.357  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Owl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 2 0 1  
Volume Module:  
Base Vol: 111 897 169 47 733 199 69 128 68 366 454 124  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 111 897 169 47 733 199 69 128 68 366 454 124  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 111 897 169 47 733 199 69 128 68 366 454 124  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
PHF Volume: 122 986 186 52 805 219 76 141 75 402 499 136  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 122 986 186 52 805 219 76 141 75 402 499 136  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 122 986 186 52 805 219 76 141 75 402 499 136  
OvlAdjVol: 0  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
Final Sat.: 3600 5400 1800 3600 5400 1800 3600 3600 1800 3600 3600 1800  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.18 0.10 0.01 0.15 0.12 0.02 0.04 0.04 0.11 0.14 0.08  
OvlAdjV/S: 0.00  
Crit Moves: \*\*\*\* \*\*



Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #62 First St & E Easy St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 1 0 0	1 0 0 1 0

Volume Module:

Base Vol:	172	1131	87	115	851	286	71	14	58	10	32	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	1131	87	115	851	286	71	14	58	10	32	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1131	87	115	851	286	71	14	58	10	32	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	200	1315	101	134	990	333	83	16	67	12	37	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1315	101	134	990	333	83	16	67	12	37	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1315	101	134	990	333	83	16	67	12	37	113

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.79	0.21	1.00	2.25	0.75	1.00	0.19	0.81	1.00	0.25	0.75
Final Sat.:	1800	5014	386	1800	4042	1358	1800	350	1450	1800	447	1353

Capacity Analysis Module:

Vol/Sat:	0.11	0.26	0.26	0.07	0.24	0.24	0.05	0.05	0.05	0.01	0.08	0.08
Crit Moves:	****			****			****			****		****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #63 First St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 54 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 2 0 1	2 0 1 1 0	2 0 3 0 1

Volume Module:

Base Vol:	193	732	271	123	417	326	428	607	95	164	840	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	732	271	123	417	326	428	607	95	164	840	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	732	271	123	417	326	428	607	95	164	840	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	219	832	308	140	474	370	486	690	108	186	955	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	832	308	140	474	370	486	690	108	186	955	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	832	308	140	474	370	486	690	108	186	955	247
OvlAdjVol:			215									

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	3600	5400	1800	3600	3600	1800	3600	3113	487	3600	5400	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.17	0.04	0.13	0.21	0.14	0.22	0.22	0.05	0.18	0.14
OvlAdjV/S:			0.12									
Crit Moves:	****			****	****					****		****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #64 First St & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 112 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	0	2	0

Volume Module:

Base Vol:	290	645	124	232	278	160	166	553	106	63	853	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	645	124	232	278	160	166	553	106	63	853	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	645	124	232	278	160	166	553	106	63	853	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	363	806	155	290	348	200	208	691	133	79	1066	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	806	155	290	348	200	208	691	133	79	1066	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	806	155	290	348	200	208	691	133	79	1066	465
OvlAdjVol:	175											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.20	0.22	0.09	0.16	0.10	0.11	0.12	0.19	0.07	0.04	0.30	0.26
OvlAdjV/S:	0.10											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #65 First St & Fitzgerald Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	583	260	120	298	0	0	0	0	300	0	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	583	260	120	298	0	0	0	0	300	0	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	583	260	120	298	0	0	0	0	300	0	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	777	347	160	397	0	0	0	0	400	0	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	777	347	160	397	0	0	0	0	400	0	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	777	347	160	397	0	0	0	0	400	0	379

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1800	3600	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.19	0.09	0.11	0.00	0.00	0.00	0.00	0.22	0.00	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #66 Sinaloa Rd & Los Angeles Ave  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.528  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Prot+Permit Prot+Permit  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 0 1 0 0 1 0 0 1 0 2 1 0  
Volume Module:  
Base Vol: 236 21 346 37 26 2 10 712 85 168 1208 38  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 236 21 346 37 26 2 10 712 85 168 1208 38  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 236 21 346 37 26 2 10 712 85 168 1208 38  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86  
PHF Volume: 274 24 402 43 30 2 12 828 99 195 1405 44  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 274 24 402 43 30 2 12 828 99 195 1405 44  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 274 24 402 43 30 2 12 828 99 195 1405 44  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 1.00 0.57 0.40 0.03 1.00 2.68 0.32 1.00 2.91 0.09  
Final Sat.: 1800 1800 1800 1025 720 55 1800 4824 576 1800 5235 165  
Capacity Analysis Module:  
Vol/Sat: 0.15 0.01 0.22 0.02 0.04 0.04 0.01 0.17 0.17 0.11 0.27 0.27  
Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #67 Sinaloa Rd & Royal Ave  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.664  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0  
Volume Module:  
Base Vol: 142 190 67 112 95 118 54 596 67 77 1115 252  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 142 190 67 112 95 118 54 596 67 77 1115 252  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 142 190 67 112 95 118 54 596 67 77 1115 252  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87  
PHF Volume: 163 218 77 129 109 136 62 685 77 89 1282 290  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 163 218 77 129 109 136 62 685 77 89 1282 290  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 163 218 77 129 109 136 62 685 77 89 1282 290  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.80 0.20 1.00 1.63 0.37  
Final Sat.: 1800 1800 1800 1800 1800 1800 1800 3236 364 1800 2936 664  
Capacity Analysis Module:  
Vol/Sat: 0.09 0.12 0.04 0.07 0.06 0.08 0.03 0.21 0.21 0.05 0.44 0.44  
Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #68 Viewline Dr & SR-118 WB On-Off Ramps  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.449  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Split Phase Split Phase Split Phase Split Phase  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 0 2 0 0 0 0 0 0 0 1 0 1 1 0 0 0 0  
Volume Module:  
Base Vol: 57 0 1321 0 0 0 0 44 23 102 33 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 57 0 1321 0 0 0 0 44 23 102 33 0 0  
Added Vol: 0  
PasserByVol: 0  
Initial Fut: 57 0 1321 0 0 0 0 44 23 102 33 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
PHF Volume: 63 0 1468 0 0 0 0 49 26 113 37 0 0  
Reduct Vol: 0  
Reduced Vol: 63 0 1468 0 0 0 0 49 26 113 37 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 63 0 1468 0 0 0 0 49 26 113 37 0 0  
OvlAdjVol: 1318  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.00 2.00 0.00 0.00 0.00 0.00 0.66 0.34 1.51 0.49 0.00  
Final Sat.: 1800 0 3600 0 0 0 0 1182 618 2720 880 0  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.41 0.00 0.00 0.00 0.00 0.04 0.04 0.04 0.04 0.00  
OvlAdjV/S: 0.37  
Crit Moves: \*\*\*\* \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
Intersection #69 Madera Rd & Viewline Dr  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.449  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Split Phase Split Phase  
Rights: Include Include Ovl Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 3 0 0 0 0 2 0 1 1 0 0 0 2 0 0 0 0 0 0  
Volume Module:  
Base Vol: 128 259 0 0 28 4 1 0 1344 0 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 128 259 0 0 28 4 1 0 1344 0 0 0  
Added Vol: 0  
PasserByVol: 0  
Initial Fut: 128 259 0 0 28 4 1 0 1344 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86  
PHF Volume: 149 301 0 0 33 5 1 0 1563 0 0 0  
Reduct Vol: 0  
Reduced Vol: 149 301 0 0 33 5 1 0 1563 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 149 301 0 0 33 5 1 0 1563 0 0 0  
OvlAdjVol: 1414  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 3.00 0.00 0.00 2.00 1.00 1.00 0.00 2.00 0.00 0.00 0.00  
Final Sat.: 3600 5400 0 0 3600 1800 1800 0 3600 0 0 0  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.06 0.00 0.00 0.01 0.00 0.00 0.00 0.43 0.00 0.00 0.00  
OvlAdjV/S: 0.39  
Crit Moves: \*\*\*\* \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #70 Madera Rd & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Permitted			Permitted			Split Phase			Split Phase								
Rights:	Ignore			Ignore			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	2	0	0	2	0	0	3	0	1	1	0	1	0	0	0	0

Volume Module:

Base Vol:	0	162	710	0	1359	49	49	0	214	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	162	710	0	1359	49	49	0	214	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	162	710	0	1359	49	49	0	214	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	180	0	0	1510	0	54	0	238	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	0	0	1510	0	54	0	238	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	180	0	0	1510	0	54	0	238	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3600	3600	0	5400	1800	1800	0	3600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.00	0.00	0.28	0.00	0.03	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #71 Madera Rd & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Ovl			Include			Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	150	673	200	95	1209	269	106	54	97	418	120	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	673	200	95	1209	269	106	54	97	418	120	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	673	200	95	1209	269	106	54	97	418	120	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	169	756	225	107	1358	302	119	61	109	470	135	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	756	225	107	1358	302	119	61	109	470	135	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	756	225	107	1358	302	119	61	109	470	135	111
OvlAdjVol:						243						58

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	5400	1800	3600	5400	1800	3600	1800	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.12	0.03	0.25	0.17	0.03	0.03	0.06	0.13	0.04	0.06
OvlAdjV/S:						0.13						0.03
Crit Moves:	****			****			****	****				

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #72 Madera Rd & Easy St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.636  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	1	1	0	1	0	1

Volume Module:  
 Base Vol: 107 668 66 22 1592 113 244 95 275 129 46 111  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 107 668 66 22 1592 113 244 95 275 129 46 111  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 107 668 66 22 1592 113 244 95 275 129 46 111  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
 PHF Volume: 118 734 73 24 1749 124 268 104 302 142 51 122  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 118 734 73 24 1749 124 268 104 302 142 51 122  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 118 734 73 24 1749 124 268 104 302 142 51 122

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.73 0.27 1.00 3.00 1.00 1.44 0.56 1.00 1.00 1.00 1.00  
 Final Sat.: 1800 4914 486 1800 5400 1800 2591 1009 1800 1800 1800 1800

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.15 0.15 0.01 0.32 0.07 0.10 0.10 0.17 0.08 0.03 0.07  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #73 Madera Rd & Los Angeles Ave/Tierra Rejada Rd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.551  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	2	0	2	2	0	3	2	0	3

Volume Module:  
 Base Vol: 249 781 186 88 707 456 314 364 143 303 861 223  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 249 781 186 88 707 456 314 364 143 303 861 223  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 249 781 186 88 707 456 314 364 143 303 861 223  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93  
 PHF Volume: 268 840 200 95 760 490 338 391 154 326 926 240  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 268 840 200 95 760 490 338 391 154 326 926 240  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 268 840 200 95 760 490 338 391 154 326 926 240  
 OvlAdjVol: 37 322

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3600 5400 1800 3600 3600 1800 3600 5400 1800 3600 5400 1800

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.16 0.11 0.03 0.21 0.27 0.09 0.07 0.09 0.09 0.17 0.13  
 OvlAdjV/S: 0.02 0.18  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #74 Madera Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 1 1	2 0 2 1 0	1 1 0 1 0	2 1 0 0 1

Volume Module:

Base Vol:	3 827 396	173 957	5 17 36	6 863 16 214
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	3 827 396	173 957	5 17 36	6 863 16 214
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	3 827 396	173 957	5 17 36	6 863 16 214
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98
PHF Volume:	3 844 404	177 977	5 17 37	6 881 16 218
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	3 844 404	177 977	5 17 37	6 881 16 218
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	3 844 404	177 977	5 17 37	6 881 16 218
OvlAdjVol:	17			

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.70 1.30	2.00 2.98 0.02	1.00 1.70 0.30	2.95 0.05 1.00
Final Sat.:	1800 4869 2331	3600 5372 28	1800 3051 549	5302 98 1800

Capacity Analysis Module:

Vol/Sat:	0.00 0.17 0.17	0.05 0.18 0.18	0.01 0.01 0.01	0.17 0.17 0.12
OvlAdjV/S:	0.01			
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #75 Tierra Rejada Rd & Stargaze Pl  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 0 1	1 0 3 0 1

Volume Module:

Base Vol:	19 0 84	60 1 15	2 596 6	28 1523 14
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	19 0 84	60 1 15	2 596 6	28 1523 14
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	19 0 84	60 1 15	2 596 6	28 1523 14
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90
PHF Volume:	21 0 93	67 1 17	2 662 7	31 1692 16
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	21 0 93	67 1 17	2 662 7	31 1692 16
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	21 0 93	67 1 17	2 662 7	31 1692 16

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	0.98 0.02 1.00	1.00 2.00 1.00	1.00 3.00 1.00
Final Sat.:	1800 0 1800	1770 30 1800	1800 3600 1800	1800 5400 1800

Capacity Analysis Module:

Vol/Sat:	0.01 0.00 0.05	0.04 0.04 0.01	0.00 0.18 0.00	0.02 0.31 0.01
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #76 Madera Rd & Country Club Dr East  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 3 0 1	1 0 2 0 1

Volume Module:

Base Vol:	12	2	383	15	2	8	3	827	4	183	1605	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2	383	15	2	8	3	827	4	183	1605	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	2	383	15	2	8	3	827	4	183	1605	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	13	2	407	16	2	9	3	880	4	195	1707	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2	407	16	2	9	3	880	4	195	1707	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2	407	16	2	9	3	880	4	195	1707	2
OvlAdjVol:	213											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.14	1.00	1.00	0.20	0.80	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1543	257	1800	1800	360	1440	1800	5400	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.23	0.01	0.01	0.01	0.00	0.16	0.00	0.11	0.47	0.00
OvlAdjV/S:	0.12											
Crit Moves:	****											

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #77 Wood Ranch Parkway & Madera Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 0 1	1 0 0 1 0	1 0 3 0 1	2 0 2 0 1

Volume Module:

Base Vol:	185	11	156	24	11	5	0	646	45	120	1516	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	11	156	24	11	5	0	646	45	120	1516	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	11	156	24	11	5	0	646	45	120	1516	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	189	11	159	24	11	5	0	659	46	122	1547	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	11	159	24	11	5	0	659	46	122	1547	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	11	159	24	11	5	0	659	46	122	1547	11
OvlAdjVol:	98											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	0.69	0.31	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	1800	1800	1800	1238	562	1800	5400	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.09	0.01	0.01	0.01	0.00	0.12	0.03	0.03	0.43	0.01
OvlAdjV/S:	0.05											
Crit Moves:	****											

\*\*\*\*\*



Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #78 Wood Ranch Parkway & Country Club Dr  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.601  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0  
\*\*\*\*\*  
Volume Module:  
Base Vol: 714 300 230 20 122 31 16 120 144 108 147 60  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 714 300 230 20 122 31 16 120 144 108 147 60  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 714 300 230 20 122 31 16 120 144 108 147 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 752 316 242 21 128 33 17 126 152 114 155 63  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 752 316 242 21 128 33 17 126 152 114 155 63  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 752 316 242 21 128 33 17 126 152 114 155 63  
\*\*\*\*\*  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.13 0.87 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.42 0.58  
Final Sat.: 1800 2038 1562 1800 3600 1800 1800 1800 1800 1800 2557 1043  
\*\*\*\*\*  
Capacity Analysis Module:  
Vol/Sat: 0.42 0.15 0.15 0.01 0.04 0.02 0.01 0.07 0.08 0.06 0.06 0.06  
Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #79 Wood Ranch Parkway & Long Canyon Rd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.673  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9  
Optimal Cycle: 0 Level Of Service: C  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 1 0 0 0 1 0 0 2  
\*\*\*\*\*  
Volume Module:  
Base Vol: 0 0 0 357 0 6 43 21 0 0 0 6 734  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 357 0 6 43 21 0 0 0 6 734  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 357 0 6 43 21 0 0 0 6 734  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82  
PHF Volume: 0 0 0 435 0 7 52 26 0 0 0 7 895  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 435 0 7 52 26 0 0 0 7 895  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 435 0 7 52 26 0 0 0 7 895  
\*\*\*\*\*  
Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.97 0.00 0.03 0.67 0.33 0.00 0.00 1.00 2.00  
Final Sat.: 0 0 0 1412 -466 15 346 169 0 0 585 1329  
\*\*\*\*\*  
Capacity Analysis Module:  
Vol/Sat: xxxx xxxx xxxx 0.31 0.00 0.47 0.15 0.15 xxxx xxxx 0.01 0.67  
Crit Moves: \*\*\*\*  
Delay/Veh: 0.0 0.0 0.0 16.1 16.5 16.5 11.0 11.0 0.0 0.0 8.8 18.1  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 16.1 16.5 16.5 11.0 11.0 0.0 0.0 8.8 18.1  
LOS by Move: \* \* \* C C B B \* \* A C  
ApproachDel: xxxxxx 15.8 11.0 18.0  
Delay Adj: xxxxxx 1.00 1.00 1.00  
ApprAdjDel: xxxxxx 15.8 11.0 18.0  
LOS by Appr: \* C B C  
AllWayAvgQ: 0.0 0.0 0.0 0.8 0.8 0.8 0.2 0.2 0.2 0.0 0.0 1.9  
\*\*\*\*\*

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

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #80 Madera Rd & Presidential Dr  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.503  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module:  
 Base Vol: 0 0 0 11 0 15 26 680 0 0 1676 37  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 11 0 15 26 680 0 0 1676 37  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 11 0 15 26 680 0 0 1676 37  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 0 0 0 11 0 15 27 701 0 0 1728 38  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 11 0 15 27 701 0 0 1728 38  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 11 0 15 27 701 0 0 1728 38  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 1800 0 1800 1800 5400 0 0 3600 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.01 0.01 0.13 0.00 0.00 0.48 0.02  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #81 Madera Rd & Country Club Dr West  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.764  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 97 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	0	1	0	0	2	0	0	2

Volume Module:  
 Base Vol: 966 0 6 0 1 0 3 634 142 13 1723 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 966 0 6 0 1 0 3 634 142 13 1723 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 966 0 6 0 1 0 3 634 142 13 1723 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 986 0 6 0 1 0 3 647 145 13 1758 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 986 0 6 0 1 0 3 647 145 13 1758 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 986 0 6 0 1 0 3 647 145 13 1758 0  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 0.00 1.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3600 0 1800 0 1800 0 1800 3600 1800 1800 3600 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.27 0.00 0.00 0.00 0.00 0.00 0.00 0.18 0.08 0.01 0.49 0.00  
 Crit Moves: \*\*\*\* \*\*

-----  
 Simi Valley Nexus Study Update  
 Existing Conditions  
 PM Peak Hour  
 -----

Scenario Report

Scenario: Ex PM  
 Command: Ex PM  
 Volume: Ex PM  
 Geometry: Existing  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Existing

-----  
 Simi Valley Nexus Study Update  
 Existing Conditions  
 PM Peak Hour  
 -----

Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in
		LOS	Veh C	LOS	Veh C	
# 1 Rocky Peak Fire Rd & SR-118 WB	D	32.2	0.000	D	32.2 0.000	+ 0.000 D/V
# 2 Rocky Peak Fire Rd & SR-118 EB	A	9.7	0.000	A	9.7 0.000	+ 0.000 D/V
# 3 Kuehner Dr & Smith Rd	A	xxxxx	0.284	A	xxxxx 0.284	+ 0.000 V/C
# 4 Kuehner Dr & Katherine Rd	A	xxxxx	0.179	A	xxxxx 0.179	+ 0.000 V/C
# 5 Kuehner Dr & Los Angeles Ave	B	11.9	0.438	B	11.9 0.438	+ 0.000 V/C
# 6 Kuehner Dr & SR-118 EB On-Off	B	10.4	0.000	B	10.4 0.000	+ 0.000 D/V
# 7 Kuehner Dr & SR-118 WB On-Off	F	117.1	0.000	F	117.1 0.000	+ 0.000 D/V
# 8 Yosemite Ave & Evening Sky Dr	A	7.6	0.113	A	7.6 0.113	+ 0.000 V/C
# 9 Yosemite Ave & Alamo St	B	10.6	0.294	B	10.6 0.294	+ 0.000 V/C
# 10 Yosemite Ave & SR-118 WB On-Of	A	xxxxx	0.362	A	xxxxx 0.362	+ 0.000 V/C
# 11 Yosemite Ave & SR-118 EB On-Of	A	xxxxx	0.321	A	xxxxx 0.321	+ 0.000 V/C
# 12 Yosemite Ave & Cochran St	A	xxxxx	0.311	A	xxxxx 0.311	+ 0.000 V/C
# 13 Yosemite Ave & Los Angeles Ave	A	xxxxx	0.470	A	xxxxx 0.470	+ 0.000 V/C
# 14 Stow St & Cochran St	A	xxxxx	0.208	A	xxxxx 0.208	+ 0.000 V/C
# 15 Stow St & Los Angeles Ave	A	xxxxx	0.324	A	xxxxx 0.324	+ 0.000 V/C
# 16 Stearns St & Alamo St	A	xxxxx	0.301	A	xxxxx 0.301	+ 0.000 V/C
# 17 Stearns St & SR-118 WB On-Off	A	xxxxx	0.418	A	xxxxx 0.418	+ 0.000 V/C
# 18 Stearns St & SR-118 EB On-Off	A	xxxxx	0.350	A	xxxxx 0.350	+ 0.000 V/C
# 19 Stearns St & Cochran St	A	xxxxx	0.528	A	xxxxx 0.528	+ 0.000 V/C
# 20 Stearns St & Los Angeles Ave	A	xxxxx	0.479	A	xxxxx 0.479	+ 0.000 V/C
# 21 Los Angeles Ave & Hidden Ranch	A	xxxxx	0.455	A	xxxxx 0.455	+ 0.000 V/C
# 22 Los Angeles Ave & Ralston Ave	D	29.6	0.000	D	29.6 0.000	+ 0.000 D/V
# 23 Kadota St & Cochran St	D	28.0	0.000	D	28.0 0.000	+ 0.000 D/V

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 24 Kadota St & Alamo St	C	19.9 0.000	C	19.9 0.000	+ 0.000 D/V
# 25 Tapo St & Walnut St	A	xxxxx 0.183	A	xxxxx 0.183	+ 0.000 V/C
# 26 Tapo St & Alamo St	A	xxxxx 0.364	A	xxxxx 0.364	+ 0.000 V/C
# 27 Tapo St & Cochran St	A	xxxxx 0.498	A	xxxxx 0.498	+ 0.000 V/C
# 28 Tapo St & Los Angeles Ave	A	xxxxx 0.503	A	xxxxx 0.503	+ 0.000 V/C
# 29 Tapo Canyon Rd & Royal Ave	C	17.1 0.676	C	17.1 0.676	+ 0.000 V/C
# 30 Tapo Canyon Rd & Los Angeles A	B	xxxxx 0.646	B	xxxxx 0.646	+ 0.000 V/C
# 31 Tapo Canyon Rd & Cochran St	C	xxxxx 0.738	C	xxxxx 0.738	+ 0.000 V/C
# 32 Tapo Canyon Rd & SR-118 EB On-	A	xxxxx 0.486	A	xxxxx 0.486	+ 0.000 V/C
# 33 Tapo Canyon Rd & SR-118 WB On-	B	xxxxx 0.616	B	xxxxx 0.616	+ 0.000 V/C
# 34 Tapo Canyon Rd & Alamo St	A	xxxxx 0.422	A	xxxxx 0.422	+ 0.000 V/C
# 35 Tapo Canyon Rd & Township Ave	A	xxxxx 0.211	A	xxxxx 0.211	+ 0.000 V/C
# 36 Tapo Canyon Rd & Lost Canyons	A	8.9 0.000	A	8.9 0.000	+ 0.000 D/V
# 37 Sequoia Ave & Alamo St	A	xxxxx 0.444	A	xxxxx 0.444	+ 0.000 V/C
# 38 Sequoia Ave & Cochran St	A	xxxxx 0.552	A	xxxxx 0.552	+ 0.000 V/C
# 39 Sequoia Ave & Los Angeles Ave	A	xxxxx 0.484	A	xxxxx 0.484	+ 0.000 V/C
# 40 Sequoia Ave & Royal Ave	A	xxxxx 0.384	A	xxxxx 0.384	+ 0.000 V/C
# 41 Cochran St & Galena Ave	A	xxxxx 0.504	A	xxxxx 0.504	+ 0.000 V/C
# 42 Sycamore Dr & Alamo St	B	xxxxx 0.618	B	xxxxx 0.618	+ 0.000 V/C
# 43 Sycamore Dr & SR-118 WB On-Off	A	xxxxx 0.550	A	xxxxx 0.550	+ 0.000 V/C
# 44 Sycamore Dr & SR-118 EB On-Off	A	xxxxx 0.417	A	xxxxx 0.417	+ 0.000 V/C
# 45 Sycamore Dr & Cochran St	A	xxxxx 0.519	A	xxxxx 0.519	+ 0.000 V/C
# 46 Sycamore Dr & Los Angeles Ave	A	xxxxx 0.590	A	xxxxx 0.590	+ 0.000 V/C
# 47 Sycamore Dr & Royal Ave	A	xxxxx 0.458	A	xxxxx 0.458	+ 0.000 V/C
# 48 Sycamore Dr & Fitzgerald Rd	B	10.2 0.352	B	10.2 0.352	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 49 Erringer Rd & Fitzgerald Rd	B	11.5 0.307	B	11.5 0.307	+ 0.000 V/C
# 50 Erringer Rd & Royal Ave	A	xxxxx 0.590	A	xxxxx 0.590	+ 0.000 V/C
# 51 Erringer Rd & Patricia Ave	A	xxxxx 0.460	A	xxxxx 0.460	+ 0.000 V/C
# 52 Erringer Rd & Los Angeles Ave	B	xxxxx 0.653	B	xxxxx 0.653	+ 0.000 V/C
# 53 Erringer Rd & Cochran St	B	xxxxx 0.631	B	xxxxx 0.631	+ 0.000 V/C
# 54 Erringer Rd & SR-118 EB On-Off	A	xxxxx 0.437	A	xxxxx 0.437	+ 0.000 V/C
# 55 Erringer Rd & SR-118 WB On-Off	A	xxxxx 0.465	A	xxxxx 0.465	+ 0.000 V/C
# 56 Erringer Rd & Alamo St	A	xxxxx 0.297	A	xxxxx 0.297	+ 0.000 V/C
# 57 Los Angeles Ave & Hubbard St	A	xxxxx 0.409	A	xxxxx 0.409	+ 0.000 V/C
# 58 Los Angeles Ave & Patricia Ave	A	xxxxx 0.469	A	xxxxx 0.469	+ 0.000 V/C
# 59 First St & SR-118 WB On-Off Ra	A	xxxxx 0.345	A	xxxxx 0.345	+ 0.000 V/C
# 60 First St & SR-118 EB On-Off Ra	B	xxxxx 0.620	B	xxxxx 0.620	+ 0.000 V/C
# 61 First St & Cochran St	A	xxxxx 0.530	A	xxxxx 0.530	+ 0.000 V/C
# 62 First St & E Easy St	C	xxxxx 0.716	C	xxxxx 0.716	+ 0.000 V/C
# 63 First St & Los Angeles Ave	B	xxxxx 0.681	B	xxxxx 0.681	+ 0.000 V/C
# 64 First St & Royal Ave	B	xxxxx 0.651	B	xxxxx 0.651	+ 0.000 V/C
# 65 First St & Fitzgerald Rd	A	xxxxx 0.346	A	xxxxx 0.346	+ 0.000 V/C
# 66 Sinaloa Rd & Los Angeles Ave	B	xxxxx 0.630	B	xxxxx 0.630	+ 0.000 V/C
# 67 Sinaloa Rd & Royal Ave	B	xxxxx 0.622	B	xxxxx 0.622	+ 0.000 V/C
# 68 Viewline Dr & SR-118 WB On-Off	A	xxxxx 0.272	A	xxxxx 0.272	+ 0.000 V/C
# 69 Madera Rd & Viewline Dr	A	xxxxx 0.332	A	xxxxx 0.332	+ 0.000 V/C
# 70 Madera Rd & SR-118 EB On-Off R	A	xxxxx 0.221	A	xxxxx 0.221	+ 0.000 V/C
# 71 Madera Rd & Cochran St	B	xxxxx 0.649	B	xxxxx 0.649	+ 0.000 V/C
# 72 Madera Rd & Easy St	B	xxxxx 0.622	B	xxxxx 0.622	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA



Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #2 Rocky Peak Fire Rd & SR-118 EB On Ramp

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[ 9.7]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	1 0 0 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0	414	203	10	103	0	2	4	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	414	203	10	103	0	2	4	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	414	203	10	103	0	2	4	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	440	216	11	110	0	2	4	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	440	216	11	110	0	2	4	67	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	656	xxxx	xxxxx	679	787	110	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	941	xxxx	xxxxx	420	326	949	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	941	xxxx	xxxxx	416	322	949	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01	0.07	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	851	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	9.6	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	A	*	*	*
ApproachDel:	xxxxxx		xxxxxx				9.7			xxxxxx		
ApproachLOS:	*		*				A			*		

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #3 Kuehner Dr & Smith Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1

Volume Module:

Base Vol:	0	410	8	17	170	0	0	0	0	1	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	8	17	170	0	0	0	0	1	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	8	17	170	0	0	0	0	1	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	471	9	20	195	0	0	0	0	1	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	471	9	20	195	0	0	0	0	1	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	471	9	20	195	0	0	0	0	1	0	21

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1800	1800	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.01	0.01	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****								****



Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #6 Kuehner Dr & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[ 10.4]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 1 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0	328	130	16	342	0	9	0	295	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	328	130	16	342	0	9	0	295	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	328	130	16	342	0	9	0	295	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	338	134	16	353	0	9	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	338	134	16	353	0	9	0	304	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	472	xxxx	xxxx	555	858	176	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	1100	xxxx	xxxx	467	297	843	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	1100	xxxx	xxxx	461	292	843	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.00	0.36	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.3	xxxx	xxxx	xxxx	xxxx	10.2	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	804	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.6	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	B	*	*	*	*	*	*	*	*

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #7 Kuehner Dr & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Average Delay (sec/veh): 58.0 Worst Case Level Of Service: F[117.1]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	1 0 0 0 1

Volume Module:

Base Vol:	321	34	0	0	37	13	0	0	0	322	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	34	0	0	37	13	0	0	0	322	0	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	34	0	0	37	13	0	0	0	322	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	338	36	0	0	39	14	0	0	0	339	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	338	36	0	0	39	14	0	0	0	339	0	34

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	53	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	731	xxxx	18
Potent Cap.:	1566	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	361	xxxx	1063
Move Cap.:	1566	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	301	xxxx	1063
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.13	xxxx	0.03

Level Of Service Module:

2Way95thQ:	0.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	13.9	xxxx	0.1
Control Del:	7.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	127.9	xxxx	8.5
LOS by Move:	A	*	*	*	*	*	*	*	*	F	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	117.1	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	F	*	*

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



Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #8 Yosemite Ave & Evening Sky Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.113  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6  
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 0 0 1	0 0 1 0 0

Volume Module:

Base Vol:	2	87	77	14	57	3	0	0	5	44	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	87	77	14	57	3	0	0	5	44	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	87	77	14	57	3	0	0	5	44	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	92	81	15	60	3	0	0	5	46	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	92	81	15	60	3	0	0	5	46	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	92	81	15	60	3	0	0	5	46	0	5

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	1.90	0.10	0.00	0.00	1.00	0.90	0.00	0.10
Final Sat.:	687	814	828	676	1430	76	0	0	871	678	0	77

