Malibu Creek Ecosystem Restoration Study Los Angeles and Ventura Counties, California

Appendix N

Traffic



U.S. Army Corps of Engineers Los Angeles District





August 2020



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1 Supplemental Traffic Analysis

1.1 Barge Disposal Route

The updated disposal route consists of trucking beach compatible material to Ventura Harbor, where it will be loaded on a barge for near shore placement in the vicinity of the previously identified beach placement areas. The disposal route consists of driving north on Malibu Canyon Road to US 101 north, exiting at S. Victoria Ave in the city of Ventura, and turning west on Olivas Park Rd. From Olivas Park Road, Harbor Blvd. would be taken to Schooner Drive until arriving at the loading site at Ventura Harbor (**Figure 1.1-1**). Similar to previous analyses, non-beach compatible material will still be hauled to Calabasas Landfill in the same quantity and via the same route previously described.

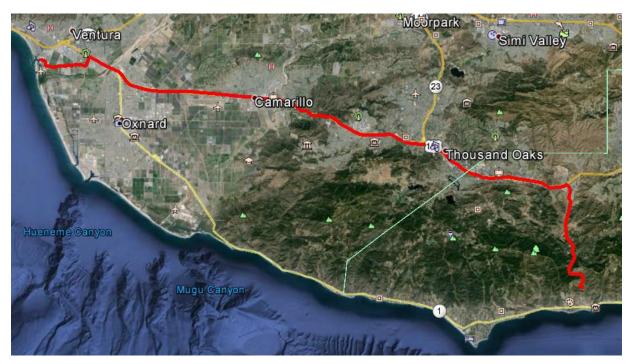


Figure 1.1-1 Truck route to from Malibu Dam to Ventura Harbor

1.2 Level of Service Criteria

Impacts to traffic in Ventura would be considered significant if the Project resulted in an increase of Level of Service (LOS) at an intersection, result in an unacceptable LOS at an intersection or road segment (LOSD or >), or an increase in the volume to capacity ration (V/C) exceeding those shown below in .

1.3 Baseline Level of Service and Impact Analysis

The existing LOS levels and LOS thresholds for US 101 were described in the original EIS/EIR. However, truck traffic was not originally proposed along this route. The truck to barge disposal option would result in a peak of 70 trucks (105 passenger car equivalents PCE) daily traveling along US 101. Spread over the six hour work day, any hour would have around 12 trucks. Based on the existing capacity of this highway (>10,000), the addition contribution of 12 trucks would not

result in a noticeable increase in the V/C ratio, nor would it contribute to increasing the LOS level of US 101.

The proposed truck route consists of exiting US 101 on S. Victoria Drive, and using Olivas Park Road, Harbor Boulevard, and Schooner Drive to deliver material to the placement barge. These road segments fall within the city of Ventura, and the baseline LOS were described in the 2005 Environmental Impact Report for the updated City of Ventura General Plan (**Table 1.4-4**). The LOS described are based on the peak AM and PM levels of traffic. Only one intersection along the proposed haul route is close to achieving the next higher LOS and therefore at risk of exceeding significance criteria due to increased traffic. This is the intersection of Victoria Ave. at Olivas Park Road. However, the traffic associated with the Project will not occur during the AM or PM peak, due to traffic restrictions placed on the Project along its haul route. In addition, the maximum number of hourly trucks at any point during construction is anticipated to be 12 (or 18 PCE). It would take at least 32 vehicles per hour to increase peak hour traffic to the next higher



threshold.

1.4 Conclusion

The updated truck route from the Project area to Ventura Harbor will not result in significant impacts to traffic.

Table 1.4-1 Average Daily Traffic Thresholds for County Roads and Conventional State Highways. Information from the Ventura County CA from the Ventura County General Plan Traffic Appendix.

LOS		Class I		Class II	Class III
	2 Lanes	4 Lanes	6 Lanes	2 Lanes	2 Lanes
Α	2400	19000	29000	1500	350
В	5600	28000	42000	3900	2000
С	10000	38000	57000	7000	3300
D	16000	47000	70000	11000	5900
E	27000	58000	87000	21000	16000

Table 1.4-2 Thresholds for significance for Level of Service (LOS) changes

Existing LOS	Increase in V/C or Trips >									
Α	0.20									
В	0.15									
C	0.10									
D	10 PHTs									
E	5 PHTs									
F	1 PHT									
PHT = peak hour turning; highest combination	PHT = peak hour turning; highest combination of left and opposing through/right turns.									

Table 1.4-3 Peak Intersection Capacity Utilization (ICU) and Level of Service (LOS) (AM or PM) for the proposed truck route through Ventura (City of Ventura, 2005).

Segment / Intersection	ICU & (LOS)
US 101 at Victoria Ave.	0.66 AM (B) / 0.60 PM (A)
Victoria Ave. at Olivas Park	0.77 AM (C) / 0.79 PM (C)
Victoria Ave. at Valentine Rd.	0.43 AM (A) / 0.61 PM (B)
Olivas Park at Telephone Rd.	0.53 AM (A) / 0.66 PM (B)
Olivas Park at Harbor Blvd.	0.39 AM (A) / 0.54 PM (A)

Malibu Creek Ecosystem Restoration Study Los Angeles and Ventura Counties, California

Appendix N1 Traffic Analysis



U.S. Army Corps of Engineers Los Angeles District





August 2020



Most Recent Traffic Count Sheets

Run Time 7:23 AM

Los Angeles County Department of Public Works

900 S. Fremont Ave.

Report ID: Page: 1980V

1

Count Date: 11/05/2012 12:00 a Monday Condition: :

Machine Traffic Count

Location: MALIBU CANYON ROAD N/O POTTER DRIVE

Align Coord:

	K1	/B	2	/B	7	otal		N	/B	9	/B	T	otal	
Time	15'	Hour	15'	Hour	15'	Hour	Time	15'	Hour	15'	Hour	15'	Hour	
12:00 am	25	84	10	36	35	120	12:00 pm	84	371	129	530	213	901	
12:15 am	32	75	11	34	43	109	12:15 pm	100	401	122	523	222	924	
12:30 am	17	52	7	30	24	82	12:30 pm	90	419	147	509	237	928	
12:45 am	10	45	8	27	18	72	12:45 pm	97	441	132	502	229	943	
1:00 am	16	53	8	28	24	81	1:00 pm	114	477	122	463	236	940	
1:15 am	9	46	7	24	16	70	1:15 pm	118	464	108	445	226	909	
1:30 am	10	43	4	21	14	64	1:30 pm	112	477	140	437	252	914	
1:45 am	18	39	9	20	27	59	1:45 pm	133	485	93	430	226	915	
2:00 am	9	24	4	14	13	38	2:00 pm	101	481	104	427	205	908	
2:15 am	6	24	4	10	10	34	2:15 pm	131	511	100	425	231	936	
2:30 am	6	18	3	8	9	26	2:30 pm	120	520	133	434	253	954	
2:45 am	3	14	3	6	6	20	2:45 pm	129	552	90	424	219	976	
3:00 am	9	12	0	8	9	20	3:00 pm	131	636	102	444	233	1080	
3:15 am	0	5	2	10	2	15	3:15 pm	140	707	109	453	249	1160	
3:30 am	2	7	1	9	3	16	3:30 pm	152	830	123	446	275	1276	
3:45 am	1	7	5	9	6	16	3:45 pm	213	973	110	443	323	1416	
4:00 am	2	8	2	6	4	14	4:00 pm	202	1002	111	440	313	1442	
4:15 am	2	10	1	8	3	18	4:15 pm	263	1070	102	418	365	1488	
4:30 am	2	9	1	12	3	21	4:30 pm	295	1070	120	426	415	1523	
4:45 am	2	10	2	24	4	34	4:45 pm	242	1098	107	414	349	1512	
5:00 am	4	15	4	35	8	50	5:00 pm	270	1145	89	410	359	1512	
5:00 am		24	5	62	6	86		290	1213	110	426	400	1639	
5:30 am	1	2 4 27	13	96	16	123	5:15 pm (5:30 pm)	296	1277	108	433	404	1710	
5:45 am	3 7	39	13	133	20	172	5:45 pm	289	1314	103	442	392	1756	
6:00 am	13	47	31	214	44	261	6:00 pm	338	1329	105	429	443	1758	
6:15 am	4	58	39	344	43	402	6:15 pm	354	1329	117	473	471	1794	
6:30 am	15	90	50	554	43 65	644	6:30 pm	333	1286	117	450	450	1736	
6:45 am	15	115	94	833	109	948	6:45 pm	304	1249	90	438	394	1687	
7:00 am	24	143	161	1136	185	1279	7:00 pm	330	1193	149	428	479	1621	
			249	1327	285	1524		319	1067	94	328	413	1395	
7:15 am	36	197		1410	369	1654	7:15 pm		904	105	320 290	401		
7:30 am	40	244	329				7:30 pm	296	904 767				1194	
7:45 am	43	293	397	1430	440	1723 1713	7:45 pm	248 204	660	80 49	243 214	328 253	1010 874	
8:00 am	78 83	324	352	1389 1405	430 415	1713	8:00 pm	204 156	576	49 56	206	253	782	
8:15 am		350	332				8:15 pm							
8:30 am	<mark>89</mark>	375 202	349	1439 1436	438	1814	8:30 pm	159	523 460	58 51	183 155	217	706	
8:45 am	74 104	393	356	1436	430	1829	8:45 pm	141	460 407	51 41	155 145	192	615	
9:00 am	104	428	368	1423	472	1851	9:00 pm	120	407	41	145	161	552	
9:15 am	108	409	366	1358	474	1767	9:15 pm	103	363	33	134	136	497	
9:30 am	107	417	346	1249	453	1666	9:30 pm	96	331	30	122	126	453	
9:45 am	109	413	343	1147	452	1560	9:45 pm	88	299	41	108	129	407	
0:00 am	85	405	303	1016	388	1421	10:00 pm	76	270	30	84	106	354	
0:15 am	116	409	257	918	373	1327	10:15 pm	71	255	21	82	92	337	
10:30 am	103	378	244	807	347	1185	10:30 pm	64	228	16	79	80	307	
0:45 am	101	345	212	716	313	1061	10:45 pm	59	200	17	82	76	282	
11:00 am	89	328	205	661	294	989	11:00 pm	61	163	28	77	89	240	
I1:15 am	85	323	146	585	231	908	11:15 pm	44		18		62		
11:30 am	70	338	153	561	223	899	11:30 pm	36		19		55		
11:45 am	84	358	157	555	241	913	11:45 pm	22		12		34		