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.10	0.02	0.04	0.04	xxxx	xxxx	0.01	0.07	xxxx	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.9	7.9	7.2	8.1	7.6	7.6	0.0	0.0	6.9	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.2	8.1	7.6	7.6	0.0	0.0	6.9	7.9	0.0	7.9
LOS by Move:	A	A	A	A	A	A	*	*	A	A	*	A
ApproachDel:	7.6	7.6	7.7	7.7	7.7	6.9	7.9	7.9	7.9	7.9	10.3	xxxxxx
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxxx
ApprAdjDel:	7.6	7.6	7.7	7.7	7.7	6.9	7.9	7.9	7.9	7.9	10.3	xxxxxx
LOS by Appr:	A	A	A	A	A	A	A	A	A	A	B	*
AllWayAvgQ:	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #9 Yosemite Ave & Alamo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	150	339	0	0	210	50	82	0	148	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	339	0	0	210	50	82	0	148	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	339	0	0	210	50	82	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	156	353	0	0	219	52	85	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	353	0	0	219	52	85	0	154	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	353	0	0	219	52	85	0	154	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.62	0.38	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	554	1201	0	0	980	240	507	0	610	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.29	xxxx	xxxx	0.22	0.22	0.17	xxxx	0.25	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.4	10.9	0.0	0.0	10.0	9.7	10.8	0.0	10.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	10.9	0.0	0.0	10.0	9.7	10.8	0.0	10.0	0.0	0.0	0.0
LOS by Move:	B	B	*	*	A	A	B	*	B	*	*	*
ApproachDel:	11.1	11.1	9.9	9.9	10.3	10.3	10.3	10.3	10.3	10.3	10.3	xxxxxx
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	xxxxxx
ApprAdjDel:	11.1	11.1	9.9	9.9	10.3	10.3	10.3	10.3	10.3	10.3	10.3	xxxxxx
LOS by Appr:	B	B	A	A	B	B	B	*	B	*	*	*
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.3	0.3	0.2	0.0	0.3	0.0	0.0	0.0

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #10 Yosemite Ave & SR-118 WB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.362  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 29 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Permitted			Split Phase			Split Phase							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1

Volume Module:  
 Base Vol: 0 319 233 0 330 0 0 0 0 277 0 343  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 319 233 0 330 0 0 0 0 277 0 343  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 319 233 0 330 0 0 0 0 277 0 343  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 336 245 0 347 0 0 0 0 292 0 361  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 336 245 0 347 0 0 0 0 292 0 361  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 336 245 0 347 0 0 0 0 292 0 361

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.16 0.84 0.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 2080 1520 0 3600 0 0 0 0 1800 0 1800

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.16 0.00 0.10 0.00 0.00 0.00 0.00 0.16 0.00 0.20  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #11 Yosemite Ave & SR-118 EB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.321  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0

Volume Module:  
 Base Vol: 0 608 0 0 451 155 166 0 246 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 608 0 0 451 155 166 0 246 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 608 0 0 451 155 166 0 246 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 640 0 0 475 163 175 0 259 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 640 0 0 475 163 175 0 259 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 640 0 0 475 163 175 0 259 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 0.00 0.00 1.49 0.51 1.00 0.00 1.00 0.00 0.00 0.00  
 Final Sat.: 0 3600 0 0 2679 921 1800 0 1800 0 1800 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.18 0.00 0.00 0.18 0.18 0.10 0.00 0.14 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #12 Yosemite Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	72	446	19	66	524	121	101	40	146	15	29	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	446	19	66	524	121	101	40	146	15	29	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	446	19	66	524	121	101	40	146	15	29	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	73	455	19	67	535	123	103	41	149	15	30	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	455	19	67	535	123	103	41	149	15	30	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	455	19	67	535	123	103	41	149	15	30	54

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3453	147	1800	2925	675	1800	1800	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.13	0.04	0.18	0.18	0.06	0.02	0.08	0.01	0.02	0.03
Crit Moves:	****			****			****					****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #13 Yosemite Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	44	120	34	218	143	106	186	480	42	74	472	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	120	34	218	143	106	186	480	42	74	472	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	120	34	218	143	106	186	480	42	74	472	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	125	35	227	149	110	194	500	44	77	492	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	125	35	227	149	110	194	500	44	77	492	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	125	35	227	149	110	194	500	44	77	492	191

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	0.51	1.00	1.15	0.85	1.00	1.84	0.16	1.00	1.44	0.56
Final Sat.:	1800	2678	922	1800	2067	1533	1800	3310	290	1800	2594	1006

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.04	0.13	0.07	0.07	0.11	0.15	0.15	0.04	0.19	0.19
Crit Moves:	****			****			****					****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #14 Stow St & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.208  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	98	13	26	16	8	28	32	235	126	34	170	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	13	26	16	8	28	32	235	126	34	170	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	13	26	16	8	28	32	235	126	34	170	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	105	14	28	17	9	30	34	253	135	37	183	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	14	28	17	9	30	34	253	135	37	183	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	14	28	17	9	30	34	253	135	37	183	26

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	0.22	0.78	1.00	1.30	0.70	1.00	1.75	0.25
Final Sat.:	1800	600	1200	1800	400	1400	1800	2343	1257	1800	3155	445

Capacity Analysis Module:

Vol/Sat:	0.06	0.02	0.02	0.01	0.02	0.02	0.11	0.11	0.02	0.06	0.06	0.06
Crit Moves:	****			****			****	****		****		****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #15 Stow St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.324  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	1 0 1 0 1	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	66	24	21	34	22	42	51	683	70	27	559	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	24	21	34	22	42	51	683	70	27	559	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	24	21	34	22	42	51	683	70	27	559	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	70	26	22	36	23	45	54	727	74	29	595	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	26	22	36	23	45	54	727	74	29	595	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	26	22	36	23	45	54	727	74	29	595	37

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.22	0.19	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.88	0.12
Final Sat.:	1070	389	341	1800	1800	1800	1800	3265	335	1800	3388	212

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.07	0.02	0.01	0.02	0.03	0.22	0.22	0.02	0.18	0.18
Crit Moves:	****			****			****	****		****		****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #16 Stearns St & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	0 1 1 0 1	1 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	391	41	68	0	25	25	29	241	299	33	183	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	41	68	0	25	25	29	241	299	33	183	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	41	68	0	25	25	29	241	299	33	183	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	412	43	72	0	26	26	31	254	315	35	193	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	43	72	0	26	26	31	254	315	35	193	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	43	72	0	26	26	31	254	315	35	193	1
OvlAdjVol:									87			

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.19	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	1.99	0.01
Final Sat.:	3258	342	1800	0	3600	1800	1800	1800	1800	1800	3580	20

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.04	0.00	0.01	0.01	0.02	0.14	0.17	0.02	0.05	0.05
OvlAdjV/S:									0.05			
Crit Moves:	****				****		****		****			

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #17 Stearns St & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	0 0 1 1 0	1 0 0 0 1	1 0 0 1 0

Volume Module:

Base Vol:	33	329	251	0	424	10	9	0	81	397	124	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	329	251	0	424	10	9	0	81	397	124	276
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	329	251	0	424	10	9	0	81	397	124	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	34	339	259	0	437	10	9	0	84	409	128	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	339	259	0	437	10	9	0	84	409	128	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	339	259	0	437	10	9	0	84	409	128	285

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	1.95	0.05	1.00	0.00	1.00	1.00	0.31	0.69
Final Sat.:	1800	3600	1800	0	3517	83	1800	0	1800	1800	558	1242

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.14	0.00	0.12	0.12	0.01	0.00	0.05	0.23	0.23	0.23
Crit Moves:	****				****		****		****			

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #18 Stearns St & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	0	2	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	762	4	50	564	158	149	25	291	8	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	762	4	50	564	158	149	25	291	8	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	762	4	50	564	158	149	25	291	8	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	794	4	52	588	165	155	26	303	8	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	794	4	52	588	165	155	26	303	8	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	794	4	52	588	165	155	26	303	8	0	32

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.98	0.02	1.00	2.00	1.00	0.86	0.14	1.00	1.00	0.00	1.00
Final Sat.:	0	5372	28	1800	3600	1800	1541	259	1800	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.15	0.03	0.16	0.09	0.09	0.10	0.17	0.00	0.00	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #19 Stearns St & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	56	379	45	162	427	246	292	295	117	45	178	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	379	45	162	427	246	292	295	117	45	178	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	379	45	162	427	246	292	295	117	45	178	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	58	391	46	167	440	254	301	304	121	46	184	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	391	46	167	440	254	301	304	121	46	184	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	391	46	167	440	254	301	304	121	46	184	120

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	1800	3218	382	1800	1800	1800	1800	3600	1800	1800	2180	1420

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.12	0.09	0.24	0.14	0.17	0.08	0.07	0.03	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #20 Stearns St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	20	15	5	170	42	172	284	676	23	1	571	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	15	5	170	42	172	284	676	23	1	571	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	15	5	170	42	172	284	676	23	1	571	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	22	16	5	183	45	185	305	727	25	1	614	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	16	5	183	45	185	305	727	25	1	614	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	16	5	183	45	185	305	727	25	1	614	103

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.71	0.29
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3482	118	1800	3082	518

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.00	0.10	0.03	0.10	0.17	0.21	0.21	0.00	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #21 Los Angeles Ave & Hidden Ranch Dr  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	146	3	117	22	0	19	18	947	91	109	641	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	3	117	22	0	19	18	947	91	109	641	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	3	117	22	0	19	18	947	91	109	641	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	155	3	124	23	0	20	19	1007	97	116	682	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	3	124	23	0	20	19	1007	97	116	682	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	3	124	23	0	20	19	1007	97	116	682	30

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.54	0.00	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1764	36	1800	966	0	834	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.01	0.00	0.02	0.01	0.28	0.05	0.06	0.19	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #22 Los Angeles Ave & Ralston Ave

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[ 29.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 2 0 0	0 0 1 1 0

Volume Module:

Base Vol:	0	0	0	16	0	14	35	1047	0	0	818	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	14	35	1047	0	0	818	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	14	35	1047	0	0	818	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	17	0	15	37	1102	0	0	861	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	15	37	1102	0	0	861	28

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1500	2051	445	889	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	115	56	566	770	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	111	54	566	770	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.00	0.03	0.05	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			29.6			xxxxxxx			xxxxxxx		xxxxxxx
ApproachLOS:	*			D			*			*		*

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #23 Kadota St & Cochran St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[ 28.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 1 0 1 0	0 0 1! 0 0	1 0 1 1 0	0 0 1 1 0

Volume Module:

Base Vol:	3	1	0	7	0	60	66	635	1	0	476	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	0	7	0	60	66	635	1	0	476	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	0	7	0	60	66	635	1	0	476	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	3	1	0	7	0	62	68	655	1	0	491	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	1	0	7	0	62	68	655	1	0	491	14

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1037	1296	328	962	1290	253	505	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	188	164	674	213	165	753	1070	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	164	153	674	202	155	753	1070	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.00	0.04	0.00	0.08	0.06	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	161	xxxxx	153	xxxxx	586	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxxx	0.0	xxxxx	0.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	27.9	xxxxx	28.7	xxxxx	12.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	D	*	B	*	*	*	*	*	*	*
ApproachDel:	28.0			12.0			xxxxxxx			xxxxxxx		xxxxxxx
ApproachLOS:	D			B			*			*		*

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



Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #24 Kadota St & Alamo St  
\*\*\*\*\*

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[ 19.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	13	17	21	22	9	21	42	489	22	14	408	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	17	21	22	9	21	42	489	22	14	408	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	17	21	22	9	21	42	489	22	14	408	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	18	22	23	9	22	44	515	23	15	429	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	18	22	23	9	22	44	515	23	15	429	48

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	864	1122	269	838	1109	239	478	xxxx	xxxxx	538	xxxx	xxxxx
Potent Cap.:	251	208	735	262	211	768	1095	xxxx	xxxxx	1041	xxxx	xxxxx
Move Cap.:	226	196	735	227	200	768	1095	xxxx	xxxxx	1041	xxxx	xxxxx
Volume/Cap:	0.06	0.09	0.03	0.10	0.05	0.03	0.04	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	8.4	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	295	xxxxx	219	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.9	xxxxx	24.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	C	*	*	*	*	*	*	*	*
ApproachDel:	19.9			18.5			xxxxxx		xxxxxx			
ApproachLOS:	C			C			*		*			*

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #25 Tapo St & Walnut St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.183  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	62	89	135	3	58	3	5	43	31	59	52	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	89	135	3	58	3	5	43	31	59	52	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	89	135	3	58	3	5	43	31	59	52	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	69	99	150	3	64	3	6	48	34	66	58	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	99	150	3	64	3	6	48	34	66	58	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	99	150	3	64	3	6	48	34	66	58	2

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	0.10	0.90	1.00	0.53	0.47	1.00
Final Sat.:	1800	1800	1800	1800	3423	177	188	1612	1800	957	843	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.08	0.00	0.02	0.02	0.03	0.03	0.02	0.07	0.07	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #26 Tapo St & Alamo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	180	259	74	70	132	102	165	453	170	54	286	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	259	74	70	132	102	165	453	170	54	286	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	259	74	70	132	102	165	453	170	54	286	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	182	262	75	71	133	103	167	458	172	55	289	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	262	75	71	133	103	167	458	172	55	289	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	262	75	71	133	103	167	458	172	55	289	90

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.13	0.87	1.00	1.45	0.55	1.00	1.53	0.47
Final Sat.:	1800	2800	800	1800	2031	1569	1800	2618	982	1800	2746	854

Capacity Analysis Module:

Vol/Sat:	0.10	0.09	0.09	0.04	0.07	0.07	0.09	0.17	0.17	0.03	0.11	0.11
Crit Moves:	****			****			****			****		

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #27 Tapo St & Cochran St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	207	385	149	95	311	118	174	432	167	122	307	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	385	149	95	311	118	174	432	167	122	307	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	385	149	95	311	118	174	432	167	122	307	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	220	410	159	101	331	126	185	460	178	130	327	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	410	159	101	331	126	185	460	178	130	327	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	410	159	101	331	126	185	460	178	130	327	88

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.45	0.55	1.00	1.44	0.56	1.00	1.57	0.43
Final Sat.:	1800	2596	1004	1800	2610	990	1800	2596	1004	1800	2834	766

Capacity Analysis Module:

Vol/Sat:	0.12	0.16	0.16	0.06	0.13	0.13	0.10	0.18	0.18	0.07	0.12	0.12
Crit Moves:	****			****			****			****		

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #28 Tapo St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 0 1	2 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	63	120	88	180	67	313	375	784	26	18	532	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	120	88	180	67	313	375	784	26	18	532	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	120	88	180	67	313	375	784	26	18	532	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	70	133	98	200	74	348	417	871	29	20	591	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	133	98	200	74	348	417	871	29	20	591	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	133	98	200	74	348	417	871	29	20	591	172
OvlAdjVol:						139						

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.00	1.00	2.00	1.94	0.06	1.00	1.55	0.45
Final Sat.:	1800	2077	1523	1800	1800	1800	3600	3484	116	1800	2788	812

Capacity Analysis Module:

Vol/Sat:	0.04	0.06	0.06	0.11	0.04	0.19	0.12	0.25	0.25	0.01	0.21	0.21
OvlAdjV/S:						0.08						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #29 Tapo Canyon Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1  
Optimal Cycle: 0 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 1 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	1 0 1 0 1	1 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	84	154	2	2	18	410	602	5	21	1	11	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	154	2	2	18	410	602	5	21	1	11	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	154	2	2	18	410	602	5	21	1	11	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	100	183	2	2	21	0	717	6	25	1	13	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	183	2	2	21	0	717	6	25	1	13	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	183	2	2	21	0	717	6	25	1	13	43

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	1.28	0.02	1.00	1.00	1.00	1.92	0.01	0.07	0.02	0.23	0.75
Final Sat.:	349	666	9	427	454	498	1649	543	37	12	137	448

Capacity Analysis Module:

Vol/Sat:	0.29	0.28	0.27	0.01	0.05	0.00	0.43	0.01	0.68	0.10	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	12.3	11.7	11.6	10.7	10.5	0.0	20.3	21.3	21.3	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	11.7	11.6	10.7	10.5	0.0	20.3	21.3	21.3	9.4	9.4	9.4
LOS by Move:	B	B	B	B	B	*	C	C	C	A	A	A
ApproachDel:	11.9			10.5			19.9			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			10.5			19.9			9.4		
LOS by Appr:	B			B			C			A		
AllWayAvgQ:	0.4	0.3	0.3	0.0	0.0	0.0	1.9	1.9	1.9	0.1	0.1	0.1

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #30 Tapo Canyon Rd & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 64 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:

Base Vol:	33	464	358	125	268	210	280	782	8	167	730	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	464	358	125	268	210	280	782	8	167	730	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	464	358	125	268	210	280	782	8	167	730	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	34	478	369	129	276	216	289	806	8	172	753	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	478	369	129	276	216	289	806	8	172	753	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	478	369	129	276	216	289	806	8	172	753	136

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3564	36	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.21	0.07	0.08	0.12	0.16	0.23	0.23	0.10	0.21	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #31 Tapo Canyon Rd & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 87 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	1	0	2	1	0	2

Volume Module:

Base Vol:	73	731	98	311	534	405	346	579	46	98	409	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	731	98	311	534	405	346	579	46	98	409	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	731	98	311	534	405	346	579	46	98	409	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	79	795	107	338	580	440	376	629	50	107	445	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	795	107	338	580	440	376	629	50	107	445	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	795	107	338	580	440	376	629	50	107	445	386

OvlAdjVol: 64

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	3600	1800	3600	3600	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.22	0.06	0.09	0.16	0.24	0.21	0.17	0.03	0.06	0.12	0.21
OvlAdjV/S:						0.04						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #32 Tapo Canyon Rd & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 1 0	0 1 1 0 1	0 1 0 1 0	0 0 0 0 1

Volume Module:

Base Vol:	0 1207 31	7 998 293	338 4 215	0 0 0 8
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1207 31	7 998 293	338 4 215	0 0 0 8
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 1207 31	7 998 293	338 4 215	0 0 0 8
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	0 1257 32	7 1040 0	352 4 224	0 0 0 8
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 1257 32	7 1040 0	352 4 224	0 0 0 8
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 1257 32	7 1040 0	352 4 224	0 0 0 8

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.92 0.08	0.01 1.99 1.00	1.00 0.23 0.77	0.00 0.00 1.00
Final Sat.:	0 5265 135	25 3575 1800	1800 410 1390	0 0 1800

Capacity Analysis Module:

Vol/Sat:	0.00 0.24 0.24	0.00 0.29 0.00	0.20 0.01 0.16	0.00 0.00 0.00
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #33 Tapo Canyon Rd & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 59 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Permitted	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	0 0 2 1 0	0 1 0 1 0	1 1 0 0 1

Volume Module:

Base Vol:	132 667 327	0 895 24	31 1 214	588 79 412
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	132 667 327	0 895 24	31 1 214	588 79 412
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	132 667 327	0 895 24	31 1 214	588 79 412
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	138 695 341	0 932 25	32 1 223	613 82 429
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	138 695 341	0 932 25	32 1 223	613 82 429
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	138 695 341	0 932 25	32 1 223	613 82 429

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00	0.00 2.92 0.08	0.25 0.75 1.00	1.76 0.24 1.00
Final Sat.:	1800 3600 1800	0 5259 141	454 1346 1800	3174 426 1800

Capacity Analysis Module:

Vol/Sat:	0.08 0.19 0.19	0.00 0.18 0.18	0.07 0.00 0.12	0.19 0.19 0.24
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #34 Tapo Canyon Rd & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	240	471	240	87	439	149	171	519	233	229	362	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	471	240	87	439	149	171	519	233	229	362	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	471	240	87	439	149	171	519	233	229	362	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	255	501	255	93	467	159	182	552	248	244	385	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	501	255	93	467	159	182	552	248	244	385	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	501	255	93	467	159	182	552	248	244	385	48

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	1800	3600	1800	3600	3600	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.14	0.14	0.05	0.13	0.09	0.05	0.15	0.14	0.07	0.11	0.03
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #35 Tapo Canyon Rd & Township Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.211  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	79	282	59	7	203	7	9	52	41	56	40	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	282	59	7	203	7	9	52	41	56	40	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	282	59	7	203	7	9	52	41	56	40	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	88	313	66	8	226	8	10	58	46	62	44	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	313	66	8	226	8	10	58	46	62	44	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	313	66	8	226	8	10	58	46	62	44	11

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.93	0.07	0.09	0.51	0.40	0.53	0.38	0.09
Final Sat.:	1800	2977	623	1800	3480	120	159	918	724	951	679	170

Capacity Analysis Module:

Vol/Sat:	0.05	0.11	0.11	0.00	0.06	0.06	0.01	0.06	0.06	0.03	0.07	0.07
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #36 Tapo Canyon Rd & Lost Canyons Dr

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[ 8.9]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 1 0 0	0 0 1 0 1	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	88	30	0	0	44	5	5	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	30	0	0	44	5	5	0	45	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	30	0	0	44	5	5	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	109	37	0	0	54	6	6	0	56	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	109	37	0	0	54	6	6	0	56	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	60	xxxx	xxxx	xxxx	xxxx	xxxx	309	xxxx	54	xxxx	xxxx	xxxx
Potent Cap.:	1556	xxxx	xxxx	xxxx	xxxx	xxxx	688	xxxx	1018	xxxx	xxxx	xxxx
Move Cap.:	1556	xxxx	xxxx	xxxx	xxxx	xxxx	651	xxxx	1018	xxxx	xxxx	xxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	0.2	xxxx	xxxx	xxxx
Control Del:	7.5	xxxx	xxxx	xxxx	xxxx	xxxx	10.6	xxxx	8.7	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	A	*	*	*	*	*

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #37 Sequoia Ave & Alamo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	68	57	166	35	34	48	46	685	50	166	629	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	57	166	35	34	48	46	685	50	166	629	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	57	166	35	34	48	46	685	50	166	629	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	74	62	180	38	37	52	50	745	54	180	684	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	62	180	38	37	52	50	745	54	180	684	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	62	180	38	37	52	50	745	54	180	684	36

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	1.90	0.10
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3355	245	1800	3421	179

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.10	0.02	0.01	0.03	0.03	0.22	0.22	0.10	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #38 Sequoia Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	198	264	125	59	180	60	69	763	195	156	581	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	264	125	59	180	60	69	763	195	156	581	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	264	125	59	180	60	69	763	195	156	581	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	206	275	130	61	188	63	72	795	203	163	605	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	275	130	61	188	63	72	795	203	163	605	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	275	130	61	188	63	72	795	203	163	605	72

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	1.59	0.41	1.00	1.79	0.21
Final Sat.:	1800	3600	1800	1800	2700	900	1800	2867	733	1800	3218	382

Capacity Analysis Module:

Vol/Sat:	0.11	0.08	0.07	0.03	0.07	0.04	0.28	0.09	0.19	0.19		
Crit Moves:	***			***		***		***		***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #39 Sequoia Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	46	280	52	84	245	148	258	816	84	112	621	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	280	52	84	245	148	258	816	84	112	621	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	280	52	84	245	148	258	816	84	112	621	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	49	298	55	89	261	157	274	868	89	119	661	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	298	55	89	261	157	274	868	89	119	661	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	298	55	89	261	157	274	868	89	119	661	148

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.25	0.75	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3036	564	1800	2244	1356	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.10	0.05	0.12	0.12	0.15	0.24	0.05	0.07	0.18	0.08
Crit Moves:	***			***		***		***		***		***

\*\*\*\*\*



Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #40 Sequoia Ave & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	15	138	92	13	177	211	200	472	33	172	397	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	138	92	13	177	211	200	472	33	172	397	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	138	92	13	177	211	200	472	33	172	397	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	16	147	98	14	188	224	213	502	35	183	422	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	147	98	14	188	224	213	502	35	183	422	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	147	98	14	188	224	213	502	35	183	422	13

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.20	0.80	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.94	0.06
Final Sat.:	1800	2160	1440	1800	1800	1800	1800	3365	235	1800	3494	106

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.01	0.10	0.12	0.12	0.15	0.15	0.10	0.12	0.12
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #41 Cochran St & Galena Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	56	57	67	86	62	221	190	883	45	70	697	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	57	67	86	62	221	190	883	45	70	697	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	57	67	86	62	221	190	883	45	70	697	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	60	71	91	65	233	200	929	47	74	734	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	60	71	91	65	233	200	929	47	74	734	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	60	71	91	65	233	200	929	47	74	734	98

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.76	0.24
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3425	175	1800	3176	424

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.04	0.05	0.04	0.13	0.11	0.27	0.27	0.04	0.23	0.23
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #42 Sycamore Dr & Alamo St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.618  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:  
 Base Vol: 168 133 350 64 306 49 31 436 103 358 368 27  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 168 133 350 64 306 49 31 436 103 358 368 27  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 168 133 350 64 306 49 31 436 103 358 368 27  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89  
 PHF Volume: 189 149 393 72 344 55 35 490 116 402 413 30  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 189 149 393 72 344 55 35 490 116 402 413 30  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 189 149 393 72 344 55 35 490 116 402 413 30

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.86 0.14  
 Final Sat.: 1800 3600 1800 1800 3600 1800 1800 3600 1800 1800 3354 246

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.04 0.22 0.04 0.10 0.03 0.02 0.14 0.06 0.22 0.12 0.12  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #43 Sycamore Dr & SR-118 WB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.550  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	3	0	0	0	1	0	0

Volume Module:  
 Base Vol: 0 470 270 0 766 0 0 0 0 671 0 197  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 470 270 0 766 0 0 0 0 671 0 197  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 470 270 0 766 0 0 0 0 671 0 197  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 495 284 0 806 0 0 0 0 706 0 207  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 495 284 0 806 0 0 0 0 706 0 207  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 495 284 0 806 0 0 0 0 706 0 207

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 3600 1800 0 5400 0 0 0 0 1800 0 1800

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.14 0.16 0.00 0.15 0.00 0.00 0.00 0.00 0.39 0.00 0.12  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #44 Sycamore Dr & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	1	0	0	1	0

Volume Module:

Base Vol:	0	576	62	188	692	98	124	61	148	51	0	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	576	62	188	692	98	124	61	148	51	0	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	576	62	188	692	98	124	61	148	51	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	613	66	200	736	104	132	65	157	54	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	613	66	200	736	104	132	65	157	54	0	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	613	66	200	736	104	132	65	157	54	0	193

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.71	0.29	1.00	2.00	1.00	0.67	0.33	1.00	1.00	0.00	1.00
Final Sat.:	0	4875	525	1800	3600	1800	1206	594	1800	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.13	0.11	0.20	0.06	0.07	0.11	0.09	0.03	0.00	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #45 Sycamore Dr & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	2	0	1	2	0	1

Volume Module:

Base Vol:	175	438	172	294	553	193	240	675	92	294	488	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	438	172	294	553	193	240	675	92	294	488	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	438	172	294	553	193	240	675	92	294	488	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	182	456	179	306	576	201	250	703	96	306	508	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	456	179	306	576	201	250	703	96	306	508	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	456	179	306	576	201	250	703	96	306	508	222
OvlAdjVol:	26			76								

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	3600	3600	1800	3600	3168	432	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.13	0.10	0.09	0.16	0.11	0.07	0.22	0.22	0.09	0.14	0.12
OvlAdjV/S:	0.01			0.04								
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #46 Sycamore Dr & Los Angeles Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.590  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: A  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 0 1  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 54 450 91 181 572 162 311 971 71 103 488 153  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 54 450 91 181 572 162 311 971 71 103 488 153  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 54 450 91 181 572 162 311 971 71 103 488 153  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 55 459 93 185 584 165 317 991 72 105 498 156  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 55 459 93 185 584 165 317 991 72 105 498 156  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 55 459 93 185 584 165 317 991 72 105 498 156  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.66 0.34 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1800 2994 606 1800 3600 1800 1800 3600 1800 1800 3600 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.15 0.15 0.10 0.16 0.09 0.18 0.28 0.04 0.06 0.14 0.09  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #47 Sycamore Dr & Royal Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.458  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: A  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 64 153 68 128 197 191 242 844 105 49 489 95  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 64 153 68 128 197 191 242 844 105 49 489 95  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 64 153 68 128 197 191 242 844 105 49 489 95  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 67 159 71 133 205 199 252 879 109 51 509 99  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 67 159 71 133 205 199 252 879 109 51 509 99  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 67 159 71 133 205 199 252 879 109 51 509 99  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.38 0.62 1.00 1.02 0.98 1.00 1.78 0.22 1.00 1.67 0.33  
 Final Sat.: 1800 2492 1108 1800 1828 1772 1800 3202 398 1800 3014 586  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.06 0.06 0.07 0.11 0.11 0.14 0.27 0.27 0.03 0.17 0.17  
 Crit Moves: \*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #48 Sycamore Dr & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	1 0 0 1	0 1 1 0	0 0 1 1

Volume Module:

	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 0 0	190 0	141 144 119	0 0 66 138
Growth Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	190 0	141 144 119	0 0 66 138
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 0 0	190 0	141 144 119	0 0 66 138
User Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	0 0 0	198 0	147 150 124	0 0 69 144
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 0	198 0	147 150 124	0 0 69 144
PCE Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	198 0	147 150 124	0 0 69 144

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	1.00 0.00	1.00 1.00 0.00	0.00 1.00 1.00
Final Sat.:	0 0 0	562 0	689 566 614	0 0 599 681

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	xxxx xxxx xxxx	0.35 xxxx	0.21 0.27 0.20	xxxx xxxx 0.11 0.21
Crit Moves:	****	****	****	****
Delay/Veh:	0.0 0.0 0.0	12.1 0.0	9.0 11.0 9.7	0.0 0.0 9.2 9.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	12.1 0.0	9.0 11.0 9.7	0.0 0.0 9.2 9.0
LOS by Move:	* * *	B * A	B A *	* * A A
ApproachDel:	xxxxxx	10.7	10.4	9.1
Delay Adj:	xxxxxx	1.00	1.00	1.00
ApprAdjDel:	xxxxxx	10.7	10.4	9.1
LOS by Appr:	*	B	B	B
AllWayAvgQ:	0.0 0.0 0.0	0.5 0.0	0.2 0.3 0.2	0.0 0.0 0.1 0.2

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #49 Erringer Rd & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0	1 0 1 0	1 0 1 1	1 0 1 0

Volume Module:

	North Bound	South Bound	East Bound	West Bound
Base Vol:	18 93 20	78 130 96	66 186 37	44 135 92
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	18 93 20	78 130 96	66 186 37	44 135 92
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	18 93 20	78 130 96	66 186 37	44 135 92
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.89 0.89 0.89	0.89 0.89 0.89	0.89 0.89 0.89	0.89 0.89 0.89
PHF Volume:	20 104 22	88 146 108	74 209 42	49 152 103
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	20 104 22	88 146 108	74 209 42	49 152 103
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	20 104 22	88 146 108	74 209 42	49 152 103

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.67 0.33	1.00 1.00 1.00
Final Sat.:	426 457 496	462 496 546	463 840 170	458 494 543

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.05 0.23 0.05	0.19 0.29 0.20	0.16 0.25 0.24	0.11 0.31 0.19
Crit Moves:	****	****	****	****
Delay/Veh:	10.9 12.0 9.6	11.7 12.3 10.3	11.4 11.6 11.3	11.0 12.5 10.3
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	10.9 12.0 9.6	11.7 12.3 10.3	11.4 11.6 11.3	11.0 12.5 10.3
LOS by Move:	B B A	B B B	B B B	B B B
ApproachDel:	11.5	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	11.5	11.5	11.5	11.5
LOS by Appr:	B	B	B	B
AllWayAvgQ:	0.0 0.2 0.0	0.2 0.4 0.2	0.2 0.3 0.3	0.1 0.4 0.2

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #50 Erringer Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	54	272	32	171	409	300	344	974	52	35	493	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	272	32	171	409	300	344	974	52	35	493	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	272	32	171	409	300	344	974	52	35	493	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	56	283	33	178	426	313	358	1015	54	36	514	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	283	33	178	426	313	358	1015	54	36	514	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	283	33	178	426	313	358	1015	54	36	514	156

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.53	0.47
Final Sat.:	1800	3221	379	1800	3600	1800	1800	3418	182	1800	2760	840

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.09	0.10	0.12	0.17	0.20	0.30	0.30	0.02	0.19	0.19
Crit Moves:	***			***		***	***		***	***		***

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #51 Erringer Rd & Patricia Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	64	752	73	61	853	112	57	10	86	79	11	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	752	73	61	853	112	57	10	86	79	11	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	752	73	61	853	112	57	10	86	79	11	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	68	800	78	65	907	119	61	11	91	84	12	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	800	78	65	907	119	61	11	91	84	12	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	800	78	65	907	119	61	11	91	84	12	38

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.77	0.23	0.37	0.07	0.56	0.63	0.09	0.28
Final Sat.:	1800	3281	319	1800	3182	418	671	118	1012	1129	157	514

Capacity Analysis Module:

Vol/Sat:	0.04	0.24	0.24	0.04	0.29	0.29	0.03	0.09	0.09	0.05	0.07	0.07
Crit Moves:	***			***		***	***		***	***		***

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #52 Erringer Rd & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	1	0	2	1	0	3

Volume Module:

Base Vol:	167	661	118	165	691	346	353	1056	275	119	506	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	661	118	165	691	346	353	1056	275	119	506	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	661	118	165	691	346	353	1056	275	119	506	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	696	124	174	727	364	372	1112	289	125	533	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	696	124	174	727	364	372	1112	289	125	533	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	696	124	174	727	364	372	1112	289	125	533	86

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.70	0.30	1.00	2.00	1.00	1.00	2.38	0.62	1.00	3.00	1.00
Final Sat.:	3600	3055	545	1800	3600	1800	1800	4284	1116	1800	5400	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.23	0.23	0.10	0.20	0.20	0.21	0.26	0.26	0.07	0.10	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #53 Erringer Rd & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 62 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	1

Volume Module:

Base Vol:	112	653	142	183	781	230	281	740	136	195	400	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	653	142	183	781	230	281	740	136	195	400	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	653	142	183	781	230	281	740	136	195	400	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	119	695	151	195	831	245	299	787	145	207	426	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	695	151	195	831	245	299	787	145	207	426	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	695	151	195	831	245	299	787	145	207	426	168

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	2581	1019

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.08	0.11	0.23	0.14	0.17	0.22	0.08	0.12	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #54 Erringer Rd & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	2	1	0	2	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	714	7	19	1074	187	187	3	108	16	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	714	7	19	1074	187	187	3	108	16	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	714	7	19	1074	187	187	3	108	16	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	752	7	20	1131	197	197	3	114	17	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	752	7	20	1131	197	197	3	114	17	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	752	7	20	1131	197	197	3	114	17	0	7

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.97	0.03	1.00	2.00	1.00	1.00	0.03	0.97	0.70	0.00	0.30
Final Sat.:	0	5348	52	1800	3600	1800	1800	49	1751	1252	0	548

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.01	0.31	0.11	0.11	0.06	0.06	0.01	0.00	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #55 Erringer Rd & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Permitted			Split Phase			Split Phase							
Rights:	Include			Include			Ovl			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	2	0	2	0	1	0	0	2	1	0	0	2	1	1	0	1	1

Volume Module:

Base Vol:	212	491	168	0	350	159	232	0	340	625	211	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	491	168	0	350	159	232	0	340	625	211	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	491	168	0	350	159	232	0	340	625	211	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	216	501	171	0	357	162	237	0	347	638	215	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	501	171	0	357	162	237	0	347	638	215	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	501	171	0	357	162	237	0	347	638	215	99

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.06	0.94	1.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	3600	3600	1800	0	3713	1687	1800	0	3600	3600	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.10	0.00	0.10	0.10	0.13	0.00	0.10	0.18	0.12	0.05
Crit Moves:	****			****			****			****		

\*\*\*\*\*



Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #56 Erringer Rd & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 1 1 0	0 0 0 1 0	1 1 0 0 1

Volume Module:

Base Vol:	36	338	482	29	176	1	0	3	16	420	4	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	338	482	29	176	1	0	3	16	420	4	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	338	482	29	176	1	0	3	16	420	4	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	36	341	487	29	178	1	0	3	16	424	4	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	341	487	29	178	1	0	3	16	424	4	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	341	487	29	178	1	0	3	16	424	4	70
OvlAdjVol:	273											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.00	0.16	0.84	1.98	0.02	1.00
Final Sat.:	1800	3600	1800	1800	3580	20	0	284	1516	3566	34	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.27	0.02	0.05	0.05	0.00	0.01	0.01	0.12	0.12	0.04
OvlAdjV/S:	0.15											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #57 Los Angeles Ave & Hubbard St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1! 0 0	0 0 0 0 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	73	2	38	0	0	0	42	1537	66	60	872	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	2	38	0	0	0	42	1537	66	60	872	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2	38	0	0	0	42	1537	66	60	872	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	76	2	40	0	0	0	44	1601	69	63	908	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2	40	0	0	0	44	1601	69	63	908	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	2	40	0	0	0	44	1601	69	63	908	24

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.02	0.34	0.00	0.00	0.00	1.00	2.88	0.12	1.00	2.92	0.08
Final Sat.:	1163	32	605	0	0	0	1800	5178	222	1800	5261	139

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.00	0.00	0.00	0.02	0.31	0.31	0.03	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #58 Los Angeles Ave & Patricia Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	127	26	34	98	20	131	176	1390	102	45	872	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	26	34	98	20	131	176	1390	102	45	872	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	26	34	98	20	131	176	1390	102	45	872	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	130	27	35	100	20	134	180	1418	104	46	890	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	27	35	100	20	134	180	1418	104	46	890	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	27	35	100	20	134	180	1418	104	46	890	56

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.14	0.18	1.00	0.13	0.87	1.00	2.79	0.21	1.00	2.82	0.18
Final Sat.:	1222	250	327	1800	238	1562	1800	5031	369	1800	5080	320

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.11	0.06	0.09	0.09	0.10	0.28	0.28	0.03	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #59 First St & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	0

Volume Module:

Base Vol:	43	531	157	0	272	15	18	0	153	783	38	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	531	157	0	272	15	18	0	153	783	38	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	531	157	0	272	15	18	0	153	783	38	76
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	44	547	0	0	280	15	19	0	158	807	39	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	547	0	0	280	15	19	0	158	807	39	78
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	547	0	0	280	15	19	0	158	807	39	78
OvlAdjVol:									69			

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.67	1.33
Final Sat.:	1800	5400	1800	0	5400	1800	1800	0	3600	3600	1200	2400

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.00	0.00	0.05	0.01	0.01	0.00	0.04	0.22	0.03	0.03
OvlAdjV/S:									0.02			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #60 First St & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 3 1 0	0 0 2 0 1	0 1 0 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0	602	882	0	1021	137	179	2	145	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	602	882	0	1021	137	179	2	145	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	602	882	0	1021	137	179	2	145	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	634	928	0	1075	144	188	2	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	928	0	1075	144	188	2	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	634	928	0	1075	144	188	2	153	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.11	0.89	0.00	0.00	0.00
Final Sat.:	0	5400	1800	0	3600	1800	1800	199	1601	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.52	0.00	0.30	0.08	0.10	0.01	0.10	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #61 First St & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 2 0 1	2 0 2 0 1

Volume Module:

Base Vol:	158	1105	428	152	920	170	331	743	222	201	203	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1105	428	152	920	170	331	743	222	201	203	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1105	428	152	920	170	331	743	222	201	203	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	165	1151	446	158	958	177	345	774	231	209	211	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1151	446	158	958	177	345	774	231	209	211	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1151	446	158	958	177	345	774	231	209	211	103
OvlAdjVol:			341									

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	5400	1800	3600	5400	1800	3600	3600	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.21	0.25	0.04	0.18	0.10	0.10	0.21	0.13	0.06	0.06	0.06
OvlAdjV/S:			0.19									
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #62 First St & E Easy St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 80 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 1 0 0	1 0 0 1 0

Volume Module:

Base Vol:	76 1170 109	180 1310	86 402 69 208	41 15 225
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	76 1170 109	180 1310	86 402 69 208	41 15 225
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	76 1170 109	180 1310	86 402 69 208	41 15 225
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92
PHF Volume:	83 1272 118	196 1424 93	437 75 226	45 16 245
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	83 1272 118	196 1424 93	437 75 226	45 16 245
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	83 1272 118	196 1424 93	437 75 226	45 16 245

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.74 0.26	1.00 2.82 0.18	1.19 0.20 0.61	1.00 0.06 0.94
Final Sat.:	1800 4940 460	1800 5067 333	2131 366 1103	1800 113 1687

Capacity Analysis Module:

Vol/Sat:	0.05 0.26 0.26	0.11 0.28 0.28	0.21 0.21 0.21	0.02 0.14 0.14
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #63 First St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 72 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 2 0 1	2 0 1 1 0	2 0 3 0 1

Volume Module:

Base Vol:	75 458 250	298 687 408	635 1090 114	259 698 215
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	75 458 250	298 687 408	635 1090 114	259 698 215
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	75 458 250	298 687 408	635 1090 114	259 698 215
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	78 477 260	310 716 425	661 1135 119	270 727 224
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	78 477 260	310 716 425	661 1135 119	270 727 224
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	78 477 260	310 716 425	661 1135 119	270 727 224
OvlAdjVol:	126			

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	2.00 3.00 1.00	2.00 2.00 1.00	2.00 1.81 0.19	2.00 3.00 1.00
Final Sat.:	3600 5400 1800	3600 3600 1800	3600 3259 341	3600 5400 1800

Capacity Analysis Module:

Vol/Sat:	0.02 0.09 0.14	0.09 0.20 0.24	0.18 0.35 0.35	0.07 0.13 0.12
OvlAdjV/S:	0.07			
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #64 First St & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	0	2	0

Volume Module:

Base Vol:	153	382	87	234	585	149	222	1121	234	84	586	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	382	87	234	585	149	222	1121	234	84	586	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	382	87	234	585	149	222	1121	234	84	586	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	165	411	94	252	629	160	239	1205	252	90	630	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	411	94	252	629	160	239	1205	252	90	630	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	411	94	252	629	160	239	1205	252	90	630	213
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.09	0.11	0.05	0.14	0.17	0.09	0.13	0.33	0.14	0.05	0.18	0.12
OvlAdjV/S:	0.00											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #65 First St & Fitzgerald Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	2	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	367	211	229	526	0	0	0	0	100	0	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	367	211	229	526	0	0	0	0	100	0	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	367	211	229	526	0	0	0	0	100	0	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	403	232	252	578	0	0	0	0	110	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	403	232	252	578	0	0	0	0	110	0	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	403	232	252	578	0	0	0	0	110	0	140

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1800	3600	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.13	0.14	0.16	0.00	0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #66 Sinaloa Rd & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	145	17	127	75	16	7	10	1625	177	268	808	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	17	127	75	16	7	10	1625	177	268	808	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	17	127	75	16	7	10	1625	177	268	808	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	148	17	130	77	16	7	10	1658	181	273	824	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	17	130	77	16	7	10	1658	181	273	824	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	17	130	77	16	7	10	1658	181	273	824	38

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.77	0.16	0.07	1.00	2.71	0.29	1.00	2.87	0.13
Final Sat.:	1800	1800	1800	1378	294	129	1800	4870	530	1800	5164	236

Capacity Analysis Module:

Vol/Sat:	0.08	0.01	0.07	0.04	0.06	0.01	0.34	0.34	0.15	0.16	0.16	0.16
Crit Moves:	***			***			***	***			***	

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #67 Sinaloa Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	65	94	70	100	181	87	89	1417	133	43	662	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	94	70	100	181	87	89	1417	133	43	662	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	94	70	100	181	87	89	1417	133	43	662	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	99	74	105	191	92	94	1492	140	45	697	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	99	74	105	191	92	94	1492	140	45	697	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	99	74	105	191	92	94	1492	140	45	697	86

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17	1.00	1.78	0.22
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3291	309	1800	3203	397

Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.04	0.06	0.11	0.05	0.05	0.45	0.45	0.03	0.22	0.22
Crit Moves:	***			***			***	***			***	

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #68 Viewline Dr & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 0 1 0	1 1 0 0 0

Volume Module:

Base Vol:	20	0	753	0	0	0	77	32	323	30	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	753	0	0	0	77	32	323	30	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	753	0	0	0	77	32	323	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	20	0	761	0	0	0	78	32	326	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	761	0	0	0	78	32	326	30	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	0	761	0	0	0	78	32	326	30	0
OvlAdjVol:	404										

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.71	0.29	1.83	0.17	0.00
Final Sat.:	1800	0	3600	0	0	0	1272	528	3294	306	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.21	0.00	0.00	0.00	0.06	0.06	0.10	0.10	0.00
OvlAdjV/S:	0.11										
Crit Moves:	****										

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #69 Madera Rd & Viewline Dr  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 0	0 0 2 0 1	1 0 0 0 2	0 0 0 0 0

Volume Module:

Base Vol:	304	37	0	0	222	48	0	0	854	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	37	0	0	222	48	0	0	854	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	37	0	0	222	48	0	0	854	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	338	41	0	0	247	53	0	0	949	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	41	0	0	247	53	0	0	949	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	41	0	0	247	53	0	0	949	0	0
OvlAdjVol:	611										

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00
Final Sat.:	3600	5400	0	0	3600	1800	1800	0	3600	0	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.01	0.00	0.00	0.07	0.03	0.00	0.00	0.26	0.00	0.00
OvlAdjV/S:	0.17										
Crit Moves:	****										

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #70 Madera Rd & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.221  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Split Phase	Split Phase
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 2	0 0 3 0 1	1 0 1 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0	302	1462	0	885	137	12	0	167	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	302	1462	0	885	137	12	0	167	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	302	1462	0	885	137	12	0	167	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	318	0	0	932	0	13	0	176	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	318	0	0	932	0	13	0	176	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	318	0	0	932	0	13	0	176	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3600	3600	0	5400	1800	1800	0	3600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.00	0.00	0.17	0.00	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #71 Madera Rd & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 1 0 1	2 0 2 0 1

Volume Module:

Base Vol:	243	1276	584	165	649	233	317	225	324	285	107	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1276	584	165	649	233	317	225	324	285	107	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1276	584	165	649	233	317	225	324	285	107	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	251	1315	602	170	669	240	327	232	334	294	110	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1315	602	170	669	240	327	232	334	294	110	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	1315	602	170	669	240	327	232	334	294	110	175
OvlAdjVol:						77						90

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	5400	1800	3600	5400	1800	3600	1800	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.24	0.33	0.05	0.12	0.13	0.09	0.13	0.19	0.08	0.03	0.10
OvlAdjV/S:						0.04						0.05
Crit Moves:	****	****					****	****				

\*\*\*\*\*



Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #72 Madera Rd & Easy St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	1	1	0	1	0	1

Volume Module:

Base Vol:	135	1653	89	33	1098	127	300	124	290	183	51	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1653	89	33	1098	127	300	124	290	183	51	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1653	89	33	1098	127	300	124	290	183	51	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	139	1704	92	34	1132	131	309	128	299	189	53	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1704	92	34	1132	131	309	128	299	189	53	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1704	92	34	1132	131	309	128	299	189	53	152

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.85	0.15	1.00	3.00	1.00	1.42	0.58	1.00	1.00	1.00	1.00
Final Sat.:	1800	5124	276	1800	5400	1800	2547	1053	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.08	0.33	0.33	0.02	0.21	0.07	0.12	0.12	0.17	0.10	0.03	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #73 Madera Rd & Los Angeles Ave/Tierra Rejada Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 57 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	2	0	2	0	3	2	0	3

Volume Module:

Base Vol:	241	845	357	364	948	324	605	979	236	287	436	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	845	357	364	948	324	605	979	236	287	436	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	845	357	364	948	324	605	979	236	287	436	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	243	854	361	368	958	327	611	989	238	290	440	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	854	361	368	958	327	611	989	238	290	440	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	854	361	368	958	327	611	989	238	290	440	134
OvlAdjVol:			216			22						

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3600	5400	1800	3600	3600	1800	3600	5400	1800	3600	5400	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.16	0.20	0.10	0.27	0.18	0.17	0.18	0.13	0.08	0.08	0.07
OvlAdjV/S:			0.12			0.01						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #74 Madera Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 1 1	2 0 2 1 0	1 1 0 1 0	2 1 0 0 1

Volume Module:

Base Vol:	7 1231 1191	355 867	26 11 15	8 516 27 182
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	7 1231 1191	355 867	26 11 15	8 516 27 182
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	7 1231 1191	355 867	26 11 15	8 516 27 182
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97
PHF Volume:	7 1269 1228	366 894	27 11 15	8 532 28 188
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	7 1269 1228	366 894	27 11 15	8 532 28 188
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	7 1269 1228	366 894	27 11 15	8 532 28 188
OvlAdjVol:	859			

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.03 1.97	2.00 2.91 0.09	1.00 1.29 0.71	2.85 0.15 1.00
Final Sat.:	1800 3659 3541	3600 5243 157	1800 2326 1274	5131 269 1800

Capacity Analysis Module:

Vol/Sat:	0.00 0.35 0.35	0.10 0.17 0.17	0.01 0.01 0.01	0.10 0.10 0.10
OvlAdjV/S:	0.24			
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #75 Tierra Rejada Rd & Stargaze Pl  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 0 1	1 0 3 0 1

Volume Module:

Base Vol:	8 0 37	30 0 3	12 1860 8	65 903 31
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	8 0 37	30 0 3	12 1860 8	65 903 31
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	8 0 37	30 0 3	12 1860 8	65 903 31
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98
PHF Volume:	8 0 38	31 0 3	12 1898 8	66 921 32
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	8 0 38	31 0 3	12 1898 8	66 921 32
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	8 0 38	31 0 3	12 1898 8	66 921 32

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	1.00 0.00 1.00	1.00 2.00 1.00	1.00 3.00 1.00
Final Sat.:	1800 0 1800	1800 0 1800	1800 3600 1800	1800 5400 1800

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.02	0.02 0.00 0.00	0.01 0.53 0.00	0.04 0.17 0.02
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #76 Madera Rd & Country Club Dr East  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 3 0 1	1 0 2 0 1

Volume Module:

Base Vol:	10	2	216	13	4	6	9	2131	19	255	1090	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2	216	13	4	6	9	2131	19	255	1090	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2	216	13	4	6	9	2131	19	255	1090	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	10	2	220	13	4	6	9	2174	19	260	1112	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2	220	13	4	6	9	2174	19	260	1112	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2	220	13	4	6	9	2174	19	260	1112	4
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.17	1.00	1.00	0.40	0.60	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	300	1800	1800	720	1080	1800	5400	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.12	0.01	0.01	0.01	0.01	0.40	0.01	0.14	0.31	0.00
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****		****			

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #77 Wood Ranch Parkway & Madera Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 0 1	1 0 0 1 0	1 0 3 0 1	2 0 2 0 1

Volume Module:

Base Vol:	70	4	95	26	6	4	3	2062	82	267	814	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	4	95	26	6	4	3	2062	82	267	814	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	4	95	26	6	4	3	2062	82	267	814	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	74	4	100	27	6	4	3	2171	86	281	857	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	4	100	27	6	4	3	2171	86	281	857	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	4	100	27	6	4	3	2171	86	281	857	16
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	0.60	0.40	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	1800	1800	1800	1080	720	1800	5400	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.06	0.02	0.01	0.01	0.00	0.40	0.05	0.08	0.24	0.01
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****		****			

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #78 Wood Ranch Parkway & Country Club Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 2 0 1	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	136 144 118	40 246 71	4 174 574	121 100 23
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	136 144 118	40 246 71	4 174 574	121 100 23
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	136 144 118	40 246 71	4 174 574	121 100 23
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	142 150 123	42 256 74	4 181 598	126 104 24
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	142 150 123	42 256 74	4 181 598	126 104 24
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	142 150 123	42 256 74	4 181 598	126 104 24

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.10 0.90	1.00 2.00 1.00	1.00 1.00 1.00	1.00 1.63 0.37
Final Sat.:	1800 1979 1621	1800 3600 1800	1800 1800 1800	1800 2927 673

Capacity Analysis Module:

Vol/Sat:	0.08 0.08 0.08	0.02 0.07 0.04	0.00 0.10 0.33	0.07 0.04 0.04
Crit Moves:	***	***	***	***

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

Intersection #79 Wood Ranch Parkway & Long Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 1 0 0	0 1 0 0 0	0 1 0 0 2

Volume Module:

Base Vol:	0 0 0	501 0 6	5 12 0	1 17 263
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	501 0 6	5 12 0	1 17 263
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	501 0 6	5 12 0	1 17 263
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	0 0 0	522 0 6	5 13 0	1 18 274
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	522 0 6	5 13 0	1 18 274
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	522 0 6	5 13 0	1 18 274

Saturation Flow Module:

Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	1.98 0.00 0.02	0.29 0.71 0.00	0.06 0.94 2.00
Final Sat.:	0 0 0	1739 -569 13	163 391 0	32 545 1311

Capacity Analysis Module:

Vol/Sat:	xxxx xxxx xxxx	0.30 0.00 0.46	0.03 0.03 xxxx	0.03 0.03 0.21
Crit Moves:		***	***	***
Delay/Veh:	0.0 0.0 0.0	13.6 14.1 14.1	9.4 9.4 0.0	8.9 8.9 9.2
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	13.6 14.1 14.1	9.4 9.4 0.0	8.9 8.9 9.2
LOS by Move:	* * *	B B B	A A *	A A A
ApproachDel:	xxxxxx	13.3	9.4	9.2
Delay Adj:	xxxxxx	1.00	1.00	1.00
ApprAdjDel:	xxxxxx	13.3	9.4	9.2
LOS by Appr:	*	B	A	A
AllWayAvgQ:	0.0 0.0 0.0	0.8 0.8 0.8	0.0 0.0 0.0	0.0 0.0 0.2

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

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #80 Madera Rd & Presidential Dr  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 2 0 1

Volume Module:

Base Vol:	0	0	0	43	0	42	84	2093	0	0	870	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	43	0	42	84	2093	0	0	870	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	43	0	42	84	2093	0	0	870	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	46	0	45	89	2227	0	0	926	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	0	45	89	2227	0	0	926	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	46	0	45	89	2227	0	0	926	19

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1800	1800	5400	0	0	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.05	0.41	0.00	0.00	0.26	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Nexus Study Update  
Existing Conditions  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #81 Madera Rd & Country Club Dr West  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 80 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 1 0 0 1	1 0 0 0 0	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	213	0	15	1	0	0	9	2151	782	27	891	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	0	15	1	0	0	9	2151	782	27	891	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	0	15	1	0	0	9	2151	782	27	891	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	227	0	16	1	0	0	10	2288	832	29	948	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	0	16	1	0	0	10	2288	832	29	948	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	0	16	1	0	0	10	2288	832	29	948	1

Saturation Flow Module:

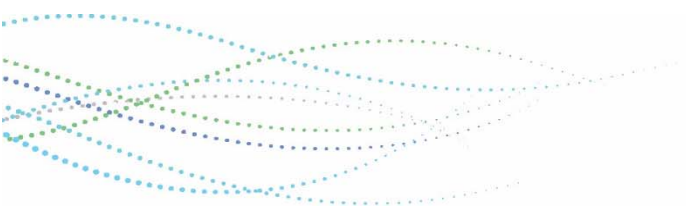
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	0	1800	1800	0	0	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.01	0.64	0.46	0.02	0.26	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

# Year 2030 Conditions



-----  
 Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour  
 -----

Scenario: GP w/ Ex Lanes AM Scenario Report  
 GP w/ Ex Lanes AM  
 Command: GP w/ Ex Lanes AM  
 Volume: GP w/ Ex Lanes AM  
 Geometry: Existing  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Existing

-----  
 Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour  
 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 1 Rocky Peak Fire Rd & SR-118 WB	F	152.2 0.000	F	152.2 0.000	+ 0.000 D/V
# 2 Rocky Peak Fire Rd & SR-118 EB	F	62.2 0.000	F	62.2 0.000	+ 0.000 D/V
# 3 Kuehner Dr & Smith Rd	A	xxxxx 0.235	A	xxxxx 0.235	+ 0.000 V/C
# 4 Kuehner Dr & Katherine Rd	A	xxxxx 0.339	A	xxxxx 0.339	+ 0.000 V/C
# 5 Kuehner Dr & Los Angeles Ave	C	15.0 0.646	C	15.0 0.646	+ 0.000 V/C
# 6 Kuehner Dr & SR-118 EB On-Off	B	10.6 0.000	B	10.6 0.000	+ 0.000 D/V
# 7 Kuehner Dr & SR-118 WB On-Off	F	516.7 0.000	F	516.7 0.000	+ 0.000 D/V
# 8 Yosemite Ave & Evening Sky Dr	B	12.5 0.593	B	12.5 0.593	+ 0.000 V/C
# 9 Yosemite Ave & Alamo St	E	43.1 0.974	E	43.1 0.974	+ 0.000 V/C
# 10 Yosemite Ave & SR-118 WB On-Of	A	xxxxx 0.492	A	xxxxx 0.492	+ 0.000 V/C
# 11 Yosemite Ave & SR-118 EB On-Of	A	xxxxx 0.548	A	xxxxx 0.548	+ 0.000 V/C
# 12 Yosemite Ave & Cochran St	B	xxxxx 0.607	B	xxxxx 0.607	+ 0.000 V/C
# 13 Yosemite Ave & Los Angeles Ave	A	xxxxx 0.583	A	xxxxx 0.583	+ 0.000 V/C
# 14 Stow St & Cochran St	A	xxxxx 0.515	A	xxxxx 0.515	+ 0.000 V/C
# 15 Stow St & Los Angeles Ave	B	xxxxx 0.616	B	xxxxx 0.616	+ 0.000 V/C
# 16 Stearns St & Alamo St	A	xxxxx 0.472	A	xxxxx 0.472	+ 0.000 V/C
# 17 Stearns St & SR-118 WB On-Off	A	xxxxx 0.502	A	xxxxx 0.502	+ 0.000 V/C
# 18 Stearns St & SR-118 EB On-Off	A	xxxxx 0.450	A	xxxxx 0.450	+ 0.000 V/C
# 19 Stearns St & Cochran St	D	xxxxx 0.848	D	xxxxx 0.848	+ 0.000 V/C
# 20 Stearns St & Los Angeles Ave	E	xxxxx 0.923	E	xxxxx 0.923	+ 0.000 V/C
# 21 Los Angeles Ave & Hidden Ranch	A	xxxxx 0.589	A	xxxxx 0.589	+ 0.000 V/C
# 22 Los Angeles Ave & Ralston Ave	F	163.7 0.000	F	163.7 0.000	+ 0.000 D/V
# 23 Kadota St & Cochran St	C	19.3 0.000	C	19.3 0.000	+ 0.000 D/V

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 24 Kadota St & Alamo St	F 150.9	0.000	F 150.9	0.000	+ 0.000 D/V
# 25 Tapo St & Walnut St	B xxxxx	0.602	B xxxxx	0.602	+ 0.000 V/C
# 26 Tapo St & Alamo St	B xxxxx	0.672	B xxxxx	0.672	+ 0.000 V/C
# 27 Tapo St & Cochran St	A xxxxx	0.522	A xxxxx	0.522	+ 0.000 V/C
# 28 Tapo St & Los Angeles Ave	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C
# 29 Tapo Canyon Rd & Royal Ave	C 18.8	0.713	C 18.8	0.713	+ 0.000 V/C
# 30 Tapo Canyon Rd & Los Angeles A	D xxxxx	0.886	D xxxxx	0.886	+ 0.000 V/C
# 31 Tapo Canyon Rd & Cochran St	C xxxxx	0.799	C xxxxx	0.799	+ 0.000 V/C
# 32 Tapo Canyon Rd & SR-118 EB On-	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 33 Tapo Canyon Rd & SR-118 WB On-	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 34 Tapo Canyon Rd & Alamo St	A xxxxx	0.554	A xxxxx	0.554	+ 0.000 V/C
# 35 Tapo Canyon Rd & Township Ave	A xxxxx	0.508	A xxxxx	0.508	+ 0.000 V/C
# 36 Tapo Canyon Rd & Lost Canyons	C 17.3	0.000	C 17.3	0.000	+ 0.000 D/V
# 37 Sequoia Ave & Alamo St	B xxxxx	0.680	B xxxxx	0.680	+ 0.000 V/C
# 38 Sequoia Ave & Cochran St	B xxxxx	0.610	B xxxxx	0.610	+ 0.000 V/C
# 39 Sequoia Ave & Los Angeles Ave	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
# 40 Sequoia Ave & Royal Ave	A xxxxx	0.573	A xxxxx	0.573	+ 0.000 V/C
# 41 Cochran St & Galena Ave	A xxxxx	0.493	A xxxxx	0.493	+ 0.000 V/C
# 42 Sycamore Dr & Alamo St	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
# 43 Sycamore Dr & SR-118 WB On-Off	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
# 44 Sycamore Dr & SR-118 EB On-Off	B xxxxx	0.619	B xxxxx	0.619	+ 0.000 V/C
# 45 Sycamore Dr & Cochran St	B xxxxx	0.669	B xxxxx	0.669	+ 0.000 V/C
# 46 Sycamore Dr & Los Angeles Ave	E xxxxx	0.969	E xxxxx	0.969	+ 0.000 V/C
# 47 Sycamore Dr & Royal Ave	E xxxxx	0.917	E xxxxx	0.917	+ 0.000 V/C
# 48 Sycamore Dr & Fitzgerald Rd	D 30.9	0.895	D 30.9	0.895	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 49 Erringer Rd & Fitzgerald Rd	E 39.1	0.917	E 39.1	0.917	+ 0.000 V/C
# 50 Erringer Rd & Royal Ave	F xxxxx	1.013	F xxxxx	1.013	+ 0.000 V/C
# 51 Erringer Rd & Patricia Ave	A xxxxx	0.559	A xxxxx	0.559	+ 0.000 V/C
# 52 Erringer Rd & Los Angeles Ave	C xxxxx	0.771	C xxxxx	0.771	+ 0.000 V/C
# 53 Erringer Rd & Cochran St	D xxxxx	0.869	D xxxxx	0.869	+ 0.000 V/C
# 54 Erringer Rd & SR-118 EB On-Off	A xxxxx	0.334	A xxxxx	0.334	+ 0.000 V/C
# 55 Erringer Rd & SR-118 WB On-Off	A xxxxx	0.408	A xxxxx	0.408	+ 0.000 V/C
# 56 Erringer Rd & Alamo St	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 57 Los Angeles Ave & Hubbard St	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 58 Los Angeles Ave & Patricia Ave	C xxxxx	0.793	C xxxxx	0.793	+ 0.000 V/C
# 59 First St & SR-118 WB On-Off Ra	A xxxxx	0.459	A xxxxx	0.459	+ 0.000 V/C
# 60 First St & SR-118 EB On-Off Ra	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 61 First St & Cochran St	A xxxxx	0.557	A xxxxx	0.557	+ 0.000 V/C
# 62 First St & E Easy St	D xxxxx	0.829	D xxxxx	0.829	+ 0.000 V/C
# 63 First St & Los Angeles Ave	D xxxxx	0.885	D xxxxx	0.885	+ 0.000 V/C
# 64 First St & Royal Ave	E xxxxx	0.952	E xxxxx	0.952	+ 0.000 V/C
# 65 First St & Fitzgerald Rd	A xxxxx	0.576	A xxxxx	0.576	+ 0.000 V/C
# 66 Sinaloa Rd & Los Angeles Ave	B xxxxx	0.642	B xxxxx	0.642	+ 0.000 V/C
# 67 Sinaloa Rd & Royal Ave	C xxxxx	0.717	C xxxxx	0.717	+ 0.000 V/C
# 68 Viewline Dr & SR-118 WB On-Off	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 69 Madera Rd & Viewline Dr	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 70 Madera Rd & SR-118 EB On-Off R	A xxxxx	0.353	A xxxxx	0.353	+ 0.000 V/C
# 71 Madera Rd & Cochran St	B xxxxx	0.652	B xxxxx	0.652	+ 0.000 V/C
# 72 Madera Rd & Easy St	B xxxxx	0.684	B xxxxx	0.684	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA



Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 73 Madera Rd & Los Angeles Ave/Ti	B xxxxx	0.621	B xxxxx	0.621	+ 0.000 V/C
# 74 Madera Rd & Royal Ave	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 75 Tierra Rejada Rd & Stargaze Pl	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 76 Madera Rd & Country Club Dr Ea	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 77 Wood Ranch Parkway & Madera Rd	B xxxxx	0.681	B xxxxx	0.681	+ 0.000 V/C
# 78 Wood Ranch Parkway & Country C	B xxxxx	0.632	B xxxxx	0.632	+ 0.000 V/C
# 79 Wood Ranch Parkway & Long Cany	C 16.9	0.673	C 16.9	0.673	+ 0.000 V/C
# 80 Madera Rd & Presidential Dr	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 81 Madera Rd & Country Club Dr We	E xxxxx	0.927	E xxxxx	0.927	+ 0.000 V/C

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #1 Rocky Peak Fire Rd & SR-118 WB Off Ramp  
\*\*\*\*\*  
Average Delay (sec/veh): 65.7 Worst Case Level Of Service: F[152.2]  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 0 0 0	0 1 0 1 0

Volume Module:

Base Vol:	366	4	0	0	2	3	0	0	0	236	7	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	4	0	0	2	3	0	0	0	236	7	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	4	0	0	2	3	0	0	0	236	7	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	426	5	0	0	2	3	0	0	0	274	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	426	5	0	0	2	3	0	0	0	274	8	3

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	860	862	5
Potent Cap.:	1628	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	329	295	1085
Move Cap.:	1628	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	242	194	1085
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.14	0.04	0.00

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	8.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	240	xxxx	258
SharedQueue:	1.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	13.3	xxxx	0.1
Shrd ConDel:	8.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	157.7	xxxx	19.6
Shared LOS:	A	*	*	*	*	*	*	*	*	F	*	C
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			152.2		
ApproachLOS:	*			*			*			F		

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #2 Rocky Peak Fire Rd & SR-118 EB On Ramp  
\*\*\*\*\*

Average Delay (sec/veh): 27.5 Worst Case Level Of Service: F [ 62.2]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 1 0	0 1 0 0 0	1 0 0 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0 341 338	4 221 0	21 5 691	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 341 338	4 221 0	21 5 691	0 0 0 0
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 341 338	4 221 0	21 5 691	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.87 0.87 0.87	0.87 0.87 0.87	0.87 0.87 0.87	0.87 0.87 0.87
PHF Volume:	0 392 389	5 254 0	24 6 794	0 0 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
FinalVolume:	0 392 389	5 254 0	24 6 794	0 0 0 0

Critical Gap Module:

Critical Gp:	xxxxx xxxx xxxxx	4.1 xxxx xxxxx	6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim:	xxxxx xxxx xxxxx	2.2 xxxx xxxxx	3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol:	xxxx xxxx xxxxx	780 xxxx xxxxx	849 1044 254 xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	846 xxxx xxxxx	334 231 790 xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	846 xxxx xxxxx	332 230 790 xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxxx	0.01 xxxx xxxxx	0.07 0.03 1.01 xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx	0.0 xxxx xxxxx	0.2 xxxx xxxxx xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	9.3 xxxx xxxxx	16.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:	* * *	A * *	C * * * * * * * * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx 776 xxxx xxxx xxxxx
SharedQueue:	xxxx xxxx xxxxx	0.0 xxxx xxxxx xxxxx xxxxx	18.9 xxxxx xxxx xxxxx
Shrd ConDel:	xxxx xxxx xxxxx	9.3 xxxx xxxxx xxxxx xxxxx	63.5 xxxxx xxxx xxxxx
Shared LOS:	* * *	A * *	* * * * * F * * * * *
ApproachDel:	xxxxxx	xxxxxx	62.2 xxxxxxx
ApproachLOS:	*	*	F *

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #3 Kuehner Dr & Smith Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.235  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1

Volume Module:

Base Vol:	0 206 14	31 376 0	0 0 0 0	4 0 0 25
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 206 14	31 376 0	0 0 0 0	4 0 0 25
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 206 14	31 376 0	0 0 0 0	4 0 0 25
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	0 217 15	33 396 0	0 0 0 0	4 0 0 26
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 217 15	33 396 0	0 0 0 0	4 0 0 26
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 217 15	33 396 0	0 0 0 0	4 0 0 26

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 1.00 1.00	1.00 1.00 0.00	0.00 0.00 0.00	1.00 0.00 1.00
Final Sat.:	0 1800 1800	1800 1800 0	0 0 0 0	1800 0 1800

Capacity Analysis Module:

Vol/Sat:	0.00 0.12 0.01	0.02 0.22 0.00	0.00 0.00 0.00	0.00 0.00 0.01
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #4 Kuehner Dr & Katherine Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0	0 0 1 0 0

Volume Module:

Base Vol:	21 208 1	2 325 94	220 3 102	3 2 2
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	21 208 1	2 325 94	220 3 102	3 2 2
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	21 208 1	2 325 94	220 3 102	3 2 2
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94
PHF Volume:	22 221 1	2 346 100	234 3 109	3 2 2
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	22 221 1	2 346 100	234 3 109	3 2 2
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	22 221 1	2 346 100	234 3 109	3 2 2

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.99 0.01	1.00 1.00 1.00	1.00 0.03 0.97	0.43 0.29 0.28
Final Sat.:	1800 3583 17	1800 1800 1800	1800 51 1749	771 514 514

Capacity Analysis Module:

Vol/Sat:	0.01 0.06 0.06	0.00 0.19 0.06	0.13 0.06 0.06	0.00 0.00 0.00
Crit Moves:	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #5 Kuehner Dr & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0  
Optimal Cycle: 0 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Ignore	Ignore	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 0	0 0 1 0 1	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	247 380 0	0 244 266	172 0 182	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	247 380 0	0 244 266	172 0 182	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	247 380 0	0 244 266	172 0 182	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	271 418 0	0 268 0	189 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	271 418 0	0 268 0	189 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	271 418 0	0 268 0	189 0 0	0 0 0

Saturation Flow Module:

Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.00 0.00	0.00 1.00 1.00	1.00 0.00 1.00	0.00 0.00 0.00
Final Sat.:	592 646 0	0 587 651	483 0 570	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.46 0.65 xxxx	xxxx 0.46 0.00	0.39 xxxx 0.00	xxxx xxxx xxxx
Crit Moves:	****	****	****	****
Delay/Veh:	13.6 17.4 0.0	0.0 13.5 0.0	14.0 0.0 0.0	0.0 0.0 0.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	13.6 17.4 0.0	0.0 13.5 0.0	14.0 0.0 0.0	0.0 0.0 0.0
LOS by Move:	B C *	* B *	B * *	* * *
ApproachDel:	15.9	13.5	14.0	xxxxxx
Delay Adj:	1.00	1.00	1.00	xxxxxx
ApprAdjDel:	15.9	13.5	14.0	xxxxxx
LOS by Appr:	C	B	B	*
AllWayAvgQ:	0.8 1.7 0.0	0.0 0.8 0.0	0.6 0.0 0.0	0.0 0.0 0.0

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #6 Kuehner Dr & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[ 10.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 1 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 460 352	79 369 0	6 0 265	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 460 352	79 369 0	6 0 265	0 0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 460 352	79 369 0	6 0 265	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94
PHF Volume:	0 489 374	84 393 0	6 0 282	0 0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
FinalVolume:	0 489 374	84 393 0	6 0 282	0 0 0 0

Critical Gap Module:

Critical Gp:	xxxxx xxxxx xxxxx	4.1 xxxxx xxxxx	6.8 6.5 6.9 xxxxx xxxxx xxxxx
FollowUpTim:	xxxxx xxxxx xxxxx	2.2 xxxxx xxxxx	3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol:	xxxx xxxxx xxxxx	864 xxxxx xxxxx	805 1424 196 xxxxx xxxxx xxxxx
Potent Cap.:	xxxx xxxxx xxxxx	787 xxxxx xxxxx	324 137 818 xxxxx xxxxx xxxxx
Move Cap.:	xxxx xxxxx xxxxx	787 xxxxx xxxxx	298 122 818 xxxxx xxxxx xxxxx
Volume/Cap:	xxxx xxxxx xxxxx	0.11 xxxxx xxxxx	0.02 0.00 0.34 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxxx xxxxx	0.4 xxxxx xxxxx	xxxx xxxxx	0.6 xxxxx xxxxx xxxxx
Control Del:	xxxxx xxxxx xxxxx	10.1 xxxxx xxxxx	xxxxxx xxxxx	10.3 xxxxx xxxxx xxxxx
LOS by Move:	* * *	B * *	* * *	B * * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx 761 xxxxx	xxxx xxxxx xxxxx
SharedQueue:	xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx 0.7 xxxxx	xxxxxx xxxxx xxxxx
Shrd ConDel:	xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx 10.9 xxxxx	xxxxxx xxxxx xxxxx
Shared LOS:	* * *	* * *	* * *	B * * *
ApproachDel:	xxxxxxx	xxxxxxx	10.6	xxxxxxx
ApproachLOS:	*	*	B	*

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #7 Kuehner Dr & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Average Delay (sec/veh): 194.6 Worst Case Level Of Service: F[516.7]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	1 0 0 0 1

Volume Module:

Base Vol:	435 30 0	0 123 21	0 0 0	321 0 35
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	435 30 0	0 123 21	0 0 0	321 0 35
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	435 30 0	0 123 21	0 0 0	321 0 35
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	478 33 0	0 135 23	0 0 0	353 0 38
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
FinalVolume:	478 33 0	0 135 23	0 0 0	353 0 38

Critical Gap Module:

Critical Gp:	4.1 xxxxx xxxxx	xxxxx xxxxx xxxxx	xxxxx xxxxx xxxxx	6.8 xxxxx 6.9
FollowUpTim:	2.2 xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	3.5 xxxxx 3.3

Capacity Module:

Cnflct Vol:	158 xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	1057 xxxxx 16
Potent Cap.:	1434 xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	224 xxxxx 1065
Move Cap.:	1434 xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	166 xxxxx 1065
Volume/Cap:	0.33 xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	2.13 xxxxx 0.04

Level Of Service Module:

2Way95thQ:	1.5 xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	28.1 xxxxx 0.1
Control Del:	8.8 xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	572.1 xxxxx 8.5
LOS by Move:	A * *	* * *	* * *	F * * A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
SharedQueue:	xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx
Shrd ConDel:	xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	516.7
ApproachLOS:	*	*	*	F

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

Intersection #8 Yosemite Ave & Evening Sky Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	4	167	62	7	208	0	1	2	2	221	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	167	62	7	208	0	1	2	2	221	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	167	62	7	208	0	1	2	2	221	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	6	246	91	10	306	0	1	3	3	325	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	246	91	10	306	0	1	3	3	325	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	246	91	10	306	0	1	3	3	325	0	46

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	2.00	0.00	0.20	0.40	0.40	0.88	0.00	0.12
Final Sat.:	533	857	332	530	1147	0	106	213	213	548	0	77

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.27	0.02	0.27	xxxx	0.01	0.01	0.01	0.59	xxxx	0.59
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	9.3	10.8	10.3	9.4	10.8	0.0	9.1	9.1	9.1	15.8	0.0	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	10.8	10.3	9.4	10.8	0.0	9.1	9.1	9.1	15.8	0.0	15.8
LOS by Move:	A	B	B	A	B	*	A	A	A	C	*	C
ApproachDel:	10.7			10.7			9.1			15.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.7			9.1			15.8		
LOS by Appr:	B			B			A			C		
AllWayAvgQ:	0.0	0.4	0.3	0.0	0.3	0.3	0.0	0.0	0.0	1.3	1.3	1.3

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

Intersection #9 Yosemite Ave & Alamo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 43.1  
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	343	255	0	0	660	151	40	0	210	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	255	0	0	660	151	40	0	210	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	255	0	0	660	151	40	0	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	423	315	0	0	815	186	49	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	315	0	0	815	186	49	0	259	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	315	0	0	815	186	49	0	259	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	435	908	0	0	864	202	411	0	476	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.97	0.35	xxxx	xxxx	0.94	0.92	0.12	xxxx	0.54	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	65.2	14.4	0.0	0.0	51.6	46.5	12.4	0.0	18.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	14.4	0.0	0.0	51.6	46.5	12.4	0.0	18.3	0.0	0.0	0.0
LOS by Move:	F	B	*	*	F	E	B	*	C	*	*	*
ApproachDel:	43.6				50.6		17.3			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	43.6				50.6		17.3			xxxxxx		
LOS by Appr:	E				F		C			*		
AllWayAvgQ:	6.6	0.5	0.0	0.0	6.6	5.6	0.1	0.0	1.1	0.0	0.0	0.0

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

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #10 Yosemite Ave & SR-118 WB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 37 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	418	400	0	821	0	0	0	0	154	0	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	418	400	0	821	0	0	0	0	154	0	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	418	400	0	821	0	0	0	0	154	0	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	498	476	0	977	0	0	0	0	183	0	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	476	0	977	0	0	0	0	183	0	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	498	476	0	977	0	0	0	0	183	0	398

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.02	0.98	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1840	1760	0	3600	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.22
Crit Moves:	****			****								****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #11 Yosemite Ave & SR-118 EB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	0	1041	0	0	485	469	114	0	279	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1041	0	0	485	469	114	0	279	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1041	0	0	485	469	114	0	279	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	1285	0	0	599	579	141	0	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1285	0	0	599	579	141	0	344	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1285	0	0	599	579	141	0	344	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.02	0.98	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	0	0	1830	1770	1800	0	1800	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.00	0.00	0.33	0.33	0.08	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****			****					****			

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #12 Yosemite Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	88	670	7	43	404	300	283	29	68	15	78	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	670	7	43	404	300	283	29	68	15	78	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	670	7	43	404	300	283	29	68	15	78	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	117	893	9	57	539	400	377	39	91	20	104	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	893	9	57	539	400	377	39	91	20	104	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	893	9	57	539	400	377	39	91	20	104	128

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.15	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3563	37	1800	2066	1534	1800	1800	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.25	0.25	0.03	0.26	0.26	0.21	0.02	0.05	0.01	0.06	0.07
Crit Moves:	****			****			****					****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #13 Yosemite Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 55 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Prot+Permit	Prot+Permit
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	150	313	105	213	118	116	111	398	48	70	622	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	313	105	213	118	116	111	398	48	70	622	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	313	105	213	118	116	111	398	48	70	622	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	161	337	113	229	127	125	119	428	52	75	669	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	337	113	229	127	125	119	428	52	75	669	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	337	113	229	127	125	119	428	52	75	669	269

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.01	0.99	1.00	1.78	0.22	1.00	1.43	0.57
Final Sat.:	1800	2603	997	1800	1815	1785	1800	3213	387	1800	2568	1032

Capacity Analysis Module:

Vol/Sat:	0.09	0.13	0.11	0.13	0.07	0.07	0.07	0.13	0.13	0.04	0.26	0.26
Crit Moves:	****			****			****					****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #14 Stow St & Cochran St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	173	38	72	44	58	82	72	241	137	62	362	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	38	72	44	58	82	72	241	137	62	362	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	38	72	44	58	82	72	241	137	62	362	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
PHF Volume:	279	61	116	71	94	132	116	389	221	100	584	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	61	116	71	94	132	116	389	221	100	584	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	61	116	71	94	132	116	389	221	100	584	27

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.35	0.65	1.00	0.41	0.59	1.00	1.28	0.72	1.00	1.91	0.09
Final Sat.:	1800	622	1178	1800	746	1054	1800	2295	1305	1800	3439	161

Capacity Analysis Module:

Vol/Sat:	0.16	0.10	0.10	0.04	0.13	0.13	0.06	0.17	0.17	0.06	0.17	0.17
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #15 Stow St & Los Angeles Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	177	48	44	97	54	275	91	447	137	16	732	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	48	44	97	54	275	91	447	137	16	732	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	48	44	97	54	275	91	447	137	16	732	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	203	55	51	111	62	316	105	514	157	18	841	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	55	51	111	62	316	105	514	157	18	841	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	55	51	111	62	316	105	514	157	18	841	129

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.18	0.16	1.00	1.00	1.00	1.00	1.53	0.47	1.00	1.73	0.27
Final Sat.:	1184	321	294	1800	1800	1800	1800	2755	845	1800	3122	478

Capacity Analysis Module:

Vol/Sat:	0.11	0.17	0.17	0.06	0.03	0.18	0.06	0.19	0.19	0.01	0.27	0.27
Crit Moves:	****			****		****	****			****		

\*\*\*\*\*



Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Stearns St & Alamo St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.472  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	0 1 1 0 1	1 0 1 0 1	1 0 1 1 0

-----  
 Volume Module:  
 Base Vol: 303 37 53 2 58 24 16 277 461 188 374 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 303 37 53 2 58 24 16 277 461 188 374 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 303 37 53 2 58 24 16 277 461 188 374 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80  
 PHF Volume: 379 46 66 3 73 30 20 346 576 235 468 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 379 46 66 3 73 30 20 346 576 235 468 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 379 46 66 3 73 30 20 346 576 235 468 0  
 OvlAdjVol: 364  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.78 0.22 1.00 0.07 1.93 1.00 1.00 1.00 1.00 1.00 2.00 0.00  
 Final Sat.: 3208 392 1800 120 3480 1800 1800 1800 1800 1800 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.12 0.04 0.02 0.02 0.02 0.01 0.19 0.32 0.13 0.13 0.00  
 OvlAdjV/S: 0.20  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Stearns St & SR-118 WB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.502  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 29 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	0 0 1 1 0	1 0 0 0 1	1 0 0 1 0

-----  
 Volume Module:  
 Base Vol: 20 294 445 0 798 8 7 0 118 250 69 136  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 20 294 445 0 798 8 7 0 118 250 69 136  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 20 294 445 0 798 8 7 0 118 250 69 136  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 22 327 494 0 887 9 8 0 131 278 77 151  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 22 327 494 0 887 9 8 0 131 278 77 151  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 22 327 494 0 887 9 8 0 131 278 77 151  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 0.00 1.98 0.02 1.00 0.00 1.00 1.00 0.34 0.66  
 Final Sat.: 1800 3600 1800 0 3564 36 1800 0 1800 1800 606 1194  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.09 0.27 0.00 0.25 0.25 0.00 0.00 0.07 0.15 0.13 0.13  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #18 Stearns St & SR-118 EB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	0	2	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	1309	10	25	576	349	67	11	287	1	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1309	10	25	576	349	67	11	287	1	0	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1309	10	25	576	349	67	11	287	1	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1408	11	27	619	375	72	12	309	1	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1408	11	27	619	375	72	12	309	1	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1408	11	27	619	375	72	12	309	1	0	26

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.98	0.02	1.00	2.00	1.00	0.86	0.14	1.00	1.00	0.00	1.00
Final Sat.:	0	5359	41	1800	3600	1800	1546	254	1800	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.01	0.17	0.21	0.04	0.05	0.17	0.00	0.00	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #19 Stearns St & Cochran St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 150 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	98	638	168	286	366	221	367	452	110	57	193	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	638	168	286	366	221	367	452	110	57	193	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	638	168	286	366	221	367	452	110	57	193	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	114	742	195	333	426	257	427	526	128	66	224	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	742	195	333	426	257	427	526	128	66	224	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	742	195	333	426	257	427	526	128	66	224	298

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2850	750	1800	1800	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.26	0.26	0.18	0.24	0.14	0.24	0.15	0.07	0.04	0.12	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #20 Stearns St & Los Angeles Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	33	48	0	134	10	419	399	546	19	0	1023	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	48	0	134	10	419	399	546	19	0	1023	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	48	0	134	10	419	399	546	19	0	1023	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	38	55	0	154	11	482	459	628	22	0	1176	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	55	0	154	11	482	459	628	22	0	1176	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	55	0	154	11	482	459	628	22	0	1176	190

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.72	0.28
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3479	121	1800	3100	500

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.00	0.09	0.01	0.27	0.25	0.18	0.18	0.00	0.38	0.38
Crit Moves:	****			****		****	****			****		****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #21 Los Angeles Ave & Hidden Ranch Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	236	0	215	1	0	10	20	767	91	125	1354	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	0	215	1	0	10	20	767	91	125	1354	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	0	215	1	0	10	20	767	91	125	1354	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	265	0	242	1	0	11	22	862	102	140	1521	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	0	242	1	0	11	22	862	102	140	1521	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	0	242	1	0	11	22	862	102	140	1521	24

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.09	0.00	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1800	164	0	1636	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.13	0.00	0.00	0.01	0.01	0.24	0.06	0.08	0.42	0.01
Crit Moves:	****					****	****			****		****

\*\*\*\*\*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #22 Los Angeles Ave & Ralston Ave
Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[163.7]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1! 0 0 1 0 2 0 0 0 0 1 1 0
Volume Module:
Base Vol: 0 0 0 19 0 58 15 964 0 0 1489 22
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 19 0 58 15 964 0 0 1489 22
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 19 0 58 15 964 0 0 1489 22
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 0 0 0 22 0 67 17 1121 0 0 1731 26
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 22 0 67 17 1121 0 0 1731 26
Critical Gap Module:
Critical Gp:xxxx xxx xxx 6.8 6.5 6.9 4.1 xxx xxx xxx xxx
FollowUpTim:xxxx xxx xxx 3.5 4.0 3.3 2.2 xxx xxx xxx xxx
Capacity Module:
Cnflct Vol: xxx xxx xxx 2340 2900 878 1757 xxx xxx xxx xxx
Potent Cap.: xxx xxx xxx 31 16 295 361 xxx xxx xxx xxx
Move Cap.: xxx xxx xxx 30 15 295 361 xxx xxx xxx xxx
Volume/Cap: xxx xxx xxx 0.73 0.00 0.23 0.05 xxx xxx xxx xxx
Level Of Service Module:
2Way95thQ: xxx xxx xxx xxx xxx 0.2 xxx xxx xxx xxx
Control Del:xxxx xxx xxx xxx xxx 15.5 xxx xxx xxx xxx
LOS by Move: \* \* \* \* \* C \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx 93 xxx xxx xxx xxx
SharedQueue:xxxx xxx xxx 5.6 xxx xxx xxx xxx
Shrd ConDel:xxxx xxx xxx 164 xxx xxx xxx xxx
Shared LOS: \* \* \* \* \* F \* \* \* \* \*
ApproachDel: xxx xxx 163.7 xxx xxx xxx xxx
ApproachLOS: \* F \* \* \* \* \*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 Kadota St & Cochran St
Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[ 19.3]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 1! 0 0 1 0 1 1 0 0 1 0 1 0
Volume Module:
Base Vol: 1 0 1 21 1 68 27 593 1 1 473 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1 0 1 21 1 68 27 593 1 1 473 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 0 1 21 1 68 27 593 1 1 473 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 1 0 1 25 1 81 32 706 1 1 563 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 1 0 1 25 1 81 32 706 1 1 563 12
Critical Gap Module:
Critical Gp: 7.5 xxx 6.9 7.5 6.5 6.9 4.1 xxx xxx 4.1 xxx xxx
FollowUpTim: 3.5 xxx 3.3 3.5 4.0 3.3 2.2 xxx xxx 2.2 xxx xxx
Capacity Module:
Cnflct Vol: 1055 xxx 354 989 1343 288 575 xxx xxx 707 xxx xxx
Potent Cap.: 183 xxx 649 204 153 715 1008 xxx xxx 901 xxx xxx
Move Cap.: 157 xxx 649 199 148 715 1008 xxx xxx 901 xxx xxx
Volume/Cap: 0.01 xxx 0.00 0.13 0.01 0.11 0.03 xxx xxx 0.00 xxx xxx
Level Of Service Module:
2Way95thQ: 0.0 xxx 0.0 xxx xxx xxx 0.1 xxx xxx 0.0 xxx xxx
Control Del: 28.1 xxx 10.6 xxx xxx xxx 8.7 xxx xxx 9.0 xxx xxx
LOS by Move: D \* B \* \* \* A \* \* A \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx 434 xxx xxx xxx xxx
SharedQueue:xxxx xxx xxx 1.0 xxx xxx xxx xxx
Shrd ConDel:xxxx xxx xxx 16.0 xxx xxx xxx xxx
Shared LOS: \* \* \* \* \* C \* \* \* \* \*
ApproachDel: 19.3 16.0 xxx xxx xxx xxx
ApproachLOS: C C \* \* \* \*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #24 Kadota St & Alamo St  
\*\*\*\*\*

Average Delay (sec/veh): 18.7 Worst Case Level Of Service: F[150.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	1	1	0	1

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	9	38	12	52	30	52	37	495	23	13	509	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	38	12	52	30	52	37	495	23	13	509	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	38	12	52	30	52	37	495	23	13	509	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	12	50	16	68	39	68	49	651	30	17	670	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	50	16	68	39	68	49	651	30	17	670	96

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1153	1564	341	1200	1531	383	766	xxxx	xxxxx	682	xxxx	xxxxx
Potent Cap.:	155	113	661	143	118	621	857	xxxx	xxxxx	921	xxxx	xxxxx
Move Cap.:	94	104	661	83	109	621	857	xxxx	xxxxx	921	xxxx	xxxxx
Volume/Cap:	0.13	0.48	0.02	0.83	0.36	0.11	0.06	xxxx	xxxxx	0.02	xxxx	xxxxx

Level Of Service Module:

	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	9.5	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	123	xxxxx	91	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.2	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	74.1	xxxxx	239.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	F	*	F	*	*	*	*	*	*	*	*
ApproachDel:	74.1	F	150.9	F	*	xxxxxx	xxxxxx	*	xxxxxx	xxxxxx	*	xxxxxx
ApproachLOS:	F	F	*	F	*	*	*	*	*	*	*	*

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #25 Tapo St & Walnut St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	53	138	19	243	33	28	48	154	185	101	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	53	138	19	243	33	28	48	154	185	101	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	53	138	19	243	33	28	48	154	185	101	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
PHF Volume:	52	95	246	34	434	59	50	86	275	330	180	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	95	246	34	434	59	50	86	275	330	180	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	95	246	34	434	59	50	86	275	330	180	45

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.76	0.24	0.37	0.63	1.00	0.65	0.35	1.00
Final Sat.:	1800	1800	1800	1800	3170	430	663	1137	1800	1164	636	1800

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.05	0.14	0.02	0.14	0.14	0.08	0.08	0.15	0.28	0.28	0.02
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #26 Tapo St & Alamo St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.672  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 57 Level Of Service: B  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:  
 Base Vol: 136 317 35 227 457 296 94 249 128 83 396 205  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 136 317 35 227 457 296 94 249 128 83 396 205  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 136 317 35 227 457 296 94 249 128 83 396 205  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75  
 PHF Volume: 181 423 47 303 609 395 125 332 171 111 528 273  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 181 423 47 303 609 395 125 332 171 111 528 273  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 181 423 47 303 609 395 125 332 171 111 528 273  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.80 0.20 1.00 1.21 0.79 1.00 1.32 0.68 1.00 1.32 0.68  
 Final Sat.: 1800 3242 358 1800 2185 1415 1800 2378 1222 1800 2372 1228  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.13 0.13 0.17 0.28 0.28 0.07 0.14 0.14 0.06 0.22 0.22  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #27 Tapo St & Cochran St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.522  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:  
 Base Vol: 108 274 88 197 446 185 172 311 124 149 281 101  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 108 274 88 197 446 185 172 311 124 149 281 101  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 108 274 88 197 446 185 172 311 124 149 281 101  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84  
 PHF Volume: 129 326 105 235 531 220 205 370 148 177 335 120  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 129 326 105 235 531 220 205 370 148 177 335 120  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 129 326 105 235 531 220 205 370 148 177 335 120  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.51 0.49 1.00 1.41 0.59 1.00 1.43 0.57 1.00 1.47 0.53  
 Final Sat.: 1800 2725 875 1800 2545 1055 1800 2574 1026 1800 2648 952  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.12 0.12 0.13 0.21 0.21 0.11 0.14 0.14 0.10 0.13 0.13  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #28 Tapo St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 59 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	2	0	1	1	0	1

Volume Module:

Base Vol:	37	49	48	186	132	324	270	663	66	90	1197	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	49	48	186	132	324	270	663	66	90	1197	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	49	48	186	132	324	270	663	66	90	1197	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	43	57	56	216	153	377	314	771	77	105	1392	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	57	56	216	153	377	314	771	77	105	1392	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	57	56	216	153	377	314	771	77	105	1392	214
OvlAdjVol:	220											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.01	0.99	1.00	1.00	1.00	2.00	1.82	0.18	1.00	1.73	0.27
Final Sat.:	1800	1819	1781	1800	1800	1800	3600	3274	326	1800	3120	480

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.12	0.09	0.21	0.09	0.24	0.24	0.06	0.45	0.45
OvlAdjV/S:	0.12											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #29 Tapo Canyon Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8  
Optimal Cycle: 0 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	23	27	0	62	116	362	625	18	74	0	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	27	0	62	116	362	625	18	74	0	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	27	0	62	116	362	625	18	74	0	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.00	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	27	31	0	72	135	0	727	21	86	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	31	0	72	135	0	727	21	86	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	31	0	72	135	0	727	21	86	0	0	10

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	1.08	0.00	1.00	1.00	1.00	1.74	0.05	0.21	0.00	0.00	1.00
Final Sat.:	429	532	0	468	502	552	1626	-555	121	0	0	610

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	xxxx	0.15	0.27	0.00	0.45	-0.04	0.71	xxxx	xxxx	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	10.5	10.0	0.0	11.3	11.9	0.0	21.6	22.3	22.3	0.0	0.0	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.0	0.0	11.3	11.9	0.0	21.6	22.3	22.3	0.0	0.0	8.7
LOS by Move:	B	B	*	B	B	*	C	C	C	*	*	A
ApproachDel:	10.2			11.7			21.3			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			11.7			21.3			8.7		
LOS by Appr:	B			B			C			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.3	0.0	2.2	2.2	2.2	0.0	0.0	0.0