24 H	lour	AM Pea	ık Hour	PM Peak Hour				
Direction	Volume	Time	Volume	Time	Volume			
Total	20062	9:00 am	1851	6:15 pm	1794			
N/B	10005	9:00 am	428	6:00 pm	1329			
S/B	10057	8:30 am	1439	12:00 pm	530			

Run Time 7:23 AM

Los Angeles County Department of Public Works

900 S. Fremont Ave.

Report ID: Page:

1978V

1

Count Date: 11/05/2012 12:00 a Monday

Machine Traffic Count

Condition: : Location: MALIBU CANYON ROAD S/O PIUMA ROAD

Align Coord:

N/B		/B	s	/B	Т	otal		N.	/B	S	/B	T	otal
Time	15'	Hour	15'	Hour	15'	Hour	Time	15'	Hour	15'	Hour	15'	Hour
12:00 am	15	52	8	29	23	81	12:00 pm	118	476	118	462	236	938
12:15 am	11	48	10	25	21	73	12:15 pm	117	471	115	439	232	910
12:30 am	11	44	3	19	14	63	12:30 pm	122	461	136	449	258	910
12:45 am	15	40	8	20	23	60	12:45 pm	119	459	93	424	212	883
1:00 am	11	28	4	13	15	41	1:00 pm	113	469	95	427	208	896
1:15 am	7	23	4	9	11	32	1:15 pm	107	502	125	441	232	943
1:30 am	7	19	4	7	11	26	1:30 pm	120	527	111	432	231	959
1:45 am	3	13	1	6	4	19	1:45 pm	129	557	96	447	225	1004
2:00 am	6	11	0	9	6	20	2:00 pm	146	618	109	457	255	1075
2:15 am	3	8	2	10	5	18	2:15 pm	132	678	116	447	248	1125
2:30 am	1	7	3	10	4	17	2:30 pm	150	807	126	453	276	1260
2:45 am	1	8	4	7	5	15	2:45 pm	190	880	106	407	296	1287
3:00 am	3	9	1	6	4	15	3:00 pm	206	976	99	414	305	1390
3:15 am	2	8	2	9	4	17	3:15 pm	261	1039	122	399	383	1438
3:30 am	2	9	0	14	2	23	3:30 pm	223	1035	80	409	303	1444
3:45 am	2	9	3	28	5	37	3:45 pm	286	1104	113	437	399	1541
4:00 am	2	13	4	39	6	52	4:00 pm	269	1089	84	388	353	1477
4:15 am	3	24	7	68	10	92	4:15 pm	257	1123	132	418	389	1541
4:30 am	2	26	14	107	16	133	4:30 pm	292	1172	108	382	400	1554
4:45 am	6	37	14	152	20	189	4:45 pm	271	1153	64	327	335	1480
5:00 am	13	42	33	249	46	291	5:00 pm	303	1197	114	377	417	1574
5:00 am	5	42 48	33 46	408	51	456	5:15 pm	306	1182	96	376	402	
	13	76	59	630	72	706		273		53	371		1569
5:30 am		97	111	932	122	1029	5:30 pm	315	1198			326	
5:45 am	11						5:45 pm		1201	114 112	422 201	429	1623
6:00 am	19	126	192	1182	211	1308	6:00 pm	288	1154	113	391	401	1545
6:15 am	33	161	268	1346	301	1507	6:15 pm	322	1062	91	324	413	1386
6:30 am	34	203	361	1431	395	1634	6:30 pm	276	927	104	291	380	1218
6:45 am	40	250	361	1395	401	1645	6:45 pm	268	812	83	245	351	1057
7:00 am	54	273	356	1395	410	1668 1000	7:00 pm	196	694	46	206	242	900
7:15 am	75	274	353	1362	428	1636	7:15 pm	187	617	58	192	245	809
7:30 am	81	293	325	1336	406	1629	7:30 pm	161	551	58	174	219	725
7:45 am	63	314	361	1349	424	1663	7:45 pm	150	471	44	152	194	623
8:00 am	55	330	323	1318	378	1648	8:00 pm	119	424	32	138	151	562
8:15 am	94	368	327	1255	421	1623	8:15 pm	121	371	40	135	161	506
8:30 am	102	376	338	1201	440	1577	8:30 pm	81	327	36	114	117	441
8:45 am	79	367	330	1097	409	1464	8:45 pm	103	311	30	98	133	409
9:00 am	93	393	260	985	353	1378	9:00 pm	66	268	29	90	95	358
9:15 am	102	391	273	888	375	1279	9:15 pm	77	261	19	87	96	348
9:30 am	93	358	234	766	327	1124	9:30 pm	65	235	20	84	85	319
9:45 am	105	348	218	705	323	1053	9:45 pm	60	208	22	83	82	291
10:00 am	91	314	163	628	254	942	10:00 pm	59	173	26	71	85	244
10:15 am	69	312	151	584	220	896	10:15 pm	51	132	16	55	67	187
10:30 am	83	341	173	565	256	906	10:30 pm	38	113	19	49	57	162
10:45 am	71	332	141	529	212	861	10:45 pm	25	101	10	37	35	138
11:00 am	89	379	119	497	208	876	11:00 pm	18	86	10	34	28	120
11:15 am	98	408	132	496	230	904	11:15 pm	32		10		42	
11:30 am	74	427	137	479	211	906	11:30 pm	26		7		33	
11:45 am	118	475	109	478	227	953	11:45 pm	10		7		17	

[24 H	our	AM Pea	ak Hour	PM Peak Hour					
	Direction	Volume	Time	Volume	Time	Volume				
	Total	19399	7:00 am	1668	5:45 pm	1623				
	N/B	9594	11:45 am	475	5:45 pm	1201				
i	\$/B	9805	6:30 am	1431	12:00 pm	462				

Los Angeles County Department of Public Works

900 S. Fremont Ave. **Machine Traffic Count**

Page:

414V

Report ID: 1

Run Time 7:24 AM

Count Date: 04/26/2011 12:00 a Tuesday

Condition: :