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

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #30 Tapo Canyon Rd & Los Angeles Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Prot+Permit			Prot+Permit			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0

Volume Module:

Base Vol:	8	331	341	225	318	333	206	597	23	228	1136	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	331	341	225	318	333	206	597	23	228	1136	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	331	341	225	318	333	206	597	23	228	1136	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	10	394	406	268	379	396	245	711	27	271	1352	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	394	406	268	379	396	245	711	27	271	1352	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	394	406	268	379	396	245	711	27	271	1352	271

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3466	134	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.23	0.15	0.11	0.22	0.14	0.21	0.21	0.15	0.38	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #31 Tapo Canyon Rd & Cochran St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 113 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	54	620	66	223	725	333	422	352	68	112	441	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	620	66	223	725	333	422	352	68	112	441	379
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	620	66	223	725	333	422	352	68	112	441	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	64	729	78	262	853	392	496	414	80	132	519	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	729	78	262	853	392	496	414	80	132	519	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	729	78	262	853	392	496	414	80	132	519	446
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	3600	1800	3600	3600	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.04	0.07	0.24	0.22	0.28	0.12	0.04	0.07	0.14	0.25
OvlAdjV/S:	0.00											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*



Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #32 Tapo Canyon Rd & SR-118 EB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	1	0	1	0	0

Volume Module:

Base Vol:	0	1354	33	3	918	591	354	4	381	3	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1354	33	3	918	591	354	4	381	3	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1354	33	3	918	591	354	4	381	3	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1472	36	3	998	0	385	4	414	3	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1472	36	3	998	0	385	4	414	3	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1472	36	3	998	0	385	4	414	3	0	5

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.93	0.07	0.01	1.99	1.00	0.96	0.04	1.00	0.38	0.00	0.62
Final Sat.:	0	5272	128	12	3588	1800	1724	76	1800	675	0	1125

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.28	0.00	0.28	0.00	0.21	0.06	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****		****	****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #33 Tapo Canyon Rd & SR-118 WB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	1	0	0	0	1	1	0

Volume Module:

Base Vol:	65	585	470	0	1276	14	6	0	102	574	45	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	585	470	0	1276	14	6	0	102	574	45	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	585	470	0	1276	14	6	0	102	574	45	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	69	622	500	0	1357	15	6	0	109	611	48	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	622	500	0	1357	15	6	0	109	611	48	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	622	500	0	1357	15	6	0	109	611	48	306

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.97	0.03	1.00	0.00	1.00	1.85	0.15	1.00
Final Sat.:	1800	3600	1800	0	5341	59	1800	0	1800	3338	262	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.17	0.28	0.00	0.25	0.25	0.00	0.00	0.06	0.18	0.18	0.17
Crit Moves:	****			****			****		****	****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #34 Tapo Canyon Rd & Alamo St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	237	471	148	68	722	208	138	259	190	415	475	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	471	148	68	722	208	138	259	190	415	475	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	471	148	68	722	208	138	259	190	415	475	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	269	535	168	77	820	236	157	294	216	472	540	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	535	168	77	820	236	157	294	216	472	540	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	535	168	77	820	236	157	294	216	472	540	83

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	1800	3600	1800	3600	3600	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.15	0.09	0.04	0.23	0.13	0.04	0.08	0.12	0.13	0.15	0.05
Crit Moves:	***			***			***	***	***	***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #35 Tapo Canyon Rd & Township Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	28	312	140	28	607	26	32	66	74	233	82	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	312	140	28	607	26	32	66	74	233	82	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	312	140	28	607	26	32	66	74	233	82	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	34	380	171	34	740	32	39	80	90	284	100	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	380	171	34	740	32	39	80	90	284	100	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	380	171	34	740	32	39	80	90	284	100	23

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.92	0.08	0.19	0.38	0.43	0.70	0.24	0.06
Final Sat.:	1800	2485	1115	1800	3452	148	335	691	774	1256	442	102

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.15	0.02	0.21	0.21	0.02	0.12	0.12	0.16	0.23	0.23
Crit Moves:	***			***			***	***	***	***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #36 Tapo Canyon Rd & Lost Canyons Dr  
 \*\*\*\*\*  
 Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[ 17.3]  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	1	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	74	136	0	0	571	69	9	0	146	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	136	0	0	571	69	9	0	146	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	136	0	0	571	69	9	0	146	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	86	158	0	0	664	80	10	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	86	158	0	0	664	80	10	0	170	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	744	xxxx	xxxxx	xxxx	xxxx	xxxxx	994	xxxx	664	xxxx	xxxx	xxxxx
Potent Cap.:	873	xxxx	xxxxx	xxxxx	xxxx	xxxxx	274	xxxx	464	xxxx	xxxx	xxxxx
Move Cap.:	873	xxxx	xxxxx	xxxxx	xxxx	xxxxx	253	xxxx	464	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.04	xxxx	0.37	xxxx	xxxx	xxxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	1.7	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.8	xxxx	17.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	C	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	17.3	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	C	*	*	*	*	*	*	*	*

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

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #37 Sequoia Ave & Alamo St  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	193	98	116	79	209	254	32	438	98	148	903	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	98	116	79	209	254	32	438	98	148	903	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	98	116	79	209	254	32	438	98	148	903	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	251	127	151	103	271	330	42	569	127	192	1173	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	127	151	103	271	330	42	569	127	192	1173	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	127	151	103	271	330	42	569	127	192	1173	32

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37	1.00	1.95	0.05
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	2942	658	1800	3503	97

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.04	0.08	0.06	0.08	0.18	0.02	0.19	0.19	0.11	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #38 Sequoia Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	151	280	241	138	348	61	42	398	90	156	535	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	280	241	138	348	61	42	398	90	156	535	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	280	241	138	348	61	42	398	90	156	535	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	213	394	339	194	490	86	59	561	127	220	754	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	394	339	194	490	86	59	561	127	220	754	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	394	339	194	490	86	59	561	127	220	754	141

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.63	0.37	1.00	1.69	0.31
Final Sat.:	1800	3600	1800	1800	3063	537	1800	2936	664	1800	3033	567

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.19	0.11	0.16	0.16	0.03	0.19	0.19	0.12	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #39 Sequoia Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	126	410	59	102	285	306	166	641	49	99	1120	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	410	59	102	285	306	166	641	49	99	1120	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	410	59	102	285	306	166	641	49	99	1120	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	175	569	82	142	396	425	231	890	68	138	1556	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	569	82	142	396	425	231	890	68	138	1556	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	569	82	142	396	425	231	890	68	138	1556	164

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3147	453	1800	1800	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.10	0.18	0.18	0.08	0.22	0.24	0.13	0.25	0.04	0.08	0.43	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #40 Sequoia Ave & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	38	267	245	7	178	283	246	514	30	132	345	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	267	245	7	178	283	246	514	30	132	345	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	267	245	7	178	283	246	514	30	132	345	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	53	371	340	10	247	393	342	714	42	183	479	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	371	340	10	247	393	342	714	42	183	479	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	371	340	10	247	393	342	714	42	183	479	8

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.04	0.96	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.97	0.03
Final Sat.:	1800	1877	1723	1800	1800	1800	1800	3401	199	1800	3538	62

Capacity Analysis Module:

Vol/Sat:	0.03	0.20	0.20	0.01	0.14	0.22	0.19	0.21	0.21	0.10	0.14	0.14
Crit Moves:	***			***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #41 Cochran St & Galena Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	69	59	64	85	63	178	103	402	15	40	647	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	59	64	85	63	178	103	402	15	40	647	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	59	64	85	63	178	103	402	15	40	647	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	87	75	81	108	80	225	130	509	19	51	819	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	75	81	108	80	225	130	509	19	51	819	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	75	81	108	80	225	130	509	19	51	819	70

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.84	0.16
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3471	129	1800	3318	282

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.05	0.06	0.04	0.13	0.07	0.15	0.15	0.03	0.25	0.25
Crit Moves:	***			***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #42 Sycamore Dr & Alamo St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 62 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	1

Volume Module:

Base Vol:	145	726	219	54	297	111	113	245	208	424	718	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	726	219	54	297	111	113	245	208	424	718	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	726	219	54	297	111	113	245	208	424	718	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	175	875	264	65	358	134	136	295	251	511	865	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	875	264	65	358	134	136	295	251	511	865	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	875	264	65	358	134	136	295	251	511	865	306

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	2659	941

Capacity Analysis Module:

Vol/Sat:	0.10	0.24	0.15	0.04	0.10	0.07	0.08	0.08	0.14	0.28	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #43 Sycamore Dr & SR-118 WB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	3	0	0	0	0	0	0

Volume Module:

Base Vol:	0	990	434	0	969	0	0	0	0	336	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	434	0	969	0	0	0	0	336	0	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	990	434	0	969	0	0	0	0	336	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	1179	517	0	1154	0	0	0	0	400	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1179	517	0	1154	0	0	0	0	400	0	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1179	517	0	1154	0	0	0	0	400	0	120

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	0	5400	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.33	0.29	0.00	0.21	0.00	0.00	0.00	0.00	0.22	0.00	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #44 Sycamore Dr & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	1	0	0	1	0

Volume Module:

Base Vol:	0	1185	31	74	598	296	466	55	254	4	1	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1185	31	74	598	296	466	55	254	4	1	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1185	31	74	598	296	466	55	254	4	1	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	1317	34	82	664	329	518	61	282	4	1	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1317	34	82	664	329	518	61	282	4	1	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1317	34	82	664	329	518	61	282	4	1	63

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.92	0.08	1.00	2.00	1.00	0.89	0.11	1.00	0.13	0.87	1.00
Final Sat.:	0	5262	138	1800	3600	1800	1610	190	1800	232	1568	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.25	0.05	0.18	0.18	0.29	0.32	0.16	0.00	0.00	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #45 Sycamore Dr & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	2	0	1	2	0	1

Volume Module:

Base Vol:	120	806	124	230	477	273	374	333	77	147	401	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	806	124	230	477	273	374	333	77	147	401	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	806	124	230	477	273	374	333	77	147	401	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	146	983	151	280	582	333	456	406	94	179	489	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	983	151	280	582	333	456	406	94	179	489	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	983	151	280	582	333	456	406	94	179	489	344
OvlAdjVol:			62			105						

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	3600	3600	1800	3600	2924	676	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.27	0.08	0.08	0.16	0.18	0.13	0.14	0.14	0.05	0.14	0.19
OvlAdjV/S:			0.03			0.06						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #46 Sycamore Dr & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	67	684	77	193	466	217	279	676	53	163	981	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	684	77	193	466	217	279	676	53	163	981	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	684	77	193	466	217	279	676	53	163	981	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	87	888	100	251	605	282	362	878	69	212	1274	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	888	100	251	605	282	362	878	69	212	1274	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	888	100	251	605	282	362	878	69	212	1274	386

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3236	364	1800	3600	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.27	0.27	0.14	0.17	0.16	0.20	0.24	0.04	0.12	0.35	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #47 Sycamore Dr & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	204	364	88	75	250	293	260	571	103	96	781	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	364	88	75	250	293	260	571	103	96	781	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	364	88	75	250	293	260	571	103	96	781	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	279	499	121	103	342	401	356	782	141	132	1070	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	499	121	103	342	401	356	782	141	132	1070	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	499	121	103	342	401	356	782	141	132	1070	158

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.61	0.39	1.00	1.00	1.00	1.00	1.69	0.31	1.00	1.74	0.26
Final Sat.:	1800	2899	701	1800	1800	1800	1800	3050	550	1800	3138	462

Capacity Analysis Module:

Vol/Sat:	0.16	0.17	0.17	0.06	0.19	0.22	0.20	0.26	0.26	0.07	0.34	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*



Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

Intersection #48 Sycamore Dr & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9  
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	1 0 0 1	0 1 1 0	0 0 1 1

Volume Module:

	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 0 0	199 0	241 274 146	0 189 332
Growth Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	199 0	241 274 146	0 189 332
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	199 0	241 274 146	0 189 332
User Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.70 0.70 0.70	0.70 0.70	0.70 0.70 0.70	0.70 0.70 0.70
PHF Volume:	0 0 0	284 0	344 391 209	0 270 474
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	284 0	344 391 209	0 270 474
PCE Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	284 0	344 391 209	0 270 474

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	1.00 0.00	1.00 1.00 0.00	0.00 1.00 1.00
Final Sat.:	0 0 0	438 0	511 444 465	0 475 530

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	xxxx xxxx xxxx	0.65 xxxx	0.67 0.88 0.45	xxxx xxxx 0.57 0.89
Crit Moves:		****	****	****
Delay/Veh:	0.0 0.0 0.0	24.1 0.0	22.1 45.7 16.0	0.0 0.0 19.2 42.3
Delay Adj:	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0	24.1 0.0	22.1 45.7 16.0	0.0 0.0 19.2 42.3
LOS by Move:	* * *	C * C	E C * * C E	* * C E
ApproachDel:	xxxxxx	23.0	35.4	33.9
Delay Adj:	xxxxxx	1.00	1.00	1.00
ApprAdjDel:	xxxxxx	23.0	35.4	33.9
LOS by Appr:	*	C	E	D
AllWayAvgQ:	0.0 0.0 0.0	1.6 0.0	1.8 4.3 0.7	0.0 0.0 1.2 4.8

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

Intersection #49 Erringer Rd & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 39.1  
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 1 0 1	1 0 1 1 0	1 0 1 0 1

Volume Module:

	North Bound	South Bound	East Bound	West Bound
Base Vol:	61 192 97	178 130 110	187 248 30	110 229 210
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	61 192 97	178 130 110	187 248 30	110 229 210
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	61 192 97	178 130 110	187 248 30	110 229 210
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.78 0.78 0.78	0.78 0.78 0.78	0.78 0.78 0.78	0.78 0.78 0.78
PHF Volume:	78 246 124	228 167 141	240 318 38	141 294 269
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	78 246 124	228 167 141	240 318 38	141 294 269
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	78 246 124	228 167 141	240 318 38	141 294 269

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.78 0.22	1.00 1.00 1.00
Final Sat.:	285 302 316	294 304 322	299 554 68	302 320 339

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.27 0.82 0.39	0.78 0.55 0.44	0.80 0.57 0.57	0.47 0.92 0.79
Crit Moves:	****	****	****	****
Delay/Veh:	19.4 49.6 20.5	45.5 27.0 21.5	48.3 27.7 27.3	23.9 64.7 42.4
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	19.4 49.6 20.5	45.5 27.0 21.5	48.3 27.7 27.3	23.9 64.7 42.4
LOS by Move:	C E C	E D C	E D D	C F E
ApproachDel:	36.3	33.4	35.9	48.0
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	36.3	33.4	35.9	48.0
LOS by Appr:	E	D	E	E
AllWayAvgQ:	0.4 2.9 0.6	2.5 1.1 0.7	2.8 1.2 1.2	0.8 4.5 2.8

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

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #50 Erringer Rd & Royal Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	86	520	37	137	461	511	261	603	31	59	863	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	520	37	137	461	511	261	603	31	59	863	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	520	37	137	461	511	261	603	31	59	863	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	113	684	49	180	607	672	343	793	41	78	1136	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	684	49	180	607	672	343	793	41	78	1136	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	684	49	180	607	672	343	793	41	78	1136	254

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.63	0.37
Final Sat.:	1800	3361	239	1800	3600	1800	1800	3424	176	1800	2942	658

Capacity Analysis Module:

Vol/Sat:	0.06	0.20	0.20	0.10	0.17	0.37	0.19	0.23	0.23	0.04	0.39	0.39
Crit Moves:	***			***		***	***			***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #51 Erringer Rd & Patricia Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	137	1122	42	37	1048	68	62	10	84	15	9	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1122	42	37	1048	68	62	10	84	15	9	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1122	42	37	1048	68	62	10	84	15	9	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	159	1305	49	43	1219	79	72	12	98	17	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1305	49	43	1219	79	72	12	98	17	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1305	49	43	1219	79	72	12	98	17	10	30

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.88	0.12	0.40	0.06	0.54	0.30	0.18	0.52
Final Sat.:	1800	3470	130	1800	3381	219	715	115	969	540	324	936

Capacity Analysis Module:

Vol/Sat:	0.09	0.38	0.38	0.02	0.36	0.36	0.04	0.10	0.10	0.01	0.03	0.03
Crit Moves:	***			***		***	***		***	***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #52 Erringer Rd & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	1	0	2	1	0	3

Volume Module:

Base Vol:	174	789	69	105	673	303	323	666	166	234	968	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	789	69	105	673	303	323	666	166	234	968	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	789	69	105	673	303	323	666	166	234	968	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	205	928	81	124	792	356	380	784	195	275	1139	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	928	81	124	792	356	380	784	195	275	1139	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	928	81	124	792	356	380	784	195	275	1139	158

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	1.00	2.40	0.60	1.00	3.00	1.00
Final Sat.:	3600	3310	290	1800	3600	1800	1800	4323	1077	1800	5400	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.28	0.28	0.07	0.22	0.20	0.21	0.18	0.18	0.15	0.21	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #53 Erringer Rd & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 175 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	1

Volume Module:

Base Vol:	161	897	104	102	619	201	354	315	99	140	506	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	897	104	102	619	201	354	315	99	140	506	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	897	104	102	619	201	354	315	99	140	506	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	199	1107	128	126	764	248	437	389	122	173	625	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1107	128	126	764	248	437	389	122	173	625	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	1107	128	126	764	248	437	389	122	173	625	272

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.39	0.61
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	2509	1091

Capacity Analysis Module:

Vol/Sat:	0.11	0.31	0.07	0.07	0.21	0.14	0.24	0.11	0.07	0.10	0.25	0.25
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #54 Erringer Rd & SR-118 EB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.334  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	2	0	1	1	0	0	1	0	0	0

-----  
 Volume Module:  
 Base Vol: 0 867 2 1 821 268 43 1 113 10 4 7  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 867 2 1 821 268 43 1 113 10 4 7  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 867 2 1 821 268 43 1 113 10 4 7  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89  
 PHF Volume: 0 974 2 1 922 301 48 1 127 11 4 8  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 974 2 1 922 301 48 1 127 11 4 8  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 974 2 1 922 301 48 1 127 11 4 8  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.99 0.01 1.00 2.00 1.00 1.00 0.01 0.99 0.48 0.19 0.33  
 Final Sat.: 0 5388 12 1800 3600 1800 1800 16 1784 857 343 600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.18 0.18 0.00 0.26 0.17 0.03 0.07 0.07 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #55 Erringer Rd & SR-118 WB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.408  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 31 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Permitted			Split Phase			Split Phase							
Rights:	Include			Include			Ovl			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	2	0	2	0	1	0	0	2	1	0	0	2	1	1	0	1	1

-----  
 Volume Module:  
 Base Vol: 81 554 358 0 599 173 151 0 153 365 150 169  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 81 554 358 0 599 173 151 0 153 365 150 169  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 81 554 358 0 599 173 151 0 153 365 150 169  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86  
 PHF Volume: 94 644 416 0 697 201 176 0 178 424 174 197  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 94 644 416 0 697 201 176 0 178 424 174 197  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 94 644 416 0 697 201 176 0 178 424 174 197  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 2.00 1.00 0.00 2.33 0.67 1.00 0.00 2.00 2.00 0.94 1.06  
 Final Sat.: 3600 3600 1800 0 4190 1210 1800 0 3600 3600 1693 1907  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.18 0.23 0.00 0.17 0.17 0.10 0.00 0.05 0.12 0.10 0.10  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #56 Erringer Rd & Alamo St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 1 0 0 0 0 1 0 1
Volume Module:
Base Vol: 9 467 350 121 318 4 0 6 26 732 7 253
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 9 467 350 121 318 4 0 6 26 732 7 253
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 467 350 121 318 4 0 6 26 732 7 253
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume: 11 584 438 151 398 5 0 8 33 915 9 316
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 584 438 151 398 5 0 8 33 915 9 316
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 11 584 438 151 398 5 0 8 33 915 9 316
OvlAdjVol: 0
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.98 0.02 0.00 0.19 0.81 1.98 0.02 1.00
Final Sat.: 1800 3600 1800 1800 3555 45 0 338 1463 3566 34 1800
Capacity Analysis Module:
Vol/Sat: 0.01 0.16 0.24 0.08 0.11 0.11 0.00 0.02 0.02 0.26 0.26 0.18
OvlAdjV/S: 0.00
Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #57 Los Angeles Ave & Hubbard St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 2 1 0 1 0
Volume Module:
Base Vol: 90 6 40 0 0 0 51 1042 38 31 1451 57
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 90 6 40 0 0 0 51 1042 38 31 1451 57
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 90 6 40 0 0 0 51 1042 38 31 1451 57
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 110 7 49 0 0 0 62 1271 46 38 1770 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 7 49 0 0 0 62 1271 46 38 1770 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 7 49 0 0 0 62 1271 46 38 1770 70
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.04 0.29 0.00 0.00 0.00 1.00 2.89 0.11 1.00 2.89 0.11
Final Sat.: 1191 79 529 0 0 0 1800 5210 190 1800 5196 204
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.00 0.00 0.00 0.03 0.24 0.24 0.02 0.34 0.34
Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #58 Los Angeles Ave & Patricia Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 90 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	158	52	23	114	24	164	310	901	88	46	1599	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	52	23	114	24	164	310	901	88	46	1599	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	52	23	114	24	164	310	901	88	46	1599	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	180	59	26	130	27	186	352	1024	100	52	1817	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	59	26	130	27	186	352	1024	100	52	1817	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	59	26	130	27	186	352	1024	100	52	1817	228

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.22	0.10	1.00	0.13	0.87	1.00	2.73	0.27	1.00	2.67	0.33
Final Sat.:	1221	402	178	1800	230	1570	1800	4920	480	1800	4797	603

Capacity Analysis Module:

Vol/Sat:	0.10	0.15	0.15	0.07	0.12	0.12	0.20	0.21	0.21	0.03	0.38	0.38
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #59 First St & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	1	0	0	2	0	0

Volume Module:

Base Vol:	177	575	388	0	595	72	28	0	74	731	128	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	575	388	0	595	72	28	0	74	731	128	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	575	388	0	595	72	28	0	74	731	128	130
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	618	0	0	640	77	30	0	80	786	138	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	618	0	0	640	77	30	0	80	786	138	140
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	618	0	0	640	77	30	0	80	786	138	140

OvlAdjVol: 0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.99	1.01
Final Sat.:	1800	5400	1800	0	5400	1800	1800	0	3600	3600	1786	1814

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.00	0.00	0.12	0.04	0.02	0.00	0.02	0.22	0.08	0.08
OvlAdjV/S:								0.00				
Crit Moves:	****			****		****			****			

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #60 First St & SR-118 EB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.612  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 37 Level Of Service: B  
 \*\*\*\*\*  

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 3 1 0	0 0 2 0 1	0 1 0 1 0	0 0 0 0 0

-----  
 Volume Module:  
 Base Vol: 0 976 769 0 1110 105 289 1 244 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 976 769 0 1110 105 289 1 244 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 976 769 0 1110 105 289 1 244 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 0 1017 801 0 1156 109 301 1 254 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1017 801 0 1156 109 301 1 254 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 1017 801 0 1156 109 301 1 254 0 0 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 3.00 1.00 0.00 2.00 1.00 1.00 0.09 0.91 0.00 0.00 0.00  
 Final Sat.: 0 5400 1800 0 3600 1800 1800 155 1645 0 0 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.19 0.45 0.00 0.32 0.06 0.17 0.01 0.15 0.00 0.00 0.00  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #61 First St & Cochran St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.557  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 2 0 1	2 0 2 0 1

-----  
 Volume Module:  
 Base Vol: 245 1585 288 47 1011 257 93 166 122 476 553 121  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 245 1585 288 47 1011 257 93 166 122 476 553 121  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 245 1585 288 47 1011 257 93 166 122 476 553 121  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
 PHF Volume: 269 1742 316 52 1111 282 102 182 134 523 608 133  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 269 1742 316 52 1111 282 102 182 134 523 608 133  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 269 1742 316 52 1111 282 102 182 134 523 608 133  
 OvlAdjVol: 55  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3600 5400 1800 3600 5400 1800 3600 3600 1800 3600 3600 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.32 0.18 0.01 0.21 0.16 0.03 0.05 0.07 0.15 0.17 0.07  
 OvlAdjV/S: 0.03  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #62 First St & E Easy St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.829  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 133 Level Of Service: D  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

-----  
 Volume Module:  
 Base Vol: 135 1588 151 266 1473 300 88 21 66 28 55 295  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 135 1588 151 266 1473 300 88 21 66 28 55 295  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 135 1588 151 266 1473 300 88 21 66 28 55 295  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86  
 PHF Volume: 157 1847 176 309 1713 349 102 24 77 33 64 343  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 157 1847 176 309 1713 349 102 24 77 33 64 343  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 157 1847 176 309 1713 349 102 24 77 33 64 343  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.74 0.26 1.00 2.49 0.51 1.01 0.24 0.75 1.00 0.16 0.84  
 Final Sat.: 1800 4931 469 1800 4486 914 1810 432 1358 1800 283 1517  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.37 0.37 0.17 0.38 0.38 0.06 0.06 0.06 0.02 0.23 0.23  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #63 First St & Los Angeles Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.885  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	2	0	2	2	0	1	2	0	3

-----  
 Volume Module:  
 Base Vol: 174 910 286 239 603 542 653 785 91 213 1253 446  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 174 910 286 239 603 542 653 785 91 213 1253 446  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 174 910 286 239 603 542 653 785 91 213 1253 446  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88  
 PHF Volume: 198 1034 325 272 685 616 742 892 103 242 1424 507  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 198 1034 325 272 685 616 742 892 103 242 1424 507  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 198 1034 325 272 685 616 742 892 103 242 1424 507  
 OvlAdjVol: 204  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.79 0.21 2.00 3.00 1.00  
 Final Sat.: 3600 5400 1800 3600 3600 1800 3600 3226 374 3600 5400 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.05 0.19 0.18 0.08 0.19 0.34 0.21 0.28 0.28 0.07 0.26 0.28  
 OvlAdjV/S: 0.11  
 Crit Moves: \*\*\*\*



Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #64 First St & Royal Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.952  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 275 713 133 368 373 224 182 588 95 66 929 473  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 275 713 133 368 373 224 182 588 95 66 929 473  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 275 713 133 368 373 224 182 588 95 66 929 473  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80  
 PHF Volume: 344 891 166 460 466 280 228 735 119 83 1161 591  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 344 891 166 460 466 280 228 735 119 83 1161 591  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 344 891 166 460 466 280 228 735 119 83 1161 591  
 OvlAdjVol: 131

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1800 3600 1800 1800 3600 1800 1800 3600 1800 1800 3600 1800

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.25 0.09 0.26 0.13 0.16 0.13 0.20 0.07 0.05 0.32 0.33  
 OvlAdjV/S: 0.07  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #65 First St & Fitzgerald Rd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.576  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 44 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0

Volume Module:  
 Base Vol: 0 612 271 155 349 0 0 0 0 300 0 316  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 612 271 155 349 0 0 0 0 300 0 316  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 612 271 155 349 0 0 0 0 300 0 316  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75  
 PHF Volume: 0 816 361 207 465 0 0 0 0 400 0 421  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 816 361 207 465 0 0 0 0 400 0 421  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 816 361 207 465 0 0 0 0 400 0 421

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 3600 1800 1800 3600 0 0 0 0 1800 0 1800

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.23 0.20 0.11 0.13 0.00 0.00 0.00 0.00 0.22 0.00 0.23  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #66 Sinaloa Rd & Los Angeles Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 52 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	309	19	311	35	28	3	12	877	120	195	1783	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	19	311	35	28	3	12	877	120	195	1783	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	19	311	35	28	3	12	877	120	195	1783	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	359	22	362	41	33	3	14	1020	140	227	2073	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	22	362	41	33	3	14	1020	140	227	2073	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	22	362	41	33	3	14	1020	140	227	2073	44

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.53	0.42	0.05	1.00	2.64	0.36	1.00	2.94	0.06
Final Sat.:	1800	1800	1800	955	764	82	1800	4750	650	1800	5287	113

Capacity Analysis Module:

Vol/Sat:	0.20	0.01	0.20	0.02	0.04	0.04	0.01	0.21	0.21	0.13	0.39	0.39
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #67 Sinaloa Rd & Royal Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	158	188	68	143	105	166	61	685	67	67	1230	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	188	68	143	105	166	61	685	67	67	1230	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	188	68	143	105	166	61	685	67	67	1230	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	182	216	78	164	121	191	70	787	77	77	1414	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	216	78	164	121	191	70	787	77	77	1414	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	216	78	164	121	191	70	787	77	77	1414	284

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.67	0.33
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3279	321	1800	2998	602

Capacity Analysis Module:

Vol/Sat:	0.10	0.12	0.04	0.09	0.07	0.11	0.04	0.24	0.24	0.04	0.47	0.47
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #68 Viewline Dr & SR-118 WB On-Off Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 2 0 0 0 0 0 0 0 1 0 1 1 0 0 0 0
Volume Module:
Base Vol: 45 0 1323 0 0 0 0 42 31 274 50 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 0 1323 0 0 0 0 42 31 274 50 0 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 45 0 1323 0 0 0 0 42 31 274 50 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 50 0 1470 0 0 0 0 47 34 304 56 0 0
Reduct Vol: 0
Reduced Vol: 50 0 1470 0 0 0 0 47 34 304 56 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 0 1470 0 0 0 0 47 34 304 56 0 0
OvlAdjVol: 1110
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 2.00 0.00 0.00 0.00 0.00 0.58 0.42 1.69 0.31 0.00
Final Sat.: 1800 0 3600 0 0 0 0 1036 764 3044 556 0
Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.41 0.00 0.00 0.00 0.00 0.05 0.05 0.10 0.10 0.00
OvlAdjV/S: 0.31
Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #69 Madera Rd & Viewline Dr
Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0
Lanes: 2 0 3 0 0 0 0 2 0 1 1 0 0 0 2 0 0 0 0 0 0
Volume Module:
Base Vol: 237 433 0 0 179 79 3 0 1285 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 237 433 0 0 179 79 3 0 1285 0 0 0 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 237 433 0 0 179 79 3 0 1285 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 276 503 0 0 208 92 3 0 1494 0 0 0 0
Reduct Vol: 0
Reduced Vol: 276 503 0 0 208 92 3 0 1494 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 276 503 0 0 208 92 3 0 1494 0 0 0 0
OvlAdjVol: 1219
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 0.00 0.00 2.00 1.00 1.00 0.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 3600 5400 0 0 3600 1800 1800 0 3600 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.08 0.09 0.00 0.00 0.06 0.05 0.00 0.00 0.42 0.00 0.00 0.00
OvlAdjV/S: 0.34
Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #70 Madera Rd & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Permitted			Permitted			Split Phase			Split Phase								
Rights:	Ignore			Ignore			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	2	0	0	2	0	0	3	0	1	1	0	1	0	0	0	0

Volume Module:

Base Vol:	0	342	710	0	1400	49	129	0	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	342	710	0	1400	49	129	0	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	342	710	0	1400	49	129	0	185	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	380	0	0	1556	0	143	0	206	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	0	0	1556	0	143	0	206	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	380	0	0	1556	0	143	0	206	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	0.00	3.00	1.00	1.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	0	3600	3600	0	5400	1800	2218	0	3182	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.00	0.00	0.29	0.00	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #71 Madera Rd & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	2	0	1	2	0	1