Location: LAS VIRGENES ROAD S/O MULHOLLAND

Align Coord:	:				HIGHWAY									
	N	/B	s	/B	Т	otal			N/	В	Si	В	To	otal
Time	15'	Hour	15'	Hour	15'	Hour		Time	15'	Hour	15'	Hour	15'	Hour
12:00 am	14	35	30	91	44	126		12:00 pm	134	522	162	786	296	1308
12:15 am	12	24	22	70	34	94		12:15 pm	130	544	216	828	346	1372
12:30 am	4	15	22	57	26	72		12:30 pm	127	532	204	805	331	1337
12:45 am	5	12	17	40	22	52		12:45 pm	131	513	204	819	335	1332
1:00 am	3	10	9	32	12	42		1:00 pm	156	516	204	821	360	1337
1:15 am	3	8	9	35	12	43		1:15 pm	118	484	193	832	311	1316
1:30 am	1	6	5	36	6	42		1:30 pm	108	492	218	847	326	1339
1:45 am	3	8	9	37	12	45		1:45 pm	134	506	206	881	340	1387
2:00 am	1	6	12	32	13	38		2:00 pm	124	478	215	923	339	1401
2:15 am	1	9	10	26	11	35		2:15 pm	126	460	208	977	334	1437
2:30 am	3	12	6	23	9	35		2:30 pm	122	454	252	1088	374	1542
2:45 am	1	11	4	21	5	32		2:45 pm	106	4 73	248	1198	354	1671
3:00 am	4	14	6	23	10	37		3:00 pm	106	487	269	1344	375	1831
3:15 am	4	18	7	23	11	41		3:15 pm	120	478	319	1425	439	1903
3:30 am	2	17	4	18	6	35		3:30 pm	141	474	362	1470	503	1944
3:45 am	4	28	6	28	10	56		3:45 pm	120	452	394	1503	514	1955
4:00 am	8	37	6	42	14	79		4:00 pm	97	453	350	1489	447	1942
4:15 am	3	51	2	68	5	119		4:15 pm	116	482	364	1507	480	1989
4:30 am	13	92	14	114	27	206		4:30 pm	119	515	395	1589	514	2104
4:45 am	13	151	20	176	33	327		4:45 pm	121	579	380	1606	501	2185
5:00 am	22	223	32	244	54	467		5:00 pm	126	627	368	1622	494	2249
5:15 am	44	321	48	354	92	675		5:15 pm	149	661	446	1620	595	2281
5:30 am	72	514	76	516	148	1030		5:30 pm	183	652	412	1558	595	2210
5:45 am	85	730	88	629	173	1359		5:45 pm	169	590	396	1510	565	2100
6:00 am	120	1006	142	767	262	1773		6:00 pm	160	529	366	1446	526	1975
6:15 am	237	1220	210	884	447	2104		6:15 pm	140	4 71	384	1389	524	1860
6:30 am	288	1336	189	876	477	2212		6:30 pm	121	416	364	1289	485	1705
6:45 am	361	1416	226	854	587	2270		6:45 pm	108	365	332	1134	440	1499
7:00 am	334	1391	259	848	593	2239		7:00 pm	102	332	309	1006	411	1338
7:15 am	353	1377	202	820	55 5	2197		7:15 pm	85	285	284	881	369	1166
7:30 am	368	1366	167	850	535	2216		7:30 pm	70	259	209	745	279	1004
7:45 am	336	1308	220	909	556	2217		7:45 pm	75	236	204	663	279	899
8:00 am	320	1304	231	927	551	2231		8:00 pm	55	210	184	571	239	781
8:15 am	342	1216	232	925	574	2141		8:15 pm	59	198	148	499	207	697
8:30 am	310	1099	226	957	536	2056		8:30 pm	47	176	127	446	174	622
8:45 am	332	1038	238	925	570	1963		8:45 pm	49	181	112	431	161	612
9:00 am	232	937	229	907	461	1844		9:00 pm	43	162	112	403	155	565
9:15 am	225	893	264	866	489	1759		9:15 pm	37	149	95	369	132	518
9:30 am	249	836	194	784	443	1620		9:30 pm	52	140	112	358	164	498
9:45 am	231	773	220	790	451	1563		9:45 pm	30	107	84	306	114	413
10:00 am	188	693	188	732	376	1425		10:00 pm	30	99	78	272	108	371
10:15 am	168	656	182	730	350	1386		10:15 pm	28	89	84	248	112	337
10:30 am	186	603	200	718	386	1321		10:30 pm	19	78	60	208	79	286
10:45 am	151	570	162	698	313	1268		10:45 pm	22	72	50	180	72	252
11:00 am	151	560	186	732	337	1292		11:00 pm	20	61	54	160	74	221
11:15 am	115	543	170	708	285	1251		11:15 pm	17		44	-	61	
11:30 am	153	558	180	754	333	1312		11:30 pm	13		32		45	
II, JU alli								11.00 0111						

24 Hour	AM Peak Hour	PM Peak Hour				
Direction Volume	Time Volume	Time Volume				
Total 26912	6:45 am 2270	5:15 pm 2281				
N/B 10692	6:45 am 1416	5:15 pm 661				
S/B 16220	8:30 am 957	5:00 pm 1622				

Run Date: 03/04/2013 Run Time 7:24 AM

Los Angeles County Department of Public Works 900 S. Fremont Ave.

Machine Traffic Count

Page:

Report ID: 1V7-1V8

Align Coord:

Count Date: 09/28/2009 12:00 a Monday

Condition: :

Location: LAS VIRGENES ROAD N/O MULHOLLAND

HIC	ıH٤	NA	Y
-----	-----	----	---

	N	/B	S	3/B	Т	otal		N.	/B	S	/B	To	otal
Time	15'	Hour	15'	Hour	15'	Hour	Time	15'	Hour	15'	Hour	15'	Hour
12:00 am	19	52	13	23	32	75	12:00 pm	152	557	150	578	302	1135
12:15 am	13	38	6	14	19	52	12:15 pm	132	516	128	576	260	1092
12:30 am	11	33	2	10	13	43	12:30 pm	133	524	154	592	287	1116
12:45 am	9	27	2	9	11	36	12:45 pm	140	537	146	580	286	1117
1:00 am	5	22	4	10	9	32	1:00 pm	111	563	148	565	259	1128
1:15 am	8	22	2	11	10	33	1:15 pm	140	636	144	536	284	1172
1:30 am	5	15	1	10	6	25	1:30 pm	146	662	142	515	288	1177
1:45 am	4	13	3	14	7	27	1:45 pm	166	704	131	4 87	297	1191
2:00 am	5	10	5	13	10	23	2:00 pm	184	734	119	482	303	1216
2:15 am	1	9	1	10	2	19	2:15 pm	166	794	123	480	289	1274
2:30 am	3	11	5	10	8	21	2:30 pm	188	898	114	499	302	1397
2:45 am	1	8	2	5	3	13	2:45 pm	196	962	126	502	322	1464
3:00 am	4	9	2	6	6	15	3:00 pm	244	1032	117	508	361	1540
3:15 am	3	6	1	10	4	16	3:15 pm	270	1086	142	520	412	1606
3:30 am	0	9	0	15	0	24	3:30 pm	252	1099	117	492	369	1591
3:45 am	2	11	3	24	5	35	3:45 pm	266	1147	132	491	398	1638
4:00 am	1	12	6	39	7	51	4:00 pm	298	1173	129	485	427	1658
4:15 am	6	16	6	59	12	75	4:15 pm	283	1159	114	487	397	1646
4:30 am	2	21	9	83	11	104	4:30 pm	300	1218	116	507	4 16	1725
4:45 am	3	27	18	152	21	179	4:45 pm	292	1188	126	537	418	1725
5:00 am	5	45	26	210	31	255	5:00 pm	284	1192	131	553	415	1745
5:15 am	11	58	30	308	41	366	5:15 pm	342	1188	134	553	476	1741
5:30 am	8	71	78	494	86	565	5:30 pm	270	1168	146	517	416	1685
5:45 am	21	110	76	736	97	846	5:45 pm	296	1138	142	471	438	1609
6:00 am	18	135	124	998	142	1133	6:00 pm	280	1034	131	441	411	1475
6:15 am	24	181	216	1234	240	1415	6:15 pm	322	980	98	393	420	1373
6:30 am	47	256	320	1438	367	1694	6:30 pm	240	884	100	371	340	1255
6:45 am	46	452	338	1494	384	1946	6:45 pm	192	798	112	349	304	1147
7:00 am	64	614	360	1524	424	2138	7:00 pm	226	728	83	310	309	1038
7:15 am	99	842	420	1526	519	2368	7:15 pm	226	628	76	278	302	906
7:30 am	243	929	376	1488	619	2417	7:30 pm	154	506	78	255	232	761
7:45 am	208	847	368	1506	576	2353	7:45 pm	122	412	73	226	195	638
8:00 am	292	759	362	1490	654	2249	8:00 pm	126	349	51	203	177	552
8:15 am	186	567	382	1329	568	1896	8:15 pm	104	283	53	191	157	474
8:30 am	161	4 77	394	1169	555	1646	8:30 pm	60	259	49	184	109	443
8:45 am	120	412	352	1033	472	1445	8:45 pm	59	261	50	177	109	438
9:00 am	100	392	201	903	301	1295	9:00 pm	60	266	39	169	99	435
9:15 am	96	394	222	848	318	1242	9:15 pm	80	254	46	156	126	410
9:30 am	96	401	258	788	354	1189	9:30 pm	62	212	42	142	104	354
9:45 am	100	415	222	688	322	1103	9:45 pm	64	177	42	124	106	301
10:00 am	102	405	146	622	248	1027	10:00 pm	4 8	149	26	95	74	244
10:15 am	103	397	162	640	265	1037	10:15 pm	38	119	32	84	70	203
10:30 am	110	416	158	611	268	1027	10:30 pm	27	102	24	60	51	162
10:45 am	90	417	156	630	246	1047	10:45 pm	36	96	13	52	4 9	148
11:00 am	94	453	164	656	258	1109	11:00 pm	18	72	15	50	33	122
11:15 am	122	511	133	642	255	1153	11:15 pm	21		8		29	
11:30 am	111	521	177	637	288	1158	11:30 pm	21		16		37	
11:45 am	126	543	182	614	308	1157	11:45 pm	12		11		23	