Volume Module:

Base Vol:	400	784	233	72	1050	464	207	105	218	531	302	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	784	233	72	1050	464	207	105	218	531	302	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	784	233	72	1050	464	207	105	218	531	302	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	449	881	262	81	1180	521	233	118	245	597	339	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	881	262	81	1180	521	233	118	245	597	339	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	881	262	81	1180	521	233	118	245	597	339	122
OvlAdjVol:						405						82

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	5400	1800	3600	5400	1800	3600	1800	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.12	0.16	0.15	0.02	0.22	0.29	0.06	0.07	0.14	0.17	0.09	0.07
OvlAdjV/S:						0.23						0.05
Crit Moves:	****			****			****		****	****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #72 Madera Rd & Easy St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.684  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 72 Level Of Service: B  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	1	1	0	1	0	1

Volume Module:  
 Base Vol: 157 948 71 24 1649 169 300 88 242 142 73 171  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 157 948 71 24 1649 169 300 88 242 142 73 171  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 157 948 71 24 1649 169 300 88 242 142 73 171  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
 PHF Volume: 173 1042 78 26 1812 186 330 97 266 156 80 188  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 173 1042 78 26 1812 186 330 97 266 156 80 188  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 173 1042 78 26 1812 186 330 97 266 156 80 188  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.79 0.21 1.00 3.00 1.00 1.55 0.45 1.00 1.00 1.00 1.00  
 Final Sat.: 1800 5024 376 1800 5400 1800 2784 816 1800 1800 1800 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.21 0.21 0.01 0.34 0.10 0.12 0.12 0.15 0.09 0.04 0.10  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #73 Madera Rd & Los Angeles Ave/Tierra Rejada Rd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.621  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 60 Level Of Service: B  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	2	0	2	2	0	3	2	0	3

Volume Module:  
 Base Vol: 266 781 249 95 764 390 246 382 151 534 1203 292  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 266 781 249 95 764 390 246 382 151 534 1203 292  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 266 781 249 95 764 390 246 382 151 534 1203 292  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93  
 PHF Volume: 286 840 268 102 822 419 265 411 162 574 1294 314  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 286 840 268 102 822 419 265 411 162 574 1294 314  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 286 840 268 102 822 419 265 411 162 574 1294 314  
 OvlAdjVol: 0 287  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3600 5400 1800 3600 3600 1800 3600 5400 1800 3600 5400 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.16 0.15 0.03 0.23 0.23 0.07 0.08 0.09 0.16 0.24 0.17  
 OvlAdjV/S: 0.00 0.16  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #74 Madera Rd & Royal Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.456  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	1	1	0	1	1	0	1	0

Volume Module:  
 Base Vol: 3 895 453 225 1303 6 17 39 7 980 15 220  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 3 895 453 225 1303 6 17 39 7 980 15 220  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 3 895 453 225 1303 6 17 39 7 980 15 220  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 3 913 462 230 1330 6 17 40 7 1000 15 224  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 3 913 462 230 1330 6 17 40 7 1000 15 224  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 3 913 462 230 1330 6 17 40 7 1000 15 224  
 OvlAdjVol: 7  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.66 1.34 2.00 2.99 0.01 1.00 1.67 0.33 2.95 0.05 1.00  
 Final Sat.: 1800 4780 2420 3600 5375 25 1800 3001 599 5319 81 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.19 0.19 0.06 0.25 0.25 0.01 0.01 0.01 0.19 0.19 0.12  
 OvlAdjV/S: 0.00  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 AM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #75 Tierra Rejada Rd & Stargaze Pl  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	0	1	0

Volume Module:  
 Base Vol: 32 0 104 58 1 20 4 578 8 31 1770 25  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 32 0 104 58 1 20 4 578 8 31 1770 25  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 32 0 104 58 1 20 4 578 8 31 1770 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 36 0 116 64 1 22 4 642 9 34 1967 28  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 36 0 116 64 1 22 4 642 9 34 1967 28  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 36 0 116 64 1 22 4 642 9 34 1967 28  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.98 0.02 1.00 1.00 2.00 1.00 1.00 3.00 1.00  
 Final Sat.: 1800 0 1800 1769 31 1800 1800 3600 1800 1800 5400 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.06 0.04 0.04 0.01 0.00 0.18 0.00 0.02 0.36 0.02  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #76 Madera Rd & Country Club Dr East  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.650  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 53 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 0 1 1 0 0 1 0 1 0 3 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 38 2 293 9 4 20 5 1044 19 204 1994 1  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 38 2 293 9 4 20 5 1044 19 204 1994 1  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 38 2 293 9 4 20 5 1044 19 204 1994 1  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 40 2 312 10 4 21 5 1111 20 217 2121 1  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 40 2 312 10 4 21 5 1111 20 217 2121 1  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 40 2 312 10 4 21 5 1111 20 217 2121 1  
OvlAdjVol: 95  
-----  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.95 0.05 1.00 1.00 0.17 0.83 1.00 3.00 1.00 1.00 2.00 1.00  
Final Sat.: 1710 90 1800 1800 300 1500 1800 5400 1800 1800 3600 1800  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.17 0.01 0.01 0.01 0.00 0.21 0.01 0.12 0.59 0.00  
OvlAdjV/S: 0.05  
Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #77 Wood Ranch Parkway & Madera Rd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.681  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 72 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Split Phase Split Phase Protected Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 1 0 1 1 0 0 1 0 1 0 3 0 1 2 0 2 0 1  
-----  
Volume Module:  
Base Vol: 250 11 295 28 8 4 0 961 41 127 1884 11  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 250 11 295 28 8 4 0 961 41 127 1884 11  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 250 11 295 28 8 4 0 961 41 127 1884 11  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
PHF Volume: 255 11 301 29 8 4 0 981 42 130 1922 11  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 255 11 301 29 8 4 0 981 42 130 1922 11  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 255 11 301 29 8 4 0 981 42 130 1922 11  
OvlAdjVol: 236  
-----  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 1.00 1.00 1.00 0.67 0.33 1.00 3.00 1.00 2.00 2.00 1.00  
Final Sat.: 3600 1800 1800 1800 1200 600 1800 5400 1800 3600 3600 1800  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.07 0.01 0.17 0.02 0.01 0.01 0.00 0.18 0.02 0.04 0.53 0.01  
OvlAdjV/S: 0.13  
Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #78 Wood Ranch Parkway & Country Club Dr  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.632  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 1 0 1  
\*\*\*\*\*  
Volume Module:  
Base Vol: 771 469 220 22 128 38 28 128 149 97 154 91  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 771 469 220 22 128 38 28 128 149 97 154 91  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 771 469 220 22 128 38 28 128 149 97 154 91  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 812 494 232 23 135 40 29 135 157 102 162 96  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 812 494 232 23 135 40 29 135 157 102 162 96  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 812 494 232 23 135 40 29 135 157 102 162 96  
\*\*\*\*\*  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.36 0.64 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.26 0.74  
Final Sat.: 1800 2451 1149 1800 3600 1800 1800 1800 1800 1800 2263 1337  
\*\*\*\*\*  
Capacity Analysis Module:  
Vol/Sat: 0.45 0.20 0.20 0.01 0.04 0.02 0.02 0.07 0.09 0.06 0.07 0.07  
Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #79 Wood Ranch Parkway & Long Canyon Rd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.673  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9  
Optimal Cycle: 0 Level Of Service: C  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 1 0 0 0 1 0 0 2  
\*\*\*\*\*  
Volume Module:  
Base Vol: 0 0 0 357 0 6 43 21 0 0 0 6 734  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 357 0 6 43 21 0 0 0 6 734  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 357 0 6 43 21 0 0 0 6 734  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82  
PHF Volume: 0 0 0 435 0 7 52 26 0 0 0 7 895  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 435 0 7 52 26 0 0 0 7 895  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 435 0 7 52 26 0 0 0 7 895  
\*\*\*\*\*  
Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.97 0.00 0.03 0.67 0.33 0.00 0.00 1.00 2.00  
Final Sat.: 0 0 0 1412 -466 15 346 169 0 0 585 1329  
\*\*\*\*\*  
Capacity Analysis Module:  
Vol/Sat: xxxx xxxx xxxx 0.31 0.00 0.47 0.15 0.15 xxxx xxxx 0.01 0.67  
Crit Moves: \*\*\*\*  
Delay/Veh: 0.0 0.0 0.0 16.1 16.5 16.5 11.0 11.0 0.0 0.0 8.8 18.1  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 16.1 16.5 16.5 11.0 11.0 0.0 0.0 8.8 18.1  
LOS by Move: \* \* \* C C B B \* \* A C  
ApproachDel: xxxxxx 15.8 11.0 18.0  
Delay Adj: xxxxxx 1.00 1.00 1.00  
ApprAdjDel: xxxxxx 15.8 11.0 18.0  
LOS by Appr: \* C B C  
AllWayAvgQ: 0.0 0.0 0.0 0.8 0.8 0.8 0.2 0.2 0.2 0.0 0.0 1.9  
\*\*\*\*\*

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



Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #80 Madera Rd & Presidential Dr  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 62 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	11	0	15	28	997	0	0	2113	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	15	28	997	0	0	2113	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	15	28	997	0	0	2113	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	11	0	15	29	1028	0	0	2178	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	15	29	1028	0	0	2178	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	11	0	15	29	1028	0	0	2178	36

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1800	1800	5400	0	0	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.19	0.00	0.00	0.61	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
AM Peak Hour

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

\*\*\*\*\*  
Intersection #81 Madera Rd & Country Club Dr West  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 180 Level Of Service: E

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	0	1	1	0	2	0	1	1

Volume Module:

Base Vol:	1086	0	7	0	21	0	0	948	126	9	2144	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1086	0	7	0	21	0	0	948	126	9	2144	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1086	0	7	0	21	0	0	948	126	9	2144	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	1108	0	7	0	21	0	0	967	129	9	2188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1108	0	7	0	21	0	0	967	129	9	2188	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1108	0	7	0	21	0	0	967	129	9	2188	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3600	0	1800	0	1800	0	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.31	0.00	0.00	0.00	0.01	0.00	0.00	0.27	0.07	0.01	0.61	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

-----  
 Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour  
 -----

Scenario: GP w/ Ex Lanes PM Scenario Report  
 GP w/ Ex Lanes PM  
 Command: GP w/ Ex Lanes PM  
 Volume: GP w/ Ex Lanes PM  
 Geometry: Existing  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Existing

-----  
 Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour  
 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 1 Rocky Peak Fire Rd & SR-118 WB	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V
# 2 Rocky Peak Fire Rd & SR-118 EB	F	168.4 0.000	F	168.4 0.000	+ 0.000 D/V
# 3 Kuehner Dr & Smith Rd	A	xxxxx 0.411	A	xxxxx 0.411	+ 0.000 V/C
# 4 Kuehner Dr & Katherine Rd	A	xxxxx 0.323	A	xxxxx 0.323	+ 0.000 V/C
# 5 Kuehner Dr & Los Angeles Ave	F	56.6 1.137	F	56.6 1.137	+ 0.000 V/C
# 6 Kuehner Dr & SR-118 EB On-Off	B	13.1 0.000	B	13.1 0.000	+ 0.000 D/V
# 7 Kuehner Dr & SR-118 WB On-Off	F	701.6 0.000	F	701.6 0.000	+ 0.000 D/V
# 8 Yosemite Ave & Evening Sky Dr	A	8.4 0.209	A	8.4 0.209	+ 0.000 V/C
# 9 Yosemite Ave & Alamo St	B	13.3 0.492	B	13.3 0.492	+ 0.000 V/C
# 10 Yosemite Ave & SR-118 WB On-Of	A	xxxxx 0.420	A	xxxxx 0.420	+ 0.000 V/C
# 11 Yosemite Ave & SR-118 EB On-Of	A	xxxxx 0.378	A	xxxxx 0.378	+ 0.000 V/C
# 12 Yosemite Ave & Cochran St	A	xxxxx 0.374	A	xxxxx 0.374	+ 0.000 V/C
# 13 Yosemite Ave & Los Angeles Ave	B	xxxxx 0.656	B	xxxxx 0.656	+ 0.000 V/C
# 14 Stow St & Cochran St	A	xxxxx 0.216	A	xxxxx 0.216	+ 0.000 V/C
# 15 Stow St & Los Angeles Ave	A	xxxxx 0.517	A	xxxxx 0.517	+ 0.000 V/C
# 16 Stearns St & Alamo St	A	xxxxx 0.317	A	xxxxx 0.317	+ 0.000 V/C
# 17 Stearns St & SR-118 WB On-Off	A	xxxxx 0.577	A	xxxxx 0.577	+ 0.000 V/C
# 18 Stearns St & SR-118 EB On-Off	A	xxxxx 0.423	A	xxxxx 0.423	+ 0.000 V/C
# 19 Stearns St & Cochran St	B	xxxxx 0.684	B	xxxxx 0.684	+ 0.000 V/C
# 20 Stearns St & Los Angeles Ave	D	xxxxx 0.851	D	xxxxx 0.851	+ 0.000 V/C
# 21 Los Angeles Ave & Hidden Ranch	C	xxxxx 0.745	C	xxxxx 0.745	+ 0.000 V/C
# 22 Los Angeles Ave & Ralston Ave	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V
# 23 Kadota St & Cochran St	E	36.7 0.000	E	36.7 0.000	+ 0.000 D/V

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 24 Kadota St & Alamo St	C	20.7 0.000	C	20.7 0.000	+ 0.000 D/V
# 25 Tapo St & Walnut St	A	xxxxx 0.190	A	xxxxx 0.190	+ 0.000 V/C
# 26 Tapo St & Alamo St	A	xxxxx 0.422	A	xxxxx 0.422	+ 0.000 V/C
# 27 Tapo St & Cochran St	A	xxxxx 0.569	A	xxxxx 0.569	+ 0.000 V/C
# 28 Tapo St & Los Angeles Ave	C	xxxxx 0.776	C	xxxxx 0.776	+ 0.000 V/C
# 29 Tapo Canyon Rd & Royal Ave	D	29.0 0.880	D	29.0 0.880	+ 0.000 V/C
# 30 Tapo Canyon Rd & Los Angeles A	E	xxxxx 0.922	E	xxxxx 0.922	+ 0.000 V/C
# 31 Tapo Canyon Rd & Cochran St	C	xxxxx 0.778	C	xxxxx 0.778	+ 0.000 V/C
# 32 Tapo Canyon Rd & SR-118 EB On-	A	xxxxx 0.453	A	xxxxx 0.453	+ 0.000 V/C
# 33 Tapo Canyon Rd & SR-118 WB On-	C	xxxxx 0.727	C	xxxxx 0.727	+ 0.000 V/C
# 34 Tapo Canyon Rd & Alamo St	A	xxxxx 0.470	A	xxxxx 0.470	+ 0.000 V/C
# 35 Tapo Canyon Rd & Township Ave	A	xxxxx 0.281	A	xxxxx 0.281	+ 0.000 V/C
# 36 Tapo Canyon Rd & Lost Canyons	C	20.3 0.000	C	20.3 0.000	+ 0.000 D/V
# 37 Sequoia Ave & Alamo St	A	xxxxx 0.571	A	xxxxx 0.571	+ 0.000 V/C
# 38 Sequoia Ave & Cochran St	A	xxxxx 0.578	A	xxxxx 0.578	+ 0.000 V/C
# 39 Sequoia Ave & Los Angeles Ave	B	xxxxx 0.676	B	xxxxx 0.676	+ 0.000 V/C
# 40 Sequoia Ave & Royal Ave	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 41 Cochran St & Galena Ave	A	xxxxx 0.504	A	xxxxx 0.504	+ 0.000 V/C
# 42 Sycamore Dr & Alamo St	B	xxxxx 0.699	B	xxxxx 0.699	+ 0.000 V/C
# 43 Sycamore Dr & SR-118 WB On-Off	A	xxxxx 0.583	A	xxxxx 0.583	+ 0.000 V/C
# 44 Sycamore Dr & SR-118 EB On-Off	A	xxxxx 0.541	A	xxxxx 0.541	+ 0.000 V/C
# 45 Sycamore Dr & Cochran St	A	xxxxx 0.550	A	xxxxx 0.550	+ 0.000 V/C
# 46 Sycamore Dr & Los Angeles Ave	C	xxxxx 0.799	C	xxxxx 0.799	+ 0.000 V/C
# 47 Sycamore Dr & Royal Ave	A	xxxxx 0.536	A	xxxxx 0.536	+ 0.000 V/C
# 48 Sycamore Dr & Fitzgerald Rd	B	12.5 0.477	B	12.5 0.477	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 49 Erringer Rd & Fitzgerald Rd	B	12.4 0.442	B	12.4 0.442	+ 0.000 V/C
# 50 Erringer Rd & Royal Ave	B	xxxxx 0.670	B	xxxxx 0.670	+ 0.000 V/C
# 51 Erringer Rd & Patricia Ave	A	xxxxx 0.484	A	xxxxx 0.484	+ 0.000 V/C
# 52 Erringer Rd & Los Angeles Ave	D	xxxxx 0.829	D	xxxxx 0.829	+ 0.000 V/C
# 53 Erringer Rd & Cochran St	C	xxxxx 0.713	C	xxxxx 0.713	+ 0.000 V/C
# 54 Erringer Rd & SR-118 EB On-Off	A	xxxxx 0.490	A	xxxxx 0.490	+ 0.000 V/C
# 55 Erringer Rd & SR-118 WB On-Off	A	xxxxx 0.572	A	xxxxx 0.572	+ 0.000 V/C
# 56 Erringer Rd & Alamo St	A	xxxxx 0.489	A	xxxxx 0.489	+ 0.000 V/C
# 57 Los Angeles Ave & Hubbard St	A	xxxxx 0.527	A	xxxxx 0.527	+ 0.000 V/C
# 58 Los Angeles Ave & Patricia Ave	D	xxxxx 0.873	D	xxxxx 0.873	+ 0.000 V/C
# 59 First St & SR-118 WB On-Off Ra	A	xxxxx 0.529	A	xxxxx 0.529	+ 0.000 V/C
# 60 First St & SR-118 EB On-Off Ra	C	xxxxx 0.757	C	xxxxx 0.757	+ 0.000 V/C
# 61 First St & Cochran St	B	xxxxx 0.681	B	xxxxx 0.681	+ 0.000 V/C
# 62 First St & E Easy St	F	xxxxx 1.124	F	xxxxx 1.124	+ 0.000 V/C
# 63 First St & Los Angeles Ave	E	xxxxx 0.998	E	xxxxx 0.998	+ 0.000 V/C
# 64 First St & Royal Ave	C	xxxxx 0.760	C	xxxxx 0.760	+ 0.000 V/C
# 65 First St & Fitzgerald Rd	A	xxxxx 0.394	A	xxxxx 0.394	+ 0.000 V/C
# 66 Sinaloa Rd & Los Angeles Ave	C	xxxxx 0.739	C	xxxxx 0.739	+ 0.000 V/C
# 67 Sinaloa Rd & Royal Ave	B	xxxxx 0.678	B	xxxxx 0.678	+ 0.000 V/C
# 68 Viewline Dr & SR-118 WB On-Off	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 69 Madera Rd & Viewline Dr	A	xxxxx 0.425	A	xxxxx 0.425	+ 0.000 V/C
# 70 Madera Rd & SR-118 EB On-Off R	A	xxxxx 0.270	A	xxxxx 0.270	+ 0.000 V/C
# 71 Madera Rd & Cochran St	D	xxxxx 0.874	D	xxxxx 0.874	+ 0.000 V/C
# 72 Madera Rd & Easy St	C	xxxxx 0.754	C	xxxxx 0.754	+ 0.000 V/C

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Table with columns: Intersection, Base Del/Veh, Base V/C, Future Del/Veh, Future V/C, Change in. Rows include intersections like #73 Madera Rd & Los Angeles Ave/Ti, #74 Madera Rd & Royal Ave, etc.

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #1 Rocky Peak Fire Rd & SR-118 WB Off Ramp
Average Delay (sec/veh): OVERFLOW
Approach: North Bound, South Bound, East Bound, West Bound
Control: Uncontrolled, Stop Sign
Volume Module: Base Vol, Growth Adj, Initial Bse, etc.
Critical Gap Module: Critical Gp, FollowUpTim
Capacity Module: Conflict Vol, Potent Cap, Move Cap, Volume/Cap
Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #2 Rocky Peak Fire Rd & SR-118 EB On Ramp
Average Delay (sec/veh): 45.9 Worst Case Level Of Service: F[168.4]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 1070 382 15 334 0 13 19 642 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1070 382 15 334 0 13 19 642 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1070 382 15 334 0 13 19 642 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 1138 406 16 355 0 14 20 683 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1138 406 16 355 0 14 20 683 0 0 0 0
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 1545 xxxxx xxxxx 1729 1932 355 xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 435 xxxxx xxxxx 98 67 693 xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 435 xxxxx xxxxx 96 64 693 xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.04 xxxxx xxxxx 0.14 0.31 0.99 xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx 13.6 xxxxx xxxxx 49.0 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* B \* \* E \* \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 541 xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx 29.3 xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx 13.6 xxxxx xxxxx xxxxx xxxxx 170.8 xxxxx xxxxx xxxxx
Shared LOS: \* \* \* B \* \* \* \* \* F \* \* \* \*
ApproachDel: xxxxxxx xxxxxxx 168.4 xxxxxxx
ApproachLOS: \* \* \* F \*
Note: Queue reported is the number of cars per lane.

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #3 Kuehner Dr & Smith Rd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 1
Volume Module:
Base Vol: 0 539 35 41 369 0 0 0 0 0 11 0 64
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 539 35 41 369 0 0 0 0 0 11 0 64
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 539 35 41 369 0 0 0 0 0 11 0 64
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 0 620 40 47 424 0 0 0 0 0 13 0 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 620 40 47 424 0 0 0 0 0 13 0 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 620 40 47 424 0 0 0 0 0 13 0 74
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 1800 1800 1800 1800 0 0 0 0 1800 0 1800
Capacity Analysis Module:
Vol/Sat: 0.00 0.34 0.02 0.03 0.24 0.00 0.00 0.00 0.00 0.01 0.00 0.04
Crit Moves: \*\*\*\* \*
\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #4 Kuehner Dr & Katherine Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0	0 0 1 0 0

Volume Module:

Base Vol:	156 425 9	1 274 118	59 6 94	5 13 2
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	156 425 9	1 274 118	59 6 94	5 13 2
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	156 425 9	1 274 118	59 6 94	5 13 2
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92
PHF Volume:	170 462 10	1 298 128	64 7 102	5 14 2
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	170 462 10	1 298 128	64 7 102	5 14 2
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	170 462 10	1 298 128	64 7 102	5 14 2

Saturation Flow Module:

Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.96 0.04	1.00 1.00 1.00	1.00 0.06 0.94	0.25 0.65 0.10
Final Sat.:	1800 3525 75	1800 1800 1800	1800 108 1692	450 1170 180

Capacity Analysis Module:

Vol/Sat:	0.09 0.13 0.13	0.00 0.17 0.07	0.04 0.06 0.06	0.00 0.01 0.01
Crit Moves:	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #5 Kuehner Dr & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 56.6  
Optimal Cycle: 0 Level Of Service: F

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Ignore	Ignore	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 0	0 0 1 0 1	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	320 222 0	0 222 631	548 0 333	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	320 222 0	0 222 631	548 0 333	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	320 222 0	0 222 631	548 0 333	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.00	0.96 0.96 0.00	0.96 0.96 0.96
PHF Volume:	333 231 0	0 231 0	571 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	333 231 0	0 231 0	571 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	333 231 0	0 231 0	571 0 0	0 0 0

Saturation Flow Module:

Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.00 0.00	0.00 1.00 1.00	1.00 0.00 1.00	0.00 0.00 0.00
Final Sat.:	488 524 0	0 489 540	502 0 590	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.68 0.44 xxxx	xxxx 0.47 0.00	1.14 xxxx 0.00	xxxx xxxx xxxx
Crit Moves:	****	****	****	****
Delay/Veh:	24.4 14.8 0.0	0.0 16.3 0.0	108.7 0.0 0.0	0.0 0.0 0.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	24.4 14.8 0.0	0.0 16.3 0.0	108.7 0.0 0.0	0.0 0.0 0.0
LOS by Move:	C B *	* C *	F *	* * *
ApproachDel:	20.5	16.3	108.7	xxxxxx
Delay Adj:	1.00	1.00	1.00	xxxxxx
ApprAdjDel:	20.5	16.3	108.7	xxxxxx
LOS by Appr:	C	C	F	*
AllWayAvgQ:	1.9 0.8 0.0	0.0 0.9 0.0	13.8 0.0 0.0	0.0 0.0 0.0

\*\*\*\*\*

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

Intersection #6 Kuehner Dr & SR-118 EB On-Off Ramps

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B [13.1]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 1 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 340 485	61 744 0	4 0 304	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 340 485	61 744 0	4 0 304	0 0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 340 485	61 744 0	4 0 304	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97
PHF Volume:	0 351 500	63 767 0	4 0 313	0 0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
FinalVolume:	0 351 500	63 767 0	4 0 313	0 0 0 0

Critical Gap Module:

Critical Gp:	xxxxx xxxx xxxxx	4.1 xxxx xxxxx	6.8 6.5 6.9 xxxxx xxxx xxxxx
FollowUpTim:	xxxxxx xxxx xxxxxx	2.2 xxxxx xxxxx	3.5 4.0 3.3 xxxxxx xxxx xxxxxx

Capacity Module:

Cnflct Vol:	xxxx xxxx xxxxx	851 xxxx xxxxx	1068 1743 384 xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	797 xxxx xxxxx	220 87 620 xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	797 xxxx xxxxx	207 81 620 xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxxx	0.08 xxxxx xxxxx	0.02 0.00 0.51 xxxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxxx	0.3 xxxx xxxxx	xxxx xxxx 1.0 xxxx xxxx xxxxx
Control Del:	xxxxxx xxxx xxxxxx	9.9 xxxxx xxxxx	xxxxxx xxxx 12.8 xxxxx xxxx xxxxxx
LOS by Move:	* * *	A * *	* * B * * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx 590 xxxxx xxxx xxxx xxxxx
SharedQueue:	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx	xxxxxx 1.1 xxxxxx xxxxx xxxx xxxxxx
Shrd ConDel:	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx	xxxxxx 13.4 xxxxxx xxxxx xxxx xxxxxx
Shared LOS:	* * *	* * *	* * B * * *
ApproachDel:	xxxxxxx	xxxxxxx	13.1 xxxxxx
ApproachLOS:	*	*	B *

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

Intersection #7 Kuehner Dr & SR-118 WB On-Off Ramps

Average Delay (sec/veh): 452.6 Worst Case Level Of Service: F [701.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	1 0 0 0 1

Volume Module:

Base Vol:	316 44 0	0 69 18	0 0 0	731 0 71
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	316 44 0	0 69 18	0 0 0	731 0 71
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	316 44 0	0 69 18	0 0 0	731 0 71
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	333 46 0	0 73 19	0 0 0	769 0 75
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
FinalVolume:	333 46 0	0 73 19	0 0 0	769 0 75

Critical Gap Module:

Critical Gp:	4.1 xxxxx xxxxx	xxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	6.8 xxxxx 6.9
FollowUpTim:	2.2 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	3.5 xxxxx 3.3

Capacity Module:

Cnflct Vol:	92 xxxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	748 xxxxx 23
Potent Cap.:	1516 xxxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	352 xxxxx 1055
Move Cap.:	1516 xxxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	293 xxxxx 1055
Volume/Cap:	0.22 xxxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	2.63 xxxxx 0.07

Level Of Service Module:

2Way95thQ:	0.8 xxxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	64.1 xxxxx 0.2
Control Del:	8.0 xxxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	768.9 xxxxx 8.7
LOS by Move:	A * *	* * *	* * *	F * A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx
Shrd ConDel:	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx	xxxxxx xxxx xxxxxx
Shared LOS:	* * *	* * *	* * *	* * *
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	701.6
ApproachLOS:	*	*	*	F

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

Intersection #8 Yosemite Ave & Evening Sky Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.209  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4  
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 0 0 1	0 0 1 1 0 0

Volume Module:

Base Vol:	2 143 166	22 85 3	0 0 8	100 0 9
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	2 143 166	22 85 3	0 0 8	100 0 9
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	2 143 166	22 85 3	0 0 8	100 0 9
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	2 151 175	23 89 3	0 0 8	105 0 9
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	2 151 175	23 89 3	0 0 8	105 0 9
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	2 151 175	23 89 3	0 0 8	105 0 9

Saturation Flow Module:

Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.00 1.00	1.00 1.93 0.07	0.00 0.00 1.00	0.91 0.01 0.08
Final Sat.:	653 720 837	630 1339 47	0 0 755	628 0 57

Capacity Analysis Module:

Vol/Sat:	0.00 0.21 0.21	0.04 0.07 0.07	xxxx xxxx 0.01	0.17 0.00 0.17
Crit Moves:	****	****	****	****
Delay/Veh:	8.1 8.9 8.0	8.5 8.1 8.1	0.0 0.0 7.4	8.9 8.9 8.9
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	8.1 8.9 8.0	8.5 8.1 8.1	0.0 0.0 7.4	8.9 8.9 8.9
LOS by Move:	A A A	A A A	* * A	A A A
ApproachDel:	8.4	8.2	7.4	8.9
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	8.4	8.2	7.4	8.9
LOS by Appr:	A	A	A	A
AllWayAvgQ:	0.0 0.3 0.3	0.0 0.1 0.1	0.0 0.0 0.0	0.2 0.2 0.2

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

Intersection #9 Yosemite Ave & Alamo St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	206 531 0	0 284 87	112 0 138	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	206 531 0	0 284 87	112 0 138	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	206 531 0	0 284 87	112 0 138	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	215 553 0	0 296 91	117 0 144	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	215 553 0	0 296 91	117 0 144	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	215 553 0	0 296 91	117 0 144	0 0 0

Saturation Flow Module:

Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 1.53 0.47	1.00 0.00 1.00	0.00 0.00 0.00
Final Sat.:	520 1125 0	0 855 271	460 0 542	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.41 0.49	xxxx 0.35 0.33	0.25 xxxx 0.27	xxxx xxxx xxxx
Crit Moves:	****	****	****	****
Delay/Veh:	14.1 14.8	0.0 0.0 12.0	11.6 12.5 0.0	11.1 0.0 0.0 0.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	14.1 14.8	0.0 0.0 12.0	11.6 12.5 0.0	11.1 0.0 0.0 0.0
LOS by Move:	B B *	* B B	B B *	* * *
ApproachDel:	14.6	11.9	11.7	xxxxxx
Delay Adj:	1.00	1.00	1.00	xxxxxx
ApprAdjDel:	14.6	11.9	11.7	xxxxxx
LOS by Appr:	B	B	B	*
AllWayAvgQ:	0.7 0.9 0.0	0.0 0.5 0.5	0.3 0.0 0.3	0.0 0.0 0.0

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



Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #10 Yosemite Ave & SR-118 WB On-Off Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 1 0 0 0 2 0 0 0 0 0 0 0 1

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #11 Yosemite Ave & SR-118 EB On-Off Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 1 1 0 1 0 0 0 1 0

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #12 Yosemite Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	73	602	20	91	589	160	143	44	132	13	29	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	602	20	91	589	160	143	44	132	13	29	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	602	20	91	589	160	143	44	132	13	29	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	74	614	20	93	601	163	146	45	135	13	30	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	614	20	93	601	163	146	45	135	13	30	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	614	20	93	601	163	146	45	135	13	30	71

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3484	116	1800	2831	769	1800	1800	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.18	0.05	0.21	0.08	0.02	0.07	0.01	0.02	0.04	0.04
Crit Moves:	****			****		****					****	

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #13 Yosemite Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	110	148	45	174	189	160	318	877	127	124	905	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	148	45	174	189	160	318	877	127	124	905	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	148	45	174	189	160	318	877	127	124	905	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	115	154	47	181	197	167	331	914	132	129	943	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	154	47	181	197	167	331	914	132	129	943	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	154	47	181	197	167	331	914	132	129	943	180

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.09	1.47	0.44	1.00	1.08	0.92	1.00	1.75	0.25	1.00	1.68	0.32
Final Sat.:	1963	2637	800	1800	1950	1650	1800	3145	455	1800	3022	578

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.10	0.10	0.10	0.18	0.29	0.29	0.07	0.31	0.31
Crit Moves:	****			****		****		****		****		****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #14 Stow St & Cochran St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.216  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

-----  
 Volume Module:  
 Base Vol: 95 12 30 19 8 28 29 261 120 40 201 28  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 95 12 30 19 8 28 29 261 120 40 201 28  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 95 12 30 19 8 28 29 261 120 40 201 28  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93  
 PHF Volume: 102 13 32 20 9 30 31 281 129 43 216 30  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 102 13 32 20 9 30 31 281 129 43 216 30  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 102 13 32 20 9 30 31 281 129 43 216 30  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.29 0.71 1.00 0.22 0.78 1.00 1.37 0.63 1.00 1.76 0.24  
 Final Sat.: 1800 514 1286 1800 400 1400 1800 2466 1134 1800 3160 440  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.03 0.03 0.01 0.02 0.02 0.02 0.11 0.11 0.02 0.07 0.07  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #15 Stow St & Los Angeles Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.517  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

-----  
 Volume Module:  
 Base Vol: 70 16 28 42 14 42 49 1299 69 35 1114 44  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 70 16 28 42 14 42 49 1299 69 35 1114 44  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 70 16 28 42 14 42 49 1299 69 35 1114 44  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 74 17 30 45 15 45 52 1382 73 37 1185 47  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 74 17 30 45 15 45 52 1382 73 37 1185 47  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 74 17 30 45 15 45 52 1382 73 37 1185 47  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.61 0.14 0.25 1.00 1.00 1.00 1.00 1.90 0.10 1.00 1.92 0.08  
 Final Sat.: 1105 253 442 1800 1800 1800 1800 3418 182 1800 3463 137  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.07 0.07 0.02 0.01 0.02 0.03 0.40 0.40 0.02 0.34 0.34  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Stearns St & Alamo St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.317  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Permitted			Permitted			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	1	0	0	1	1	0	1	1	0	1	0	1

-----  
 Volume Module:  
 Base Vol: 417 44 82 0 26 23 26 241 290 47 236 1  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 417 44 82 0 26 23 26 241 290 47 236 1  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 417 44 82 0 26 23 26 241 290 47 236 1  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 439 46 86 0 27 24 27 254 305 49 248 1  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 439 46 86 0 27 24 27 254 305 49 248 1  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 439 46 86 0 27 24 27 254 305 49 248 1  
 OvlAdjVol: 63  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.81 0.19 1.00 0.00 2.00 1.00 1.00 1.00 1.00 1.00 1.99 0.01  
 Final Sat.: 3256 344 1800 0 3600 1800 1800 1800 1800 1800 3585 15  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.13 0.13 0.05 0.00 0.01 0.01 0.02 0.14 0.17 0.03 0.07 0.07  
 OvlAdjV/S: 0.03  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Stearns St & SR-118 WB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.577  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	1	0	0

-----  
 Volume Module:  
 Base Vol: 31 327 263 0 421 6 6 0 83 662 130 305  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 31 327 263 0 421 6 6 0 83 662 130 305  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 31 327 263 0 421 6 6 0 83 662 130 305  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 32 337 271 0 434 6 6 0 86 682 134 314  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 32 337 271 0 434 6 6 0 86 682 134 314  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 32 337 271 0 434 6 6 0 86 682 134 314  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 0.00 1.97 0.03 1.00 0.00 1.00 1.00 0.30 0.70  
 Final Sat.: 1800 3600 1800 0 3549 51 1800 0 1800 1800 538 1262  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.09 0.15 0.00 0.12 0.12 0.00 0.00 0.05 0.38 0.25 0.25  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #18 Stearns St & SR-118 EB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	1	0	0	1	0

Volume Module:

Base Vol:	0	944	4	56	839	158	146	19	303	8	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	944	4	56	839	158	146	19	303	8	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	944	4	56	839	158	146	19	303	8	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	983	4	58	874	165	152	20	316	8	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	4	58	874	165	152	20	316	8	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	983	4	58	874	165	152	20	316	8	0	32

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.99	0.01	1.00	2.00	1.00	0.88	0.12	1.00	1.00	0.00	1.00
Final Sat.:	0	5377	23	1800	3600	1800	1593	207	1800	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.18	0.03	0.24	0.09	0.08	0.10	0.18	0.00	0.00	0.02
Crit Moves:	****			****			****	****	****	****	****	

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #19 Stearns St & Cochran St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 72 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	

Volume Module:

Base Vol:	63	459	43	184	616	331	349	275	139	53	195	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	459	43	184	616	331	349	275	139	53	195	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	459	43	184	616	331	349	275	139	53	195	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	65	473	44	190	635	341	360	284	143	55	201	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	473	44	190	635	341	360	284	143	55	201	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	473	44	190	635	341	360	284	143	55	201	141

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83
Final Sat.:	1800	3292	308	1800	1800	1800	1800	3600	1800	1800	2114	1486

Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.14	0.11	0.35	0.19	0.20	0.08	0.08	0.03	0.10	0.10
Crit Moves:	****			****			****			****	****	

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #20 Stearns St & Los Angeles Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 125 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	27	9	4	212	36	372	400	1230	29	1	1164	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	9	4	212	36	372	400	1230	29	1	1164	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	9	4	212	36	372	400	1230	29	1	1164	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	29	10	4	228	39	400	430	1323	31	1	1252	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	10	4	228	39	400	430	1323	31	1	1252	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	10	4	228	39	400	430	1323	31	1	1252	94

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	1.86	0.14
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3517	83	1800	3350	250

Capacity Analysis Module:

Vol/Sat:	0.02	0.01	0.00	0.13	0.02	0.22	0.24	0.38	0.38	0.00	0.37	0.37
Crit Moves:	***			***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #21 Los Angeles Ave & Hidden Ranch Dr  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 73 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	223	2	165	21	0	20	17	1596	144	199	1353	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	2	165	21	0	20	17	1596	144	199	1353	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	2	165	21	0	20	17	1596	144	199	1353	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	237	2	176	22	0	21	18	1698	153	212	1439	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	2	176	22	0	21	18	1698	153	212	1439	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	2	176	22	0	21	18	1698	153	212	1439	32

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.99	0.01	1.00	0.51	0.00	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1784	16	1800	922	0	878	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.10	0.01	0.00	0.02	0.01	0.47	0.09	0.12	0.40	0.02
Crit Moves:	***			***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #22 Los Angeles Ave & Ralston Ave
Average Delay (sec/veh): 19.2 Worst Case Level Of Service: F[1046.4]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 2 0 0 0 0 0 1 1 0
Volume Module:
Base Vol: 0 0 0 37 0 26 50 1714 0 0 1589 57
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 37 0 26 50 1714 0 0 1589 57
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 37 0 26 50 1714 0 0 1589 57
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 39 0 27 53 1804 0 0 1673 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 39 0 27 53 1804 0 0 1673 60
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 6.8 6.5 6.9 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 2710 3612 866 1733 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 17 5 300 369 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 16 5 300 369 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 2.50 0.00 0.09 0.14 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.4 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* \* C \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 26 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx 1046 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: \* \* \* \* \* F \* \* \* \* \*
ApproachDel: xxxxxxx 1046.4 xxxxxxx xxxxxxx
ApproachLOS: \* F \* \* \*

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

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 Kadota St & Cochran St
Average Delay (sec/veh): 1.1 Worst Case Level Of Service: E[ 36.7]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 1 0 0 0 1! 0 0 1 0 1 1 0 0 0 1 1 0
Volume Module:
Base Vol: 3 1 0 6 0 62 71 753 1 0 560 13
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 1 0 6 0 62 71 753 1 0 560 13
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 1 0 6 0 62 71 753 1 0 560 13
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 3 1 0 6 0 64 73 776 1 0 577 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 3 1 0 6 0 64 73 776 1 0 577 13
Critical Gap Module:
Critical Gp: 7.5 6.5 6.9 7.5 6.5 6.9 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 1212 1514 389 1119 1508 295 591 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 140 121 616 164 122 707 995 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 120 112 616 154 113 707 995 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.03 0.01 0.00 0.04 0.00 0.09 0.07 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.9 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* \* A \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 118 xxxxx 112 xxxxx 537 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.1 xxxxx 0.4 xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 36.6 xxxxx 37.4 xxxxx 12.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: E \* E \* B \* \* \* \* \*
ApproachDel: 36.7 E 12.7 xxxxxxx xxxxxxx
ApproachLOS: E B \* \* \*

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

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #24 Kadota St & Alamo St
Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[ 20.7]
Approach: North Bound South Bound East Bound West Bound
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 1 0 1 1 0 1 0 1 1 0
Volume Module:
Base Vol: 13 17 21 22 9 21 41 489 23 16 443 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 13 17 21 22 9 21 41 489 23 16 443 48
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 17 21 22 9 21 41 489 23 16 443 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 14 18 22 23 9 22 43 515 24 17 466 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 14 18 22 23 9 22 43 515 24 17 466 51
Critical Gap Module:
Critical Gp: 7.5 6.5 6.9 7.5 6.5 6.9 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 885 1164 269 878 1151 258 517 xxxx xxxxx 539 xxxx xxxxx
Potent Cap.: 243 196 735 246 200 747 1059 xxxx xxxxx 1040 xxxx xxxxx
Move Cap.: 217 185 735 211 189 747 1059 xxxx xxxxx 1040 xxxx xxxxx
Volume/Cap: 0.06 0.10 0.03 0.11 0.05 0.03 0.04 xxxx xxxxx 0.02 xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx 0.1 0.1 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx 10.0 8.5 xxxx xxxxx 8.5 xxxx xxxxx
LOS by Move: \* \* \* \* \* A \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 283 xxxxx 204 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.7 xxxxx 0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 20.7 xxxxx 26.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: \* C \* \* D \* \* \* \* \*
ApproachDel: 20.7 \* \* 19.5 \* \* \* \* \*
ApproachLOS: C C \* \* \* \* \*
Note: Queue reported is the number of cars per lane.

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #25 Tapo St & Walnut St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.190
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 1 0 1 1 0 0 1 0 0 1 1
Volume Module:
Base Vol: 61 127 120 5 77 6 10 55 29 47 63 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 61 127 120 5 77 6 10 55 29 47 63 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 61 127 120 5 77 6 10 55 29 47 63 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 68 141 133 6 86 7 11 61 32 52 70 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 141 133 6 86 7 11 61 32 52 70 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 68 141 133 6 86 7 11 61 32 52 70 4
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 1.86 0.14 0.15 0.85 1.00 0.43 0.57 1.00
Final Sat.: 1800 1800 1800 1800 3340 260 277 1523 1800 769 1031 1800
Capacity Analysis Module:
Vol/Sat: 0.04 0.08 0.07 0.00 0.03 0.03 0.04 0.04 0.02 0.07 0.07 0.00
Crit Moves: \*\*\*\* \* \* \* \* \*



Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #26 Tapo St & Alamo St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 32 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	226	310	91	65	161	97	156	441	217	68	279	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	310	91	65	161	97	156	441	217	68	279	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	310	91	65	161	97	156	441	217	68	279	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	228	313	92	66	163	98	158	445	219	69	282	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	313	92	66	163	98	158	445	219	69	282	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	313	92	66	163	98	158	445	219	69	282	84

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.25	0.75	1.00	1.34	0.66	1.00	1.54	0.46
Final Sat.:	1800	2783	817	1800	2247	1353	1800	2413	1187	1800	2775	825

Capacity Analysis Module:

Vol/Sat:	0.13	0.11	0.11	0.04	0.07	0.07	0.09	0.18	0.18	0.04	0.10	0.10
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #27 Tapo St & Cochran St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	204	482	211	116	366	100	167	468	174	180	328	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	482	211	116	366	100	167	468	174	180	328	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	482	211	116	366	100	167	468	174	180	328	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	217	513	224	123	389	106	178	498	185	191	349	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	513	224	123	389	106	178	498	185	191	349	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	513	224	123	389	106	178	498	185	191	349	119

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	1.57	0.43	1.00	1.46	0.54	1.00	1.49	0.51
Final Sat.:	1800	2504	1096	1800	2827	773	1800	2624	976	1800	2684	916

Capacity Analysis Module:

Vol/Sat:	0.12	0.20	0.20	0.07	0.14	0.14	0.10	0.19	0.19	0.11	0.13	0.13
Crit Moves:	***			***			***			***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #28 Tapo St & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 83 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 1 0 1	2 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	115	134	153	184	99	334	411	1341	64	57	1213	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	134	153	184	99	334	411	1341	64	57	1213	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	134	153	184	99	334	411	1341	64	57	1213	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	128	149	170	204	110	371	457	1490	71	63	1348	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	149	170	204	110	371	457	1490	71	63	1348	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	149	170	204	110	371	457	1490	71	63	1348	241
OvlAdjVol:						143						

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.91	0.09	1.00	1.70	0.30
Final Sat.:	1800	1800	1800	1800	1800	1800	3600	3436	164	1800	3054	546

Capacity Analysis Module:

Vol/Sat:	0.07	0.08	0.09	0.11	0.06	0.21	0.13	0.43	0.43	0.04	0.44	0.44
OvlAdjV/S:						0.08						
Crit Moves:	****	****				****				****		

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #29 Tapo Canyon Rd & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0  
Optimal Cycle: 0 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 1 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	1 0 1 0 1	1 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	95	239	2	2	71	466	697	4	61	3	8	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	239	2	2	71	466	697	4	61	3	8	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	239	2	2	71	466	697	4	61	3	8	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	113	285	2	2	85	0	830	5	73	4	10	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	285	2	2	85	0	830	5	73	4	10	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	285	2	2	85	0	830	5	73	4	10	44

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	1.42	0.01	1.00	1.00	1.00	1.83	0.01	0.16	0.06	0.17	0.77
Final Sat.:	269	695	6	397	422	458	1482	-509	83	33	87	402

Capacity Analysis Module:

Vol/Sat:	0.42	0.41	0.40	0.01	0.20	0.00	0.56	-0.01	0.88	0.11	0.11	0.11
Crit Moves:	****			****			****		****			
Delay/Veh:	15.2	14.6	14.4	11.4	12.8	0.0	39.0	41.2	41.2	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	14.6	14.4	11.4	12.8	0.0	39.0	41.2	41.2	10.4	10.4	10.4
LOS by Move:	C	B	B	B	B	*	E	E	E	B	B	B
ApproachDel:	14.8			12.8			38.1			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.8			12.8			38.1			10.4		
LOS by Appr:	B			B			E			B		
AllWayAvgQ:	0.7	0.6	0.6	0.0	0.2	0.0	4.5	4.5	4.5	0.1	0.1	0.1

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

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #30 Tapo Canyon Rd & Los Angeles Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.922  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:  
 Base Vol: 42 476 506 135 256 205 329 1268 11 286 1278 185  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 42 476 506 135 256 205 329 1268 11 286 1278 185  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 42 476 506 135 256 205 329 1268 11 286 1278 185  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 43 491 522 139 264 211 339 1307 11 295 1318 191  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 43 491 522 139 264 211 339 1307 11 295 1318 191  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 43 491 522 139 264 211 339 1307 11 295 1318 191  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.98 0.02 1.00 2.00 1.00  
 Final Sat.: 1800 3600 1800 1800 3600 1800 1800 3569 31 1800 3600 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.14 0.29 0.08 0.07 0.12 0.19 0.37 0.37 0.16 0.37 0.11  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #31 Tapo Canyon Rd & Cochran St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.778  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 103 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Prot+Permit			Prot+Permit					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 80 827 119 339 535 400 341 610 44 99 407 365  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 80 827 119 339 535 400 341 610 44 99 407 365  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 80 827 119 339 535 400 341 610 44 99 407 365  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
 PHF Volume: 87 899 129 368 582 435 371 663 48 108 442 397  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 87 899 129 368 582 435 371 663 48 108 442 397  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 87 899 129 368 582 435 371 663 48 108 442 397  
 OvlAdjVol: 64  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3600 3600 1800 3600 3600 1800 1800 3600 1800 1800 3600 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.25 0.07 0.10 0.16 0.24 0.21 0.18 0.03 0.06 0.12 0.22  
 OvlAdjV/S: 0.04  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #32 Tapo Canyon Rd & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	1266	33	5	928	480	317	4	289	0	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1266	33	5	928	480	317	4	289	0	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1266	33	5	928	480	317	4	289	0	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1319	34	5	967	0	330	4	301	0	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1319	34	5	967	0	330	4	301	0	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1319	34	5	967	0	330	4	301	0	0	8

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.92	0.08	0.01	1.99	1.00	1.00	0.05	0.95	0.00	0.00	1.00
Final Sat.:	0	5263	137	19	3581	1800	1800	94	1706	0	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.25	0.00	0.27	0.00	0.18	0.04	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #33 Tapo Canyon Rd & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 83 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Prot+Permit			Permitted			Split Phase			Split Phase						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	0	1	0	0	0	2	1	0	0	1	0	1	0

Volume Module:

Base Vol:	103	633	398	0	995	36	47	2	196	532	96	613
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	633	398	0	995	36	47	2	196	532	96	613
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	633	398	0	995	36	47	2	196	532	96	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	107	659	415	0	1036	38	49	2	204	554	100	639
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	659	415	0	1036	38	49	2	204	554	100	639
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	659	415	0	1036	38	49	2	204	554	100	639

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.90	0.10	0.38	0.62	1.00	1.69	0.31	1.00
Final Sat.:	1800	3600	1800	0	5211	189	691	1109	1800	3050	550	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.18	0.23	0.00	0.20	0.20	0.07	0.00	0.11	0.18	0.18	0.35
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #34 Tapo Canyon Rd & Alamo St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	240	646	237	104	533	181	237	517	234	221	350	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	646	237	104	533	181	237	517	234	221	350	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	646	237	104	533	181	237	517	234	221	350	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	255	687	252	111	567	193	252	550	249	235	372	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	687	252	111	567	193	252	550	249	235	372	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	687	252	111	567	193	252	550	249	235	372	64

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	1800	3600	1800	3600	3600	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.14	0.06	0.16	0.11	0.07	0.15	0.14	0.07	0.10	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #35 Tapo Canyon Rd & Township Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	81	513	62	10	333	10	14	47	41	56	35	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	513	62	10	333	10	14	47	41	56	35	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	513	62	10	333	10	14	47	41	56	35	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	90	570	69	11	370	11	16	52	46	62	39	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	570	69	11	370	11	16	52	46	62	39	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	570	69	11	370	11	16	52	46	62	39	18

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.94	0.06	0.14	0.46	0.40	0.52	0.33	0.15
Final Sat.:	1800	3212	388	1800	3495	105	247	829	724	942	589	269

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.01	0.11	0.11	0.01	0.06	0.06	0.03	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #36 Tapo Canyon Rd & Lost Canyons Dr
Average Delay (sec/veh): 4.7 Worst Case Level Of Service: C[ 20.3]
Approach: North Bound South Bound East Bound West Bound
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0
Volume Module:
Base Vol: 181 383 0 0 265 21 51 0 105 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 181 383 0 0 265 21 51 0 105 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 181 383 0 0 265 21 51 0 105 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
PHF Volume: 223 473 0 0 327 26 63 0 130 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 223 473 0 0 327 26 63 0 130 0 0 0 0
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: 353 xxxxx xxxxx xxxxx xxxxx xxxxx 1247 xxxxx 327 xxxxx xxxxx xxxxx
Potent Cap.: 1217 xxxxx xxxxx xxxxx xxxxx xxxxx 193 xxxxx 719 xxxxx xxxxx xxxxx
Move Cap.: 1217 xxxxx xxxxx xxxxx xxxxx xxxxx 166 xxxxx 719 xxxxx xxxxx xxxxx
Volume/Cap: 0.18 xxxxx xxxxx xxxxx xxxxx xxxxx 0.38 xxxxx 0.18 xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: 0.7 xxxxx xxxxx xxxxx xxxxx xxxxx 1.6 xxxxx 0.7 xxxxx xxxxx xxxxx
Control Del: 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx 39.3 xxxxx 11.1 xxxxx xxxxx xxxxx
LOS by Move: A \* \* \* \* \* E \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: \*
ApproachDel: xxxxxxx xxxxxx 20.3 xxxxxxx
ApproachLOS: \* \* \* \* \* C \* \* \* \* \*

Simi Valley Traffic Analysis
General Plan w/ Existing Network Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #37 Sequoia Ave & Alamo St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 0
Volume Module:
Base Vol: 163 156 159 39 94 132 154 799 146 178 676 41
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 163 156 159 39 94 132 154 799 146 178 676 41
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 163 156 159 39 94 132 154 799 146 178 676 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 177 170 173 42 102 143 167 868 159 193 735 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 177 170 173 42 102 143 167 868 159 193 735 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 177 170 173 42 102 143 167 868 159 193 735 45
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.69 0.31 1.00 1.89 0.11
Final Sat.: 1800 3600 1800 1800 3600 1800 1800 3044 556 1800 3394 206
Capacity Analysis Module:
Vol/Sat: 0.10 0.05 0.10 0.02 0.03 0.08 0.09 0.29 0.29 0.11 0.22 0.22
Crit Moves: \*\*\*\* \* \* \* \* \*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #38 Sequoia Ave & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	187	386	120	91	285	91	102	737	194	158	562	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	386	120	91	285	91	102	737	194	158	562	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	386	120	91	285	91	102	737	194	158	562	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	195	402	125	95	297	95	106	768	202	165	585	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	402	125	95	297	95	106	768	202	165	585	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	402	125	95	297	95	106	768	202	165	585	108

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.58	0.42	1.00	1.69	0.31
Final Sat.:	1800	3600	1800	1800	2729	871	1800	2850	750	1800	3038	562

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.07	0.05	0.11	0.11	0.06	0.27	0.27	0.09	0.19	0.19
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #39 Sequoia Ave & Los Angeles Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 70 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	63	301	77	114	298	185	300	1310	121	185	1055	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	301	77	114	298	185	300	1310	121	185	1055	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	301	77	114	298	185	300	1310	121	185	1055	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	67	320	82	121	317	197	319	1394	129	197	1122	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	320	82	121	317	197	319	1394	129	197	1122	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	320	82	121	317	197	319	1394	129	197	1122	197

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	2867	733	1800	2221	1379	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.11	0.11	0.07	0.14	0.14	0.18	0.39	0.07	0.11	0.31	0.11
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #40 Sequoia Ave & Royal Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	19	180	131	19	257	283	221	569	39	198	423	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	180	131	19	257	283	221	569	39	198	423	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	180	131	19	257	283	221	569	39	198	423	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	20	191	139	20	273	301	235	605	41	211	450	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	191	139	20	273	301	235	605	41	211	450	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	191	139	20	273	301	235	605	41	211	450	14

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.16	0.84	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.94	0.06
Final Sat.:	1800	2084	1516	1800	1800	1800	1800	3369	231	1800	3493	107

Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.09	0.01	0.15	0.17	0.13	0.18	0.18	0.12	0.13	0.13
Crit Moves:	****			****		****	****		****	****		****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #41 Cochran St & Galena Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	56	57	67	86	62	221	190	883	45	70	697	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	57	67	86	62	221	190	883	45	70	697	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	57	67	86	62	221	190	883	45	70	697	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	60	71	91	65	233	200	929	47	74	734	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	60	71	91	65	233	200	929	47	74	734	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	60	71	91	65	233	200	929	47	74	734	98

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.76	0.24
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3425	175	1800	3176	424

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.04	0.05	0.04	0.13	0.11	0.27	0.27	0.04	0.23	0.23
Crit Moves:	****			****		****	****		****	****		****

\*\*\*\*\*



Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #42 Sycamore Dr & Alamo St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 62 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	196	544	294	240	744	256	211	608	93	247	545	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	544	294	240	744	256	211	608	93	247	545	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	544	294	240	744	256	211	608	93	247	545	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	220	611	330	270	836	288	237	683	104	278	612	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	611	330	270	836	288	237	683	104	278	612	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	611	330	270	836	288	237	683	104	278	612	157

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	2864	736

Capacity Analysis Module:

Vol/Sat:	0.12	0.17	0.18	0.15	0.23	0.16	0.13	0.19	0.06	0.15	0.21	0.21
Crit Moves:	***			***			***		***			

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #43 Sycamore Dr & SR-118 WB On-Off Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	0	1	0	0	3	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	790	292	0	1214	0	0	0	0	593	0	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	790	292	0	1214	0	0	0	0	593	0	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	790	292	0	1214	0	0	0	0	593	0	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	832	307	0	1278	0	0	0	0	624	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	832	307	0	1278	0	0	0	0	624	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	832	307	0	1278	0	0	0	0	624	0	118

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	0	5400	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.17	0.00	0.24	0.00	0.00	0.00	0.00	0.35	0.00	0.07
Crit Moves:	***			***			***		***			

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #44 Sycamore Dr & SR-118 EB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	1	0	0	1	0

Volume Module:

Base Vol:	0	708	42	194	886	317	276	75	225	38	0	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	708	42	194	886	317	276	75	225	38	0	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	708	42	194	886	317	276	75	225	38	0	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	753	45	206	943	337	294	80	239	40	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	753	45	206	943	337	294	80	239	40	0	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	753	45	206	943	337	294	80	239	40	0	207

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.83	0.17	1.00	2.00	1.00	0.79	0.21	1.00	1.00	0.00	1.00
Final Sat.:	0	5098	302	1800	3600	1800	1415	385	1800	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.15	0.11	0.26	0.19	0.16	0.21	0.13	0.02	0.00	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #45 Sycamore Dr & Cochran St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	2	0	1	2	0	2

Volume Module:

Base Vol:	165	523	169	380	707	240	274	633	85	280	451	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	523	169	380	707	240	274	633	85	280	451	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	523	169	380	707	240	274	633	85	280	451	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	172	545	176	396	736	250	285	659	89	292	470	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	545	176	396	736	250	285	659	89	292	470	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	545	176	396	736	250	285	659	89	292	470	259
OvlAdjVol:	30			107								

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	2.00	1.00
Final Sat.:	3600	3600	1800	3600	3600	1800	3600	3174	426	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.10	0.11	0.20	0.14	0.08	0.21	0.21	0.08	0.13	0.14
OvlAdjV/S:	0.02			0.06								
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #46 Sycamore Dr & Los Angeles Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.799  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 113 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	2	1	0	2	1	0	2

-----  
 Volume Module:  
 Base Vol: 60 442 116 293 600 230 345 1397 66 139 890 245  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 60 442 116 293 600 230 345 1397 66 139 890 245  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 60 442 116 293 600 230 345 1397 66 139 890 245  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 61 451 118 299 612 235 352 1426 67 142 908 250  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 61 451 118 299 612 235 352 1426 67 142 908 250  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 61 451 118 299 612 235 352 1426 67 142 908 250  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.58 0.42 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1800 2852 748 1800 3600 1800 1800 3600 1800 1800 3600 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.16 0.16 0.17 0.17 0.13 0.20 0.40 0.04 0.08 0.25 0.14  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #47 Sycamore Dr & Royal Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.536  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

-----  
 Volume Module:  
 Base Vol: 95 203 125 126 256 151 191 925 152 90 549 95  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 95 203 125 126 256 151 191 925 152 90 549 95  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 95 203 125 126 256 151 191 925 152 90 549 95  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 99 211 130 131 267 157 199 964 158 94 572 99  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 99 211 130 131 267 157 199 964 158 94 572 99  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 99 211 130 131 267 157 199 964 158 94 572 99  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.24 0.76 1.00 1.26 0.74 1.00 1.72 0.28 1.00 1.70 0.30  
 Final Sat.: 1800 2228 1372 1800 2264 1336 1800 3092 508 1800 3069 531  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.05 0.09 0.09 0.07 0.12 0.12 0.11 0.31 0.31 0.05 0.19 0.19  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

Intersection #48 Sycamore Dr & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	1	0	0	1	1

Volume Module:

Base Vol:	0	0	0	242	0	235	225	117	0	0	75	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	242	0	235	225	117	0	0	75	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	0	235	225	117	0	0	75	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	252	0	245	234	122	0	0	78	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	252	0	245	234	122	0	0	78	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	252	0	245	234	122	0	0	78	200

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	529	0	639	522	560	0	0	544	612

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.48	xxxx	0.38	0.45	0.22	xxxx	xxxx	0.14	0.33
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	14.9	0.0	11.3	14.5	10.6	0.0	0.0	10.1	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	0.0	11.3	14.5	10.6	0.0	0.0	10.1	10.9
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			13.1			13.2				10.7	
Delay Adj:	xxxxxx			1.00			1.00				1.00	
ApprAdjDel:	xxxxxx			13.1			13.2				10.7	
LOS by Appr:	*			B			B				B	
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	0.6	0.7	0.3	0.0	0.0	0.2	0.4

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

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

Intersection #49 Erringer Rd & Fitzgerald Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4  
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	19	84	24	85	119	91	55	211	35	61	194	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	84	24	85	119	91	55	211	35	61	194	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	84	24	85	119	91	55	211	35	61	194	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	21	94	27	96	134	102	62	237	39	69	218	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	94	27	96	134	102	62	237	39	69	218	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	94	27	96	134	102	62	237	39	69	218	126

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	404	431	466	439	469	513	445	828	140	456	493	540

Capacity Analysis Module:

Vol/Sat:	0.05	0.22	0.06	0.22	0.29	0.20	0.14	0.29	0.28	0.15	0.44	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	11.3	12.4	10.1	12.5	12.6	10.8	11.5	12.4	12.2	11.5	14.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	12.4	10.1	12.5	12.6	10.8	11.5	12.4	12.2	11.5	14.8	10.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.8			12.0			12.2			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.8			12.0			12.2			13.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.0	0.2	0.1	0.2	0.3	0.2	0.1	0.4	0.3	0.2	0.7	0.3

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

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #50 Erringer Rd & Royal Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	58	266	28	151	397	320	411	1060	62	37	579	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	266	28	151	397	320	411	1060	62	37	579	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	266	28	151	397	320	411	1060	62	37	579	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	60	277	29	157	414	333	428	1104	65	39	603	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	277	29	157	414	333	428	1104	65	39	603	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	277	29	157	414	333	428	1104	65	39	603	167

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.57	0.43
Final Sat.:	1800	3257	343	1800	3600	1800	1800	3401	199	1800	2821	779