	24 H	our	AM Pea	k Hour	PM Peak Hour					
	Direction	Volume	Time	Volume	Time	Volume				
	Total	21690	7:30 am	2417	5:00 pm	1745				
i	N/B	10757	7:30 am	929	4:30 pm	1218				
	S/B	10933	7:15 am	1526	12:30 pm	592				

Run Time 7:24 AM

Los Angeles County Department of Public Works 900 S. Fremont Ave.

Machine Traffic Count

Report ID: Page:

Location: LAS VIRGENES ROAD N/O AGOURA ROAD

Y50-Y55

4

Page: 1

Count Date: 07/28/2010 12:00 a Wednesday Condition: : Align Coord:

	N.	/B		i/B	-	otal		A.I	/B	c	/B	-	otal
Time	15'	Hour	15'	Hour	ا 15'	Hour	Time	15'	ਮ Hour	15'	/B Hour	15'	otal Hour
12:00 am	29	89 71	36	102	65 36	191	12:00 pm	276	980	253	1051	529	2031
12:15 am	16	71	20	80	36	151	12:15 pm	234	935	242	1038	476	1973
12:30 am	26	67 54	30	69 45	56	136	12:30 pm	226	915	252	1054	478	1969
12:45 am	18	54 54	16	45	34	99	12:45 pm	244	906	304	1022	548	1928
1:00 am	11	51	14	34	25	85	1:00 pm	231	936	240	948	471	1884
1:15 am	12	54	9	28	21	82	1:15 pm	214	994	258	921	472	1915
1:30 am	13	48	6	26	19	74	1:30 pm	217	1048	220	857	437	1905
1: 4 5 am	15	39	5	28	20	67	1:45 pm	274	1132	230	807	504	1939
2:00 am	14	29	8	25	22	54	2:00 pm	289	1138	213	767	502	1905
2:15 am	6	23	7	24	13	47	2:15 pm	268	1129	194	726	462	1855
2:30 am	4	21	8	24	12	45	2:30 pm	301	1147	170	706	471	1853
2: 4 5 am	5	23	2	20	7	43	2:45 pm	280	1180	190	736	470	1916
3:00 am	8	20	7	24	15	44	3:00 pm	280	1228	172	753	452	1981
3:15 am	4	20	7	23	11	43	3:15 pm	286	1308	174	740	460	2048
3:30 am	6	24	4	28	10	52	3:30 pm	334	1308	200	798	534	2106
3:45 am	2	26	6	38	8	64	3:45 pm	328	1349	207	814	535	2163
4:00 am	8	43	6	66	14	109	4:00 pm	360	1391	159	831	519	2222
4:15 am	8	54	12	85	20	139	4:15 pm	286	1447	232	886	518	2333
4:30 am	8	78	14	121	22	199	4 :30 pm	375	1557	216	855	591	2412
4:45 am	19	104	34	190	53	294	4:45 pm	370	1628	224	841	594	2469
5:00 am	19	121	25	270	44	391	5:00 pm	416	1640	214	829	630	2469
5:15 am	32	178	48	375	80	553	5:15 pm	396	1566	201	808	597	2374
5:30 am	34	202	83	507	117	709	5:30 pm	446	1481	202	805	648	2286
5:45 am	36	280	114	678	150	958	5:45 pm	382	1360	212	805	594	2165
6:00 am	76	324	130	796	206	1120	6:00 pm	342	1258	193	763	535	2021
6:15 am	56	338	180	935	236	1273	6:15 pm	311	1174	198	700	509	1874
6:30 am	112	401	254	1037	366	1438	6:30 pm	325	1129	202	655	527	1784
6:45 am	80	433	232	1074	312	1507	6: 4 5 pm	280	1014	170	577	450	1591
7:00 am	90	503	269	1122	359	1625	7:00 pm	258	951	130	550	388	1501
7:15 am	119	597	282	1175	401	1772	7:15 pm	266	881	153	538	419	1419
7:30 am	144	630	291	1210	435	1840	7:30 pm	210	779	124	501	334	1280
7:45 am	150	664	280	1234	430	1898	7: 4 5 pm	217	713	143	487	360	1200
8:00 am	184	686	322	1220	506	1906	8:00 pm	188	649	118	449	306	1098
8:15 am	152	666	317	1145	469	1811	8:15 pm	164	590	116	436	280	1026
8:30 am	178	690	315	1078	493	1768	8:30 pm	144	534	110	4 07	254	941
8:45 am	172	676	266	967	438	1643	8:45 pm	153	494	105	383	258	877
9:00 am	164	694	247	926	411	1620	9:00 pm	129	431	105	358	234	789
9:15 am	176	668	250	896	426	1564	9:15 pm	108	410	87	317	195	727
9:30 am	164	660	204	846	368	1506	9:30 pm	104	380	86	285	190	665
9:45 am	190	638	225	860	415	1498	9:45 pm	90	364	80	245	170	609
10:00 am	138	630	217	849	355	1479	10:00 pm	108	326	64	206	172	532
10:15 am	168	673	200	876	368	1549	10:15 pm	78	268	55	193	133	461
10:30 am	142	689	218	901	360	1590	10:30 pm	88	232	46	166	134	398
10:45 am	182	791	214	934	396	1725	10:45 pm	52	186	41	140	93	326
11:00 am	181	807	244	954	425	1761	11:00 pm	50	160	51	132	101	292
11:15 am	184	902	225	963	409	1865	11:15 pm	42		28		70	
11:30 am	244	952	251	980	495	1932	11:30 pm	42		20		62	
11:45 am	198	934	234	981		1915	11: 4 5 pm	26		33		59	
							p						

[24 H	lour	AM Pea	ak Hour	PM Peak Hour						
	Direction	Volume	Time	Volume	Time	Volume					
	Total	29110	11:30 am	1932	4:45 pm	2469					
1	N/B	15085	11:30 am	952	5:00 pm	1640					
	S/B	14025	7:45 am	1234	12:30 pm	1054					

Lost Hills Road South of Agoura Road

		24	24 Hr Volume					PM Peak			2008 24 Hr Volume			20	08 AM Pe	ak	2008 PM Peak			
Count Date	Day	Total	North	South	Total	North	South	Total	North	South	G.F.	Total	North	South	Total	North	South	Total	North	South
06/24/08	Tue	15686	7203	8483	1416	537	879	1399	798	601	1.000	15686	7203	8483	1416	537	879	1399	798	601
06/25/08	Wed	16337	7421	8916	1430	527	903	1514	802	712	1.000	16337	7421	8916	1430	527	903	1514	802	712
06/26/08	Thu	15985	7369	8616	1378	523	855	1458	814	644	1.000	15985	7369	8616	1378	523	855	1458	814	644

2008 Averages

24	Hour Volu	ıme		AM Peak		PM Peak						
Total	North	South	Total	North	South	Total	North	South				
16003	7331	8672	1408	529	879	1457	805	652				

Weather	:
Counted	by:
Board #	:
Other	:

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Site Code : 000000000000 Start Date: 06/23/2008 File I.D. : LOST HILLS RO

Page Āvg. Begin Mon. 06/23 Tues. Wed. Thur. Fri. Sat. Sun. Time 12:00 am 01:00 5 16 20 02:00 03:00 04:00 05:00 187 06:00 08:00 09:00 10:00 11:00 380 01:00 02:00 03:00 798 726 479 04:00 05:00 734 06:00 07:00 477 299 297 08:00 127 75 09:00 10:00 72 11:00 Totals Avg. Day 72.3% 59.8% 99.9% 99.8% 102.9% 104.9% 102.2% 101.4% 16.9% .0% .0% .0% .0% 11:00 08:00 07:00 08:00 07:00 11:00 08:00 08:00 08:00 07:00 AM Peaks Volume 05:00 05:00 05:00 05:00 05:00 05:00 05:00 05:00 765 589 798 601 802 712 814 644 05:00 05:00 PM Peaks Volume

ADTs

Notes: 1 - Northbound Traffic

2 - Southbound Traffic

To determine AADT, AM Peak & PM peak, only Tuesday, Wednesday & Thursday counts were used. Monday and Friday counts were omitted because they were not complete counts for the day.

Historic Traffic Count Sheets

Run Date: 03/04/2013 Run Time 12:50 PM

Los Angeles County Department of Public Works

900 S. Fremont Ave.

Report ID:

C66-C70

Page: 1

Machine Traffic Count

Align Coord:

Count Date: 01/28/2010 12:00 a Thursday

Condition: :

Location: N	MALIBU CANYON	ROAD S/O	PIUMA ROAD
-------------	---------------	----------	------------

		/B		/B		otal			/B		/B		Total		
Time	15'	Hour	15'	Hour	15'	Hour	Time	15'	Hour	15'	Hour	15'	Hour		
12:00 am	33	94	8	28	41	122	12:00 pm	122	467	112	482	234	949		
12:15 am	18	80	8	28	26	108	12:15 pm	111	471	104	477	215	948		
12:30 am	26	75	10	22	36	97	12:30 pm	120	500	136	498	256	998		
12:45 am	17	66	2	17	19	83	12: 4 5 pm	114	504	130	494	244	998		
1:00 am	19	56	8	19	27	75	1:00 pm	126	536	107	476	233	1012		
1:15 am	13	44	2	16	15	60	1:15 pm	140	592	125	477	265	1069		
1:30 am	17	34	5	16	22	50	1:30 pm	124	590	132	466	256	1056		
1:45 am	7	23	4	15	11	38	1:45 pm	146	652	112	455	258	1107		
2:00 am	7	18	5	14	12	32	2:00 pm	182	691	108	463	290	1154		
2:15 am	3	12	2	13	5	25	2:15 pm	138	739	114	449	252	1188		
2:30 am	6	11	4	15	10	26	2:30 pm	186	861	121	449	307	1310		
2:45 am	2	10	3	17	5	27	2:45 pm	185	922	120	435	305	1357		
3:00 am	1	10	4	17	5	27	3:00 pm	230	1063	94	433	324	1496		
3:15 am	2	14	4	19	6	33	3:15 pm	260	1113	114	456	374	1569		
3:30 am	5	15	6	23	11	38	3:30 pm	247	1167	107	455	354	1622		
3:45 am	2	12	3	36	5	48	3:45 pm	326	1226	118	488	444	1714		
4:00 am	5	13	6	49	11	62	4:00 pm	280	1224	117	478	397	1702		
4:15 am	3	15	8	67	11	82	4:15 pm	314	1267	113	460	427	1727		
4:30 am	2	15	19	80	21	95	4:30 pm	306	1325	140	475	446	1800		
4:45 am	3	21	16	99	19	120	4:45 pm	324	1367	108	470	432	1837		
5:00 am	7	34	24	143	31	177	5:00 pm	323	1368	99	503	422	1871		
5:15 am	3	44	21	190	24	234	5:15 pm	372	1351	128	536	500	1887		
5:30 am	8	63	38	299	46	362	5:30 pm	348	1335	135	565	483	1900		
5:45 am	16	79	60	480	76	559	5:45 pm	325	1277	141	554	466	1831		
6:00 am	17	92	71	679	88	771	6:00 pm	306	1198	132	517	438	1715		
6:15 am	22	142	130	892	152	1034	6:15 pm	356	1083	157	469	513	1552		
6:30 am	24	196	219	1075	243	1271	6:30 pm	290	942	124	374	414	1316		
6:45 am	29	254	259	1192	288	1446	6:45 pm	246	850	104	308	350	1158		
7:00 am	67	307	284	1292	351	1599	7:00 pm	191	744	84	252	275	996		
7:00 am	76	314	313	1334	389	1648	7:00 pm	215	688	62	211	277	899		
7:30 am	82		336	1373		1730	7:30 pm	198	603	58	187		790		
7:30 am 7:45 am	82	357			418	1730	•		524			256	790 691		
8:00 am	74	356 340	359 326	1389	441	1692	7:45 pm	140 135	524 500	48	167	188			
	119	349 352	352	1343 1247	400 471	1599	8:00 pm	130	486	43 38	157 148	178	657 634		
8:15 am				1123		1450	8:15 pm					168			
8:30 am	81 75	327	352		433		8:30 pm	119	438	38	146	157	584 541		
8:45 am	75 77	340	313	1069	388	1409	8:45 pm	116	389	38	152	154	541		
9:00 am	77 04	359	230	966	307	1325	9:00 pm	121	351	34	152	155	503		
9:15 am	94	391	228	918	322	1309	9:15 pm	82	294	36	146	118	440		
9:30 am	94	377	298	860	392	1237	9:30 pm	70	279	44	128	114	407		
9:45 am	94	393	210	710	304	1103	9:45 pm	78	268	38	116	116	384		
10:00 am	109	393	182	648	291	1041	10:00 pm	64	237	28	99	92	336		
10:15 am	80	401	170	583	250	984	10:15 pm	67	218	18	81	85	299		
10:30 am	110	411	148	575	258	986	10:30 pm	59	184	32	75	91	259		
10:45 am	94	397	148	585	242	982	10:45 pm	47	155	21	53	68	208		
11:00 am	117	407	117	581	234	988	11:00 pm	45	130	10	44	55	174		
11:15 am	90	412	162	576	252	988	11:15 pm	33		12		45			
11:30 am	96	433	158	518	254	951	11:30 pm	30		10		40			
11:45 am		457	144	496	248	953	11:45 pm	22		12		34			

Hour
olume
1900
1368
565
•

Run Date: 03/04/2013 Run Time 12:51 PM

Los Angeles County Department of Public Works

900 S. Fremont Ave.

Machine Traffic Count

Report ID: Page:

1V9-1W0

1

Align Coord:

Count Date: 09/28/2009 12:00 a Monday

Condition: :