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.09	0.09	0.11	0.19	0.24	0.32	0.32	0.02	0.21	0.21
Crit Moves:	***			***		***	***			***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #51 Erringer Rd & Patricia Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	54	916	65	70	962	123	69	9	74	70	10	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	916	65	70	962	123	69	9	74	70	10	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	916	65	70	962	123	69	9	74	70	10	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	57	974	69	74	1023	131	73	10	79	74	11	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	974	69	74	1023	131	73	10	79	74	11	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	974	69	74	1023	131	73	10	79	74	11	48

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.77	0.23	0.45	0.06	0.49	0.56	0.08	0.36
Final Sat.:	1800	3361	239	1800	3192	408	817	107	876	1008	144	648

Capacity Analysis Module:

Vol/Sat:	0.03	0.29	0.29	0.04	0.32	0.32	0.04	0.09	0.09	0.04	0.07	0.07
Crit Moves:	***			***		***	***		***	***		

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #52 Erringer Rd & Los Angeles Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 133 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	2	1	0	2	1	0	3

Volume Module:

Base Vol:	255	709	167	190	713	430	377	1493	348	176	901	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	709	167	190	713	430	377	1493	348	176	901	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	709	167	190	713	430	377	1493	348	176	901	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	268	746	176	200	751	453	397	1572	366	185	948	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	746	176	200	751	453	397	1572	366	185	948	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	746	176	200	751	453	397	1572	366	185	948	108

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	1.00	2.00	1.00	1.00	2.43	0.57	1.00	3.00	1.00
Final Sat.:	3600	2914	686	1800	3600	1800	1800	4379	1021	1800	5400	1800

Capacity Analysis Module:

Vol/Sat:	0.07	0.26	0.26	0.11	0.21	0.25	0.22	0.36	0.36	0.10	0.18	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #53 Erringer Rd & Cochran St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 79 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	1

Volume Module:

Base Vol:	136	719	149	192	877	278	323	810	160	206	454	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	719	149	192	877	278	323	810	160	206	454	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	719	149	192	877	278	323	810	160	206	454	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	145	765	159	204	933	296	344	862	170	219	483	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	765	159	204	933	296	344	862	170	219	483	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	765	159	204	933	296	344	862	170	219	483	173

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	2649	951

Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.09	0.11	0.26	0.16	0.19	0.24	0.09	0.12	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #54 Erringer Rd & SR-118 EB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.490  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	0	1	0	0	1	0	0

Volume Module:  
 Base Vol: 0 803 8 17 1137 252 246 4 183 17 0 6  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 803 8 17 1137 252 246 4 183 17 0 6  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 803 8 17 1137 252 246 4 183 17 0 6  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 845 8 18 1197 265 259 4 193 18 0 6  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 845 8 18 1197 265 259 4 193 18 0 6  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 845 8 18 1197 265 259 4 193 18 0 6  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.97 0.03 1.00 2.00 1.00 1.00 0.02 0.98 0.74 0.00 0.26  
 Final Sat.: 0 5347 53 1800 3600 1800 1800 39 1761 1330 0 470  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.16 0.01 0.33 0.15 0.14 0.11 0.11 0.01 0.00 0.01  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #55 Erringer Rd & SR-118 WB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.572  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	0	0	2	1	0	1

Volume Module:  
 Base Vol: 143 657 226 0 681 256 297 0 266 657 183 167  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 143 657 226 0 681 256 297 0 266 657 183 167  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 143 657 226 0 681 256 297 0 266 657 183 167  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 146 670 231 0 695 261 303 0 271 670 187 170  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 146 670 231 0 695 261 303 0 271 670 187 170  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 146 670 231 0 695 261 303 0 271 670 187 170  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 2.00 1.00 0.00 2.18 0.82 1.00 0.00 2.00 2.00 1.00 1.00  
 Final Sat.: 3600 3600 1800 0 3925 1475 1800 0 3600 3600 1800 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.19 0.13 0.00 0.18 0.18 0.17 0.00 0.08 0.19 0.10 0.09  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #56 Erringer Rd & Alamo St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.489  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 36 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	0	1	1	0

-----  
 Volume Module:  
 Base Vol: 35 366 765 88 296 2 0 5 14 746 8 151  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 35 366 765 88 296 2 0 5 14 746 8 151  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 35 366 765 88 296 2 0 5 14 746 8 151  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99  
 PHF Volume: 35 370 773 89 299 2 0 5 14 754 8 153  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 370 773 89 299 2 0 5 14 754 8 153  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 35 370 773 89 299 2 0 5 14 754 8 153  
 OvlAdjVol: 392  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 1.00 1.99 0.01 0.00 0.26 0.74 1.98 0.02 1.00  
 Final Sat.: 1800 3600 1800 1800 3576 24 0 474 1326 3562 38 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.10 0.43 0.05 0.08 0.08 0.00 0.01 0.01 0.21 0.21 0.08  
 OvlAdjV/S: 0.22  
 Crit Moves: \*\*\*\* \*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #57 Los Angeles Ave & Hubbard St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.527  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	0	1	0	2

-----  
 Volume Module:  
 Base Vol: 76 1 36 0 0 0 41 2144 64 62 1434 24  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 76 1 36 0 0 0 41 2144 64 62 1434 24  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 76 1 36 0 0 0 41 2144 64 62 1434 24  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 79 1 38 0 0 0 43 2233 67 65 1494 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 79 1 38 0 0 0 43 2233 67 65 1494 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 79 1 38 0 0 0 43 2233 67 65 1494 25  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.67 0.01 0.32 0.00 0.00 0.00 1.00 2.91 0.09 1.00 2.95 0.05  
 Final Sat.: 1211 16 573 0 0 0 1800 5243 157 1800 5311 89  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.07 0.07 0.00 0.00 0.00 0.02 0.43 0.43 0.04 0.28 0.28  
 Crit Moves: \*\*\*\* \*  
 \*\*\*\*\*



Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #58 Los Angeles Ave & Patricia Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 146 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	171	77	66	350	66	325	375	1943	132	91	1320	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	77	66	350	66	325	375	1943	132	91	1320	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	77	66	350	66	325	375	1943	132	91	1320	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	174	79	67	357	67	332	383	1983	135	93	1347	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	79	67	357	67	332	383	1983	135	93	1347	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	79	67	357	67	332	383	1983	135	93	1347	187

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.25	0.21	1.00	0.17	0.83	1.00	2.81	0.19	1.00	2.63	0.37
Final Sat.:	980	441	378	1800	304	1496	1800	5056	344	1800	4743	657

Capacity Analysis Module:

Vol/Sat:	0.10	0.18	0.18	0.20	0.22	0.22	0.21	0.39	0.39	0.05	0.28	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #59 First St & SR-118 WB On-Off Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	0	3	0	0	2	2	0	0

Volume Module:

Base Vol:	76	1070	210	0	906	76	54	0	264	979	72	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1070	210	0	906	76	54	0	264	979	72	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1070	210	0	906	76	54	0	264	979	72	164
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	78	1103	0	0	934	78	56	0	272	1009	74	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1103	0	0	934	78	56	0	272	1009	74	169
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1103	0	0	934	78	56	0	272	1009	74	169
OvlAdjVol:									115			

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	2.00	2.00	0.61	1.39
Final Sat.:	1800	5400	1800	0	5400	1800	1800	0	3600	3600	1098	2502

Capacity Analysis Module:

Vol/Sat:	0.04	0.20	0.00	0.00	0.17	0.04	0.03	0.00	0.08	0.28	0.07	0.07
OvlAdjV/S:									0.03			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #60 First St & SR-118 EB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.757  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	1	0	0	0	1	0	1	0	0

Volume Module:  
 Base Vol: 0 1102 881 0 1550 337 413 3 277 0 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 1102 881 0 1550 337 413 3 277 0 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 1102 881 0 1550 337 413 3 277 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 1160 927 0 1632 355 435 3 292 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1160 927 0 1632 355 435 3 292 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 1160 927 0 1632 355 435 3 292 0 0 0 0  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 3.00 1.00 0.00 2.00 1.00 1.00 0.20 0.80 0.00 0.00 0.00  
 Final Sat.: 0 5400 1800 0 3600 1800 1800 361 1439 0 0 0 0  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.21 0.52 0.00 0.45 0.20 0.24 0.01 0.20 0.00 0.00 0.00  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #61 First St & Cochran St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.681  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 72 Level Of Service: B  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	0	2	0	2	0	2	0

Volume Module:  
 Base Vol: 271 1551 542 171 1480 259 396 803 342 294 282 113  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 271 1551 542 171 1480 259 396 803 342 294 282 113  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 271 1551 542 171 1480 259 396 803 342 294 282 113  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 282 1616 565 178 1542 270 413 836 356 306 294 118  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 282 1616 565 178 1542 270 413 836 356 306 294 118  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 282 1616 565 178 1542 270 413 836 356 306 294 118  
 OvlAdjVol: 411  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3600 5400 1800 3600 5400 1800 3600 3600 1800 3600 3600 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.30 0.31 0.05 0.29 0.15 0.11 0.23 0.20 0.09 0.08 0.07  
 OvlAdjV/S: 0.23  
 Crit Moves: \*\*\*\* \*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #62 First St & E Easy St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 1.124  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: F  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:  
 Base Vol: 115 1648 200 352 1830 140 460 103 221 79 34 467  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 115 1648 200 352 1830 140 460 103 221 79 34 467  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 115 1648 200 352 1830 140 460 103 221 79 34 467  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
 PHF Volume: 125 1791 217 383 1989 152 500 112 240 86 37 508  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 125 1791 217 383 1989 152 500 112 240 86 37 508  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 125 1791 217 383 1989 152 500 112 240 86 37 508  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.68 0.32 1.00 2.79 0.21 1.18 0.26 0.56 1.00 0.07 0.93  
 Final Sat.: 1800 4816 584 1800 5016 384 2112 473 1015 1800 122 1678  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.37 0.37 0.21 0.40 0.40 0.24 0.24 0.24 0.05 0.30 0.30  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #63 First St & Los Angeles Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.998  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	2	0	2	2	0	1	2	0	3

Volume Module:  
 Base Vol: 79 531 289 557 841 695 914 1565 107 308 1156 392  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 79 531 289 557 841 695 914 1565 107 308 1156 392  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 79 531 289 557 841 695 914 1565 107 308 1156 392  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 82 553 301 580 876 724 952 1630 111 321 1204 408  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 82 553 301 580 876 724 952 1630 111 321 1204 408  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 82 553 301 580 876 724 952 1630 111 321 1204 408  
 OvlAdjVol: 141  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.87 0.13 2.00 3.00 1.00  
 Final Sat.: 3600 5400 1800 3600 3600 1800 3600 3370 230 3600 5400 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.10 0.17 0.16 0.24 0.40 0.26 0.48 0.48 0.09 0.22 0.23  
 OvlAdjV/S: 0.08  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #64 First St & Royal Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 95 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	150	435	93	358	682	208	258	1222	194	86	718	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	435	93	358	682	208	258	1222	194	86	718	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	435	93	358	682	208	258	1222	194	86	718	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	161	468	100	385	733	224	277	1314	209	92	772	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	468	100	385	733	224	277	1314	209	92	772	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	468	100	385	733	224	277	1314	209	92	772	303
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.09	0.13	0.06	0.21	0.20	0.12	0.15	0.36	0.12	0.05	0.21	0.17
OvlAdjV/S:	0.00											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #65 First St & Fitzgerald Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted			Permitted			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	1

Volume Module:

Base Vol:	0	388	243	240	572	0	0	0	0	145	0	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	388	243	240	572	0	0	0	0	145	0	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	388	243	240	572	0	0	0	0	145	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	426	267	264	629	0	0	0	0	159	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	426	267	264	629	0	0	0	0	159	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	426	267	264	629	0	0	0	0	159	0	179

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1800	3600	0	0	0	0	1800	0	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.15	0.15	0.17	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #66 Sinaloa Rd & Los Angeles Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 71 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	161	14	120	91	15	10	11	2088	173	273	1272	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	14	120	91	15	10	11	2088	173	273	1272	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	14	120	91	15	10	11	2088	173	273	1272	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	164	14	122	93	15	10	11	2131	177	279	1298	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	14	122	93	15	10	11	2131	177	279	1298	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	14	122	93	15	10	11	2131	177	279	1298	45

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.78	0.13	0.09	1.00	2.77	0.23	1.00	2.90	0.10
Final Sat.:	1800	1800	1800	1412	233	155	1800	4987	413	1800	5219	181

Capacity Analysis Module:

Vol/Sat:	0.09	0.01	0.07	0.05	0.07	0.07	0.01	0.43	0.43	0.15	0.25	0.25
Crit Moves:	***			***			***	***	***			

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #67 Sinaloa Rd & Royal Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	69	85	74	100	167	88	86	1601	139	54	899	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	85	74	100	167	88	86	1601	139	54	899	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	85	74	100	167	88	86	1601	139	54	899	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	89	78	105	176	93	91	1685	146	57	946	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	89	78	105	176	93	91	1685	146	57	946	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	89	78	105	176	93	91	1685	146	57	946	99

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.81	0.19
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3312	288	1800	3259	341

Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.04	0.06	0.10	0.05	0.05	0.51	0.51	0.03	0.29	0.29
Crit Moves:	***			***			***	***	***			

\*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #68 Viewline Dr & SR-118 WB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.327  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

-----  
 Volume Module:  
 Base Vol: 27 0 906 0 0 0 0 90 40 480 46 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 27 0 906 0 0 0 0 90 40 480 46 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 27 0 906 0 0 0 0 90 40 480 46 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99  
 PHF Volume: 27 0 915 0 0 0 0 91 40 485 46 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 27 0 915 0 0 0 0 91 40 485 46 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 27 0 915 0 0 0 0 91 40 485 46 0 0  
 OvlAdjVol: 384  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.00 2.00 0.00 0.00 0.00 0.00 0.69 0.31 1.83 0.17 0.00  
 Final Sat.: 1800 0 3600 0 0 0 0 1246 554 3285 315 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.25 0.00 0.00 0.00 0.00 0.07 0.07 0.15 0.15 0.00  
 OvlAdjV/S: 0.11  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #69 Madera Rd & Viewline Dr  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.425  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	2	0	0	0	2	0	0

-----  
 Volume Module:  
 Base Vol: 354 351 0 0 394 169 0 0 984 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 354 351 0 0 394 169 0 0 984 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 354 351 0 0 394 169 0 0 984 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 393 390 0 0 438 188 0 0 1093 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 393 390 0 0 438 188 0 0 1093 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 393 390 0 0 438 188 0 0 1093 0 0 0  
 OvlAdjVol: 700  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 0.00 0.00 2.00 1.00 1.00 0.00 2.00 0.00 0.00 0.00  
 Final Sat.: 3600 5400 0 0 3600 1800 1800 0 3600 0 0 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.07 0.00 0.00 0.12 0.10 0.00 0.00 0.30 0.00 0.00 0.00  
 OvlAdjV/S: 0.19  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #70 Madera Rd & SR-118 EB On-Off Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.270  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Permitted			Permitted			Split Phase			Split Phase								
Rights:	Ignore			Ignore			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	2	0	0	2	0	0	3	0	1	1	0	1	0	0	0	0

Volume Module:  
 Base Vol: 0 548 1462 0 1079 137 55 0 205 0 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 548 1462 0 1079 137 55 0 205 0 0 0 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 548 1462 0 1079 137 55 0 205 0 0 0 0  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 0 577 0 0 1136 0 58 0 216 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 577 0 0 1136 0 58 0 216 0 0 0 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 577 0 0 1136 0 58 0 216 0 0 0 0  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 2.00 0.00 3.00 1.00 1.00 0.00 2.00 0.00 0.00 0.00  
 Final Sat.: 0 3600 3600 0 5400 1800 1800 0 3600 0 0 0 0  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.00 0.00 0.21 0.00 0.03 0.00 0.06 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #71 Madera Rd & Cochran St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.874  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	3	0	2	0	1	0	2	0

Volume Module:  
 Base Vol: 454 1465 653 177 685 417 611 422 598 374 238 233  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 454 1465 653 177 685 417 611 422 598 374 238 233  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 454 1465 653 177 685 417 611 422 598 374 238 233  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 468 1510 673 182 706 430 630 435 616 386 245 240  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 468 1510 673 182 706 430 630 435 616 386 245 240  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 468 1510 673 182 706 430 630 435 616 386 245 240  
 OvlAdjVol: 115 149  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 1.00 1.00 2.00 2.00 1.00  
 Final Sat.: 3600 5400 1800 3600 5400 1800 3600 1800 1800 3600 3600 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.13 0.28 0.37 0.05 0.13 0.24 0.17 0.24 0.34 0.11 0.07 0.13  
 OvlAdjV/S: 0.06 0.08  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #72 Madera Rd & Easy St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.754  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 93 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	1	1	0	1	0	1

Volume Module:  
 Base Vol: 148 2019 118 50 1448 158 360 161 331 224 59 189  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 148 2019 118 50 1448 158 360 161 331 224 59 189  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 148 2019 118 50 1448 158 360 161 331 224 59 189  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 153 2081 122 52 1493 163 371 166 341 231 61 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 153 2081 122 52 1493 163 371 166 341 231 61 195  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 153 2081 122 52 1493 163 371 166 341 231 61 195  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.83 0.17 1.00 3.00 1.00 1.38 0.62 1.00 1.00 1.00 1.00  
 Final Sat.: 1800 5102 298 1800 5400 1800 2488 1112 1800 1800 1800 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.41 0.41 0.03 0.28 0.09 0.15 0.15 0.19 0.13 0.03 0.11  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #73 Madera Rd & Los Angeles Ave/Tierra Rejada Rd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.772  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	2	0	2	2	0	3	2	0	3

Volume Module:  
 Base Vol: 307 1041 521 465 1186 361 610 1170 276 477 646 190  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 307 1041 521 465 1186 361 610 1170 276 477 646 190  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 307 1041 521 465 1186 361 610 1170 276 477 646 190  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99  
 PHF Volume: 310 1052 526 470 1198 365 616 1182 279 482 653 192  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 310 1052 526 470 1198 365 616 1182 279 482 653 192  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 310 1052 526 470 1198 365 616 1182 279 482 653 192  
 OvlAdjVol: 285 57  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00  
 Final Sat.: 3600 5400 1800 3600 3600 1800 3600 5400 1800 3600 5400 1800  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.19 0.29 0.13 0.33 0.20 0.17 0.22 0.15 0.13 0.12 0.11  
 OvlAdjV/S: 0.16 0.03  
 Crit Moves: \*\*\*\*



Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #74 Madera Rd & Royal Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.717  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 80 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	1	1	0	1	0	1	0	0

Volume Module:  
 Base Vol: 6 1605 1310 466 1170 27 12 14 8 683 27 278  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 6 1605 1310 466 1170 27 12 14 8 683 27 278  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 6 1605 1310 466 1170 27 12 14 8 683 27 278  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 6 1655 1351 480 1206 28 12 14 8 704 28 287  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 6 1655 1351 480 1206 28 12 14 8 704 28 287  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 6 1655 1351 480 1206 28 12 14 8 704 28 287  
 OvlAdjVol: 835

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.20 1.80 2.00 2.93 0.07 1.06 1.24 0.70 2.89 0.11 1.00  
 Final Sat.: 1800 3964 3236 3600 5278 122 1908 2224 1268 5195 205 1800

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.42 0.42 0.13 0.23 0.23 0.01 0.01 0.01 0.14 0.14 0.16  
 OvlAdjV/S: 0.26  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #75 Tierra Rejada Rd & Stargaze Pl  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.713  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 Level Of Service: C  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	3

Volume Module:  
 Base Vol: 11 0 47 60 0 7 19 2116 11 92 1128 48  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 11 0 47 60 0 7 19 2116 11 92 1128 48  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 11 0 47 60 0 7 19 2116 11 92 1128 48  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 11 0 48 61 0 7 19 2159 11 94 1151 49  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 11 0 48 61 0 7 19 2159 11 94 1151 49  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 11 0 48 61 0 7 19 2159 11 94 1151 49

Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00  
 Final Sat.: 1800 0 1800 1800 0 1800 1800 3600 1800 1800 5400 1800

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.00 0.03 0.03 0.00 0.00 0.01 0.60 0.01 0.05 0.21 0.03  
 Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #76 Madera Rd & Country Club Dr East  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 53 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 3 0 1	1 0 2 0 1

Volume Module:

Base Vol:	13	4	252	22	5	11	21	2583	17	256	1568	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	4	252	22	5	11	21	2583	17	256	1568	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	4	252	22	5	11	21	2583	17	256	1568	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	13	4	257	22	5	11	21	2636	17	261	1600	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	4	257	22	5	11	21	2636	17	261	1600	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	4	257	22	5	11	21	2636	17	261	1600	10
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	1.00	0.31	0.69	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	1376	424	1800	1800	562	1238	1800	5400	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.14	0.01	0.01	0.01	0.01	0.49	0.01	0.15	0.44	0.01
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****		****			

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #77 Wood Ranch Parkway & Madera Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 62 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 0 1	1 0 0 1 0	1 0 3 0 1	2 0 2 0 1

Volume Module:

Base Vol:	130	4	84	22	7	7	4	2532	140	292	1343	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	4	84	22	7	7	4	2532	140	292	1343	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	4	84	22	7	7	4	2532	140	292	1343	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	4	88	23	7	7	4	2665	147	307	1414	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	4	88	23	7	7	4	2665	147	307	1414	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	4	88	23	7	7	4	2665	147	307	1414	15
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	1800	1800	1800	900	900	1800	5400	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.05	0.01	0.01	0.01	0.00	0.49	0.08	0.09	0.39	0.01
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****		****			

\*\*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #78 Wood Ranch Parkway & Country Club Dr  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.538  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0  
\*\*\*\*\*  
Volume Module:  
Base Vol: 111 173 102 51 290 86 6 179 544 130 110 37  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 111 173 102 51 290 86 6 179 544 130 110 37  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 111 173 102 51 290 86 6 179 544 130 110 37  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
PHF Volume: 116 180 106 53 302 90 6 186 567 135 115 39  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 116 180 106 53 302 90 6 186 567 135 115 39  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 116 180 106 53 302 90 6 186 567 135 115 39  
\*\*\*\*\*  
Saturation Flow Module:  
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.26 0.74 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.50 0.50  
Final Sat.: 1800 2265 1335 1800 3600 1800 1800 1800 1800 1800 2694 906  
\*\*\*\*\*  
Capacity Analysis Module:  
Vol/Sat: 0.06 0.08 0.08 0.03 0.08 0.05 0.00 0.10 0.31 0.08 0.04 0.04  
Crit Moves: \*\*\*\*

Simi Valley Traffic Analysis  
General Plan w/ Existing Network Scenario  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #79 Wood Ranch Parkway & Long Canyon Rd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9  
Optimal Cycle: 0 Level Of Service: B  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 1 0 0 0 1 0 0 0 2  
\*\*\*\*\*  
Volume Module:  
Base Vol: 0 0 0 501 0 6 5 12 0 4 17 274  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 501 0 6 5 12 0 4 17 274  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 501 0 6 5 12 0 4 17 274  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
PHF Volume: 0 0 0 522 0 6 5 13 0 4 18 285  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 522 0 6 5 13 0 4 18 285  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 522 0 6 5 13 0 4 18 285  
\*\*\*\*\*  
Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.98 0.00 0.02 0.29 0.71 0.00 0.19 0.81 2.00  
Final Sat.: 0 0 0 1727 -565 13 163 390 0 109 462 1312  
\*\*\*\*\*  
Capacity Analysis Module:  
Vol/Sat: xxxx xxxx xxxx 0.30 0.00 0.47 0.03 0.03 xxxx 0.04 0.04 0.22  
Crit Moves: \*\*\*\*  
Delay/Veh: 0.0 0.0 0.0 13.7 14.2 14.2 9.4 9.4 0.0 9.0 9.0 9.3  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 13.7 14.2 14.2 9.4 9.4 0.0 9.0 9.0 9.3  
LOS by Move: \* \* \* B B B A A \* A A A  
ApproachDel: xxxxxx 13.4 9.4  
Delay Adj: xxxxxx 1.00 1.00  
ApprAdjDel: xxxxxx 13.4 9.4 9.3  
LOS by Appr: \* B A A  
AllWayAvgQ: 0.0 0.0 0.0 0.8 0.8 0.8 0.0 0.0 0.0 0.0 0.0 0.3  
\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #80 Madera Rd & Presidential Dr  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.549  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

-----  
 Volume Module:  
 Base Vol: 0 0 0 42 0 43 80 2658 0 0 1462 22  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 42 0 43 80 2658 0 0 1462 22  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 42 0 43 80 2658 0 0 1462 22  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 0 0 0 45 0 46 85 2828 0 0 1555 23  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 45 0 46 85 2828 0 0 1555 23  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 45 0 46 85 2828 0 0 1555 23  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 1800 0 1800 1800 5400 0 0 3600 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.03 0.05 0.52 0.00 0.00 0.43 0.01  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Simi Valley Traffic Analysis  
 General Plan w/ Existing Network Scenario  
 PM Peak Hour

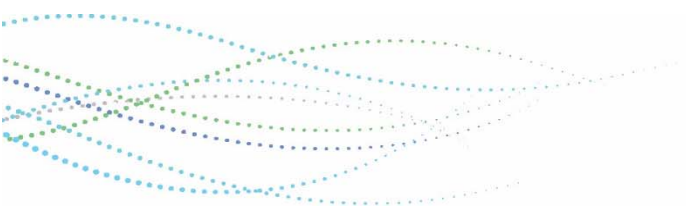
-----  
 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #81 Madera Rd & Country Club Dr West  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.910  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 180 Level Of Service: E  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	0	0	1	0	2	0	2	0

-----  
 Volume Module:  
 Base Vol: 218 0 14 78 0 0 29 2642 777 32 1467 35  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 218 0 14 78 0 0 29 2642 777 32 1467 35  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 218 0 14 78 0 0 29 2642 777 32 1467 35  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 232 0 15 83 0 0 31 2811 827 34 1561 37  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 232 0 15 83 0 0 31 2811 827 34 1561 37  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 232 0 15 83 0 0 31 2811 827 34 1561 37  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 0.00 1.00 1.00 0.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3600 0 1800 1800 0 0 1800 3600 1800 1800 3600 1800  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.00 0.01 0.05 0.00 0.00 0.02 0.78 0.46 0.02 0.43 0.02  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

---

## APPENDIX D – INTERSECTION COST ESTIMATES



Intersection Improvement Cost Estimate calculations

Intersection	Construction Cost Per Improvement Item						Physical Construction Cost							ROW Cost	ROW Comment	Total with ROW	15%		30%		Total After ROW, Design, & Contingency	Total Without ROW, With Design, & Contingency	Fair Share %	Total after Fair Share%
	Traffic Signal	Signal Mod	Left-turn Lane	Right-turn Lane	Through Lane	Re-striping (per approach)	Traffic Signal	Signal Mod	Left-turn Lane	Right-turn Lane	Through Lane	Re-striping	Construction SUB-TOTAL				\$50,000	Design	Contingency					
	\$350,000	\$50,000	\$240,000	\$240,000	\$1,440,000	\$40,000											Utility mod (Power Pole)							
1 Rocky Peak Fire Rd/SR-118 WB Ramps*	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	62%	\$324,415	
2 Rocky Peak Fire Rd/SR-118 EB Ramps	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	100%	\$523,250	
5 Kuehner Dr/Los Angeles Ave	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	100%	\$523,250	
7 Kuehner Dr/SR-118 WB Ramps*	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	39%	\$204,068	
9 Yosemite Ave/Alamo St	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	100%	\$523,250	
19 Stearns St/Cochran St				1			\$0	\$0	\$0	\$240,000	\$0	\$0	\$240,000			\$0	\$240,000	\$36,000	\$82,800	\$358,800	\$358,800	100%	\$358,800	
20 Stearns St/Los Angeles Ave		1					\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000			\$0	\$50,000	\$7,500	\$17,250	\$74,750	\$74,750	100%	\$74,750	
22 Los Angeles Ave/Ralston Ave*	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	44%	\$230,230	
23 Kadota St/Cochran St*	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	14%	\$73,255	
24 Kadota St/Alamo St*	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	0%	\$0	
29 Tapo Canyon Rd/Royal Ave	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	100%	\$523,250	
30 Tapo Canyon Rd/Los Angeles Ave		1					\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000			\$0	\$50,000	\$7,500	\$17,250	\$74,750	\$74,750	100%	\$74,750	
39 Sequoia Ave/Los Angeles Ave					1		\$0	\$0	\$0	\$0	\$1,440,000	\$0	\$1,440,000			\$0	\$1,440,000	\$216,000	\$496,800	\$2,152,800	\$2,152,800	100%	\$2,152,800	
46 Sycamore Dr/Los Angeles Ave			1		0		\$0	\$0	\$240,000	\$0	\$0	\$0	\$240,000			\$138,000	\$378,000	\$36,000	\$82,800	\$496,800	\$358,800	100%	\$496,800	
47 Sycamore Dr/Royal Ave*		1		1			\$0	\$50,000	\$0	\$240,000	\$0	\$0	\$290,000	\$50,000	\$138,000	\$460,000	\$460,000	\$43,500	\$100,050	\$603,550	\$483,550	7%	\$42,249	
48 Sycamore Dr/Fitzgerald Rd	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000	\$50,000	\$0	\$400,000	\$52,500	\$120,750	\$573,250	\$573,250	100%	\$573,250		
49 Erringer Rd/Fitzgerald Rd*	1						\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000			\$0	\$350,000	\$52,500	\$120,750	\$523,250	\$523,250	3%	\$15,698	
50 Erringer Rd/Royal Ave*		2	1	1			\$0	\$100,000	\$240,000	\$240,000	\$0	\$0	\$580,000	\$100,000	\$144,000	\$824,000	\$824,000	\$87,000	\$200,100	\$1,111,100	\$967,100	8%	\$88,888	
52 Erringer Rd/Los Angeles Ave			0				\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0	\$0	\$0	\$0	\$0	100%	\$0	
58 Los Angeles Ave/Patricia Ave	1			1			\$0	\$50,000	\$0	\$240,000	\$0	\$40,000	\$330,000			\$0	\$330,000	\$49,500	\$113,850	\$493,350	\$493,350	100%	\$493,350	
62 First St/E Easy St	1					1	\$0	\$50,000	\$0	\$0	\$0	\$80,000	\$130,000			\$0	\$130,000	\$19,500	\$44,850	\$194,350	\$194,350	100%	\$194,350	
63 First St/Los Angeles Ave	1				0		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000			\$0	\$50,000	\$7,500	\$17,250	\$74,750	\$74,750	100%	\$74,750	
64 First St/Royal Ave			1				\$0	\$0	\$240,000	\$0	\$0	\$0	\$240,000	\$100,000	\$120,000	\$460,000	\$36,000	\$82,800	\$578,800	\$458,800	100%	\$578,800		
71 Madera Rd/Cochran St		1					\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000			\$0	\$50,000	\$7,500	\$17,250	\$74,750	\$74,750	100%	\$74,750	
81 Madera Rd/Country Club Dr West					2		\$0	\$0	\$0	\$0	\$2,880,000	\$0	\$2,880,000			\$840,000	\$3,720,000	\$432,000	\$993,600	\$5,145,600	\$4,305,600	100%	\$5,145,600	

\* Existing deficiency, improvement cost estimate includes a fair-share %

\$1,362,000 \$17,239,900 \$15,877,900 **\$13,364,552**