Location: LAS VIRGENES ROAD S/O MULHOLLAND

HIGHWAY

	N	/B	S	5/B	7	otal				Te	otal		
Time	15'	Hour	15'	Hour	15'	Hour	Time	15'	Hour	15'	Hour	15'	Hour
12:00 am	16	52	8	20	24	72	12:00 pm	130	537	150	580	280	1117
12:15 am	16	40	8	16	24	56	12:15 pm	136	517	132	564	268	1081
12:30 am	9	29	3	11	12	40	12:30 pm	147	511	148	578	295	1089
12:45 am	11	26	1	9	12	35	12:45 pm	124	510	150	558	274	1068
1:00 am	4	21	4	10	8	31	1:00 pm	110	528	134	536	244	1064
1:15 am	5	22	3	9	8	31	1:15 pm	130	612	146	518	276	1130
1:30 am	6	19	1	8	7	27	1:30 pm	146	646	128	492	274	1138
1:45 am	6	14	2	10	8	24	1:45 pm	142	685	128	484	270	1169
2:00 am	5	10	3	10	8	20	2:00 pm	194	739	116	472	310	1211
2:15 am	2	10	2	13	4	23	2:15 pm	164	769	120	488	284	1257
2:30 am	1	9	3	11	4	20	2:30 pm	185	854	120	482	305	1336
2:45 am	2	9	2	9	4	18	2:45 pm	196	907	116	484	312	1391
3:00 am	5	8	6	10	11	18	3:00 pm	224	987	132	500	356	1487
3:15 am	1	4	0	9	1	13	3:15 pm	249	1027	114	508	363	1535
3:30 am	1	9	1	15	2	24	3:30 pm	238	1102	122	508	360	1610
3:45 am	1	8	3	23	4	31	3:45 pm	276	1139	132	502	408	1641
4:00 am	1	11	5	39	6	50	4:00 pm	264	1179	140	472	404	1651
4:15 am	6	14	6	52	12	66	4:15 pm	324	1179	114	451	438	1630
4:30 am	0	19	9	80	9	99	4:30 pm	275	1199	116	466	391	1665
4:45 am	4	31	19	120	23	151	4:45 pm	316	1214	102	493	418	1707
5:00 am	4	47	18	183	22	230	5:00 pm	264	1178	119	527	383	1705
5:15 am	11	63	34	265	45	328	5:15 pm	344	1198	129	534	473	1732
5:30 am	12	68	49	409	61	477	5:30 pm	290	1166	143	505	433	1671
5:45 am	20	87	82	651	102	738	5:45 pm	280	1122	136	461	416	1583
6:00 am	20	102	100	913	120	1015	6:00 pm	284	1054	126	430	410	1484
6:15 am	16	140	178	1149	194	1289	6:15 pm	312	970	100	387	412	1357
6:30 am	31	211	291	1329	322	1540	6:30 pm	246	894	99	367	345	1261
6:45 am	35	270	344	1445	379	1715	6:45 pm	212	827	105	336	317	1163
7:00 am	<mark>58</mark>	329	336	1480	394	1809	7:00 pm	200	731	83	301	283	1032
7:15 am	87	351	358	1538	445	1889	7:15 pm	236	659	80	265	316	924
7:30 am	90	384	407	1582	497	1966	7:30 pm	179	541	68	235	247	776
7:45 am	94	410	379	<mark>1581</mark>	473	1991	7:45 pm	116	426	70	212	186	638
8:00 am	80	417	394	1578	474	1995	8:00 pm	128	379	47	193	175	572
8:15 am	120	451	402	1488	522	1939	8:15 pm	118	325	50	181	168	506
8:30 am	116	431	406	1348	522	1779	8:30 pm	64	278	45	169	109	447
8:45 am	101	426	376	1204	477	1630	8:45 pm	69	273	51	165	120	438
9:00 am	114	439	304	1056	418	1495	9:00 pm	74	261	35	156	109	417
9:15 am	100	423	262	918	362	1341	9:15 pm	71	237	38	148	109	385
9:30 am	111	419	262	824	373	1243	9:30 pm	59	207	41	134	100	341
9:45 am	114	404	228	715	342	1119	9:45 pm	57	180	42	120	99	300
10:00 am	98	387	166	639	264	1026	10:00 pm	50	161	27	92	77	253
10:15 am	96	369	168	620	264	989	10:15 pm	41	132	24	76	65	208
10:30 am	96	376	153	600	249	976	10:30 pm	32	115	27	63	59	178
10:45 am	97	410	152	600	249	1010	10:45 pm	38	103	14	43	52	146
11:00 am	80	435	147	616	227	1051	11:00 pm	21	77	11	41	32	118
11:15 am	103	485	148	619	251	1104	11:15 pm	24		11		35	
11:30 am	130	518	153	603	283	1121	11:30 pm	20		7		27	
11:45 am	122	535	168	598	290	1133	11:45 pm	12		12		24	

-	24 H	our	AM Pea	ak Hour	PM Pea	k Hour
	Direction	Volume	Time	Volume	Time	Volume
	Total	20923	8:00 am	1995	5:15 pm	1732
	N/B	10069	11:45 am	535	4:45 pm	1214
	S/B	10854	7:30 am	1582	12:00 pm	580

	rnative 2a - Dam Removal wit	n weenamear ou	Maximum Dai	ily Construction							Maxim	um Daily Cor	struction Tru	ck Trips						
(ear	Construction Phase	Time Period	Worke	er Trips				Inbo						•		Outh	ound			
cai	Construction I have	Time Teriou	Inbound ¹	Outbound ²	Delivery		Haul Trucks		Haul Trucl Bea	ich ²	Beac	ks to Other ches ²	Delivery		Haul Trucks		Bea	ks to Zuma ach ²		ks to Other ches ²
					Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs ³	Trucks	PCEs ³
1	Vegetation Clearing	Daily	49	49			8	12							8	12				
		AM Peak Hour PM Peak Hour	0	0 49			1	2							1	2				
	Ramp Building	PM Peak Hour Daily	49	49	32	48	1	2					32	48	1	2				
	катр вининд	AM Peak Hour	0	0	4	6							4	6						
		PM Peak Hour	0	0	0	0							0	0						
	Dewatering	Daily	27	27	1	2							1	2						
	Dewatering .	AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
2	Vegetation Clearing	Daily	37	37			6	9							6	9				
		AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	37			1	2							1	2				
	Hauling to Calabasas Landfill	Daily	59	59			110	165							110	165				
		AM Peak Hour	0	0			14	21							14	21				
		PM Peak Hour	0	59			7	11							7	11				
	Hauling to Topanga and Surfrider	Daily	65	65							136	204							136	204
	Beaches	AM Peak Hour	0	0							17	26							17	26
		PM Peak Hour	0	0							0	0							0	0
	Dewatering	Daily	37	37	1	2							1	2						
		AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
3	Vegetation Clearing	Daily	39	39			6	9							6	9				
		AM Peak Hour PM Peak Hour	0	0 39			1	2 2							1	2				
	Hauling to Topanga Beach	Daily	35	35			1	2			53	80			1				53	80
	Flauling to Topanga beach	AM Peak Hour	0	0							7	11							7	11
		PM Peak Hour	0	0							0	0							0	0
	Hauling to Zuma Beach	Daily	43	43					53	80							53	80		-
	rading to Zuma zeuen	AM Peak Hour	0	0					7	11							7	11		
		PM Peak Hour	0	0					0	0							0	0		
	Hauling to Calabasas Landfill	Daily	43	43			1	2							1	2				
		AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	43			0	0							0	0				
	Dewatering	Daily	39	39	1	2							1	2						
		AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
4	Vegetation Clearing	Daily	42	42			6	9							6	9				
		AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	42			1	2							1	2				
	Hauling to Zuma Beach	Daily	33	33					53	80							53	80		
		AM Peak Hour	0	0					7	11							7	11		
		PM Peak Hour	0	0					0	0							0	0		
	Hauling to Calabasas Landfill	Daily	37	37			61	92			1				61	92				
		AM Peak Hour PM Peak Hour	0	0 37			8	12 6							8	12 6				
	Dewatering	PM Peak Hour Daily	42	42	1	2	4	в			-		1	2	4	0			-	
	Lew aternig	AM Peak Hour	0	0	1	2	1				1		1	2						
		PM Peak Hour	0	0	0	0							0	0						
,	Vegetation Clearing	Daily	39	39	Ü	v	6	9					·	v	6	9				
	o-muon cicumig	AM Peak Hour	0	0			1	2			1				1	2				
		PM Peak Hour	0	39			1	2			1				1	2				
	Hauling to Calabasas Landfill	Daily	53	53			137	206							137	206				
		AM Peak Hour	0	0			18	27							18	27				
		PM Peak Hour	0	53			9	14			1				9	14				
	Dewatering	Daily	39	39	1	2							1	2						
	·	AM Peak Hour	0	0	1	2					1		1	2						
	<u> </u>	PM Peak Hour	0	0	0	0	<u> </u>				L		0	0	<u> </u>				<u> </u>	
٠,	Maniana Taina Amina 5 V	Daily	65	65	32	48	137	206	53	80	136	204	32	48	137	206	53	80	136	204
Ι	Maximum Trips during 5-Year Construction Period	AM Peak Hour	0	0	4	6	18	27	7	11	17	26	4	6	18	27	7	11	17	26
		PM Peak Hour	0	59	0	0	9	14	0	0	0	0	0	0	9	14	0	0	0	0

Notes:

Since construction would begin by 7 AM, no inbound worker trips would occur during the AM peak hour (peak one hour between 7 AM and 9 AM).

Since construction would end by 3:30 PM, no truck and outbound worker trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM), except when construction would extend till 4:30 PM to haul material to Calabasas Landfill.

³Passenger car equivalent (PCE) factor for trucks was assumed to be 1.5.
⁴Since hauling to Calabasas Landfill would end by 4:30 PM latest, a maximum of half of hourly truck trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM).

Alter	native 2b - Dam Removal with I	Mechanical Suppo		eam Barriers l	Removal						Mavie	ım Daily Co	nstruction Tr	ick Trine						
				ily Construction er Trips				Inb	ound		Maximi	am Dany Co	istruction 11	ick Trips		Outl	ound			
Year	Construction Phase	Time Period	Inbound ¹	Outbound ²	Deliver	y Trucks ²	Haul Truck	s to Landfill ⁴	Haul Truck			ks to Other	Deliver	y Trucks²	Haul Trucks	to Landfill ⁴		ks to Zuma	Haul Truck	
					Trucks	PCEs ³	Trucks	PCEs ³	Bea Trucks	PCEs ³	Bea Trucks	ches ² PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³	Trucks	ach ² PCEs ³	Beac Trucks	PCEs ³
1	Vegetation Clearing	Daily	49	49			8	12							8	12				
		AM Peak Hour PM Peak Hour	0	0 49			1 1	2 2							1	2				
	Ramp Building	Daily	49	49	32	48							32	48	1					
		AM Peak Hour	0	0	4	6							4	6						
	Dewatering	PM Peak Hour Daily	0 27	0 27	0	2							0	2						
	Deviating	AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
	Upstream Barrier Removal	Daily AM Peak Hour	96 0	96 0			3	5 2							3	5 2				
		PM Peak Hour	0	96			1	2							1	2				
2	Vegetation Clearing	Daily	37	37			6	9							6	9				
		AM Peak Hour PM Peak Hour	0	0 37			1	2							1	2				
	Hauling to Calabasas Landfill	Daily	59	59			110	165							110	165				
		AM Peak Hour	0	0			14	21							14	21				
	Hauling to Topanga and Surfrider	PM Peak Hour Daily	0 65	59 65	1		7	11	-		136	204	1		7	11	1		136	204
	Beaches	AM Peak Hour	0	0	I						17	26							17	26
		PM Peak Hour	0	0							0	0							0	0
	Dewatering	Daily AM Peak Hour	37 0	37 0	1	2 2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
	Upstream Barrier Removal	Daily	84	84			3	5							3	5				
		AM Peak Hour PM Peak Hour	0	0 84			1	2							1	2				
3	Vegetation Clearing	Daily	39	39			6	9							6	9				
		AM Peak Hour	0	0 39			1	2							1	2				
	Hauling to Topanga Beach	PM Peak Hour Daily	0 35	39 35			1	2			53	80			1	2			53	80
		AM Peak Hour	0	0							7	11							7	11
		PM Peak Hour	0	0					53	80	0	0					53	80	0	0
	Hauling to Zuma Beach	Daily AM Peak Hour	43 0	43 0					53	80 11							53 7	80 11		
		PM Peak Hour	0	0					0	0							0	0		
	Hauling to Calabasas Landfill	Daily	43	43			1	2							1	2				
		AM Peak Hour PM Peak Hour	0	0 43			1 0	2							1 0	2				
	Dewatering	Daily	39	39	1	2							1	2						
		AM Peak Hour	0	0	1	2							1	2						
	Upstream Barrier Removal	PM Peak Hour Daily	0 72	0 72	0	0	3	5					0	0	3	5				
		AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	72			1	2							1	2				
4	Vegetation Clearing	Daily AM Peak Hour	42 0	42 0			6	9							6	9				
		PM Peak Hour	0	42			1	2							1	2				
	Hauling to Zuma Beach	Daily	33	33					53	80							53	80		
		AM Peak Hour PM Peak Hour	0	0					7 0	11 0							7	11 0		
	Hauling to Calabasas Landfill	Daily	37	37			61	92							61	92				
		AM Peak Hour PM Peak Hour	0	0 37			8	12							8	12				
	Dewatering	PM Peak Hour Daily	42	42	1	2	4	6					1	2	4	6				
		AM Peak Hour	0	0	1	2							1	2						
_	W	PM Peak Hour	0 39	0	0	0	<u> </u>						0	0						
5	Vegetation Clearing	Daily AM Peak Hour	0	39 0			6	9							6	9				
		PM Peak Hour	0	39	<u></u>		1	2					<u></u>		1	2				
	Hauling to Calabasas Landfill	Daily	53	53			137	206				-			137	206				
		AM Peak Hour PM Peak Hour	0	0 53	I		18 9	27 14							18 9	27 14				
	Dewatering	Daily	39	39	1	2					1		1	2			1		1	
		AM Peak Hour	0	0	1	2							1	2						
	<u> </u>	PM Peak Hour Daily	0 96	0 96	0 32	0 48	137	206	53	80	136	204	0 32	0 48	137	206	53	80	136	204
Maxi	mum Trips during 5-Year Construction Period	AM Peak Hour	0	0	4	6	18	27	7	11	17	26	4	6	18	27	7	11	17	26
	1 6/10#	PM Peak Hour	0	96	0	0	9	14	0	0	0	0	0	0	9	14	0	0	0	0

Notes:

Since construction would begin by 7 AM, no inbound worker trips would occur during the AM peak hour (peak one hour between 7 AM and 9 AM).

Since construction would end by 3:30 PM, no truck and outbound worker trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM), except when construction would extend till 4:30 PM to haul material to Calabasas Landfill.

³Passenger car equivalent (PCE) factor for trucks was assumed to be 1.5.

Since hauling to Calabasas Landfill would end by 4:30 PM latest, a maximum of half of hourly truck trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM).

ravita i i i i	ive 3a - Dam Removal with N	aturar rransport	l.v	l Constant						Mani	m Delle C	antonation T	al. Talas						
			Maximum Dai Worke	ly Construction				Inbo		Maximu	im Daily Cor	nstruction Tru	ick Trips		01	ound			
Year	Construction Phase	Time Period	VVOIKE	r mps			Ì	inbo	Haul Trucks to Zuma	Haul Truck	a to Other			ı	Out	Haul Truck	to 7	Haul Truck	a to Other
			Inbound ¹	Outbound ²	Deliver	y Trucks ²	Haul Trucks	to Landfill ⁴	Beach ²	Haui Truck Beac		Deliver	y Trucks ²	Haul Trucks	to Landfill ⁴	Haui Truci Bea		Haui Truci Beac	
					Trucks	PCEs3	Trucks	PCEs ³	Trucks PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³
1	Floodwall Construction	Daily	69	69	8	12		I CLU	1020		1020	8	12		I CLU		TCLU		1020
		AM Peak Hour	0	0	1	2						1	2						
		PM Peak Hour	0	0	0	0						0	0						
	Ramp Building	Daily	24	24	32	48						32	48						
		AM Peak Hour	0	0	4	6						4	6						
		PM Peak Hour	0	0	0	0						0	0						
	Vegetation Clearing	Daily	69	69			7	11						7	11				
	o o	AM Peak Hour	0	0			1	2						1	2				
		PM Peak Hour	0	69			1	2						1	2				
	Hauling to Calabasas Landfill	Daily	42	42			1	2						1	2				
	8	AM Peak Hour	0	0			1	2						1	2				
		PM Peak Hour	0	42			0	0						0	0				
	Dewatering	Daily	15	15	1	2						1	2	-	-				
		AM Peak Hour	0	0	1	2						1	2						
		PM Peak Hour	0	0	0	0						0	0						
2	Vegetation Clearing	Daily	37	37	0	0	6	9		+		U	0	6	9	}			
2	vegetation Clearing	AM Peak Hour	0	0			1	2						1	2				
		PM Peak Hour	0	37			1	2						1	2				
	II I	Daily	23	23			1	2		+				1	2				
	Hauling to Calabasas Landfill	,												-					
		AM Peak Hour	0	0			1	2						1	2				
		PM Peak Hour	0	23			0	0						0	0				
	Site Maintenance	Daily	23	23															
		AM Peak Hour	0	0															
		PM Peak Hour	0	0															
	Dewatering	Daily	37	37	1	2						1	2						
		AM Peak Hour	0	0	1	2						1	2						
		PM Peak Hour	0	0	0	0						0	0						
3-49 (as	Vegetation Clearing	Daily	37	37			6	9						6	9				
needed)		AM Peak Hour	0	0			1	2						1	2				
		PM Peak Hour	0	37			1	2						1	2				
	Hauling to Calabasas Landfill	Daily	34	34			1	2						1	2				
		AM Peak Hour	0	0			1	2						1	2				
		PM Peak Hour	0	34			0	0						0	0				
	Site Maintenance	Daily	34	34															
		AM Peak Hour	0	0															
		PM Peak Hour	0	0															
	Dewatering	Daily	37	37	1	2						1	2						
	_	AM Peak Hour	0	0	1	2						1	2						
		PM Peak Hour	0	0	0	0						0	0						
50	Vegetation Clearing	Daily	34	34			6	9						6	9				
		AM Peak Hour	0	0			1	2						1	2				
	[PM Peak Hour	0	34			1	2						1	2				
	Hauling to Calabasas Landfill	Daily	34	34	1		137	206		1		1		137	206	t			
		AM Peak Hour	0	0			18	27						18	27				
	[PM Peak Hour	0	34			9	14						9	14				
	Dewatering	Daily	41	41	1	2		.1		1		1	2	<u> </u>	.7				
	Dewatering	AM Peak Hour	0	0	1	2						1	2						
		PM Peak Hour	0	0	0	0						0	0						
	ı	Daily	69	69	32	48	137	206	0 0	0	0	32	48	137	206	0	0	0	0
Maximum	Trips during 50-Year Construction		0	0							0	32 4	48 6		206 27	0		0	
	Period	AM Peak Hour			4	6	18	27		0				18			0		0
		PM Peak Hour	0	69	0	0	9	14	0 0	0	0	0	0	9	14	0	0	0	

Notes:

Since construction would begin by 7 AM, no inbound worker trips would occur during the AM peak hour (peak one hour between 7 AM and 9 AM).

²Since construction would end by 3:30 PM, no truck and outbound worker trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM), except when construction would extend till 4:30 PM to haul material to Calabasas Landfill.

³Passenger car equivalent (PCE) factor for trucks was assumed to be 1.5.

⁴Since hauling to Calabasas Landfill would end by 4:30 PM latest, a maximum of half of hourly truck trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM).

Alternati	ve 3b - Dam Removal with N	atural Transport	and Upstream	m Barrier Ren	noval											
			Maximum Dai	ily Construction er Trips				Tech	ound	Maximum Daily Co	nstruction Tr	uck Trips		01	nound	
Year	Construction Phase	Time Period			D.F.		II. 171		Haul Trucks to Zuma	Haul Trucks to Other	D.P.		W 17 1	s to Landfill ⁴	Haul Trucks to Zuma	Haul Trucks to Other
			Inbound ¹	Outbound ²	Trucks	y Trucks ² PCEs ³	Trucks	s to Landfill ⁴ PCEs ³	Beach ² Trucks PCEs ³	Beaches ² Trucks PCEs ³	Trucks	y Trucks ² PCEs ³	Trucks	PCEs ³	Beach ² Trucks PCEs ³	Beaches ² Trucks PCEs ³
1	Floodwall Construction	Daily	69	69	8	12	Trucks	PCEs"	Trucks PCEs	Trucks PCEs	8	12	Trucks	PCEs"	Trucks PCEs"	Trucks PCEs
		AM Peak Hour	0	0	1	2					1	2				
		PM Peak Hour	0	0	0	0					0	0				
	Ramp Building	Daily AM Peak Hour	24 0	24 0	32 4	48 6					32 4	48 6				
		PM Peak Hour	0	0	0	0					0	0				
	Vegetation Clearing	Daily	69	69			7	11					7	11		
		AM Peak Hour	0	0			1	2					1	2		
		PM Peak Hour	0	69			1	2					1	2		
	Hauling to Calabasas Landfill	Daily AM Peak Hour	42 0	42 0			1 1	2 2					1 1	2 2		
		PM Peak Hour	0	42			0	0					0	0		
	Dewatering	Daily	15	15	1	2					1	2				
		AM Peak Hour	0	0	1	2					1	2				
		PM Peak Hour	0	0	0	0					0	0				
	Upstream Barrier Removal	Daily AM Peak Hour	100 0	100 0			3	5 2					3	5 2		
		PM Peak Hour	0	100			1	2					1	2		
2	Vegetation Clearing	Daily	37	37	 		6	9			1		6	9		+
	. 0	AM Peak Hour	0	0			1	2					1	2		
		PM Peak Hour	0	37	<u> </u>		1	2					1	2		1
	Hauling to Calabasas Landfill	Daily	23	23			1	2					1	2		
		AM Peak Hour PM Peak Hour	0	0 23			1	2					1 0	2		
	Site Maintenance	Daily	23	23	-		0	U					0	U		+
		AM Peak Hour	0	0												
		PM Peak Hour	0	0												
	Dewatering	Daily	37	37	1	2					1	2				
		AM Peak Hour	0	0	1	2					1	2				
	Upstream Barrier Removal	PM Peak Hour Daily	0 62	0 62	0	0	3	5			0	0	3	5		+
	Opstream barrier Kemovar	AM Peak Hour	0	0			1	2					1	2		
		PM Peak Hour	0	62			1	2					1	2		
3	Vegetation Clearing	Daily	37	37			6	9					6	9		
		AM Peak Hour	0	0			1	2					1	2		
	Hauling to Calabasas Landfill	PM Peak Hour Daily	0 34	37 34	<u> </u>		1	2					1	2		
	riauling to Calabasas Lanumi	AM Peak Hour	0	0			1	2					1	2		
		PM Peak Hour	0	34			0	0					0	0		
	Site Maintenance	Daily	34	34												
		AM Peak Hour	0	0												
	n	PM Peak Hour	0 37	0 37												+
	Dewatering	Daily AM Peak Hour	0	0	1	2 2					1	2 2				
		PM Peak Hour	0	0	0	0					0	0				
	Upstream Barrier Removal	Daily	63	63			3	5					3	5		
		AM Peak Hour	0	0			1	2					1	2		
		PM Peak Hour	0	63	ļ		1	2					1	2		
4-49 (as needed)	Vegetation Clearing	Daily AM Peak Hour	37 0	37 0			6	9					6	9		
accueu)		PM Peak Hour	0	37			1	2					1	2		
	Hauling to Calabasas Landfill	Daily	34	34			1	2		1	1		1	2		+
		AM Peak Hour	0	0			1	2					1	2		
	Oliv N. C. L.	PM Peak Hour	0	34	<u> </u>		0	0					0	0		
	Site Maintenance	Daily AM Peak Hour	34 0	34 0												
		AM Peak Hour PM Peak Hour	0	0												
	Dewatering	Daily	37	37	1	2				1	1	2				+
	=	AM Peak Hour	0	0	1	2					1	2				
		PM Peak Hour	0	0	0	0					0	0	1			
50	Vegetation Clearing	Daily	34	34			6	9					6	9		
		AM Peak Hour PM Peak Hour	0	0 34			1	2					1	2		
	Hauling to Calabasas Landfill	PM Peak Hour Daily	34	34	 		137	206			t		137	206		+
		AM Peak Hour	0	0			18	27					18	27		
		PM Peak Hour	0	34	<u></u>		9	14					9	14		
	Dewatering	Daily	41	41	1	2					1	2				
		AM Peak Hour PM Peak Hour	0	0	1	2					1	2				
				. 0	0	0	1		I .	1	0	0	1		1	1
					32	48	137	206	0 0	0 0	32		137	206	0 0	0 0
Maximum '	Trips during 50-Year Construction Period	Daily AM Peak Hour	100	100	32 4	48 6	137 18	206 27	0 0	0 0	32 4	48 6	137 18	206 27	0 0	0 0

Notes:

Since construction would begin by 7 AM, no inbound worker trips would occur during the AM peak hour (peak one hour between 7 AM and 9 AM).

Since construction would end by 3:30 PM, no truck and outbound worker trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM), except when construction would extend till 4:30 PM to haul material to Calabasas Landfill.

Passenger car equivalent (PCE) factor for trucks was assumed to be 1.5.

Since hauling to Calabasas Landfill would end by 4:20 PM latest, a maximum of half of hourly truck trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM).

T	native 4a - Dam Removal wit	ar 11) bira iviceia.		ly Construction							Maximu	um Daily Cor	struction Tru	ck Trips						
	C + + + T1			er Trips				Inbo	und			,		•		Outh	ound			
r	Construction Phase	Time Period	1	Outbound ²	D-11	y Trucks ²	Hamil Tourist	s to Landfill ⁴	Haul Truck			ks to Other	Delivery	. T2	171 T1	s to Landfill ⁴		ks to Zuma	Haul Truc	
			Inbound ¹	Outbound					Bea			ches ²						ach ²		ches ²
F	Floodwall Construction	Daily	67	67	Trucks 8	PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³	Trucks 8	PCEs ³	Trucks	PCEs ³	Trucks	PCEs ³	Trucks	PCEs
ľ	loodwan corpulation	AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
١	egetation Clearing	Daily	67	67			8	12							8	12				
		AM Peak Hour	0	0			1	2							1	2				
L		PM Peak Hour	0	67			1	2							1	2				
Б	Ramp Building	Daily	67	67	32	48							32	48						
ı		AM Peak Hour	0	0	4	6							4	6						
Ļ	Dewatering	PM Peak Hour Daily	0 16	16	1	2							0	2						
ľ	Dewatering	AM Peak Hour	0	0	1	2							1	2						
ı		PM Peak Hour	0	0	0	0							0	0						
ķ	/egetation Clearing	Daily	29	29	-	0	6	9							6	9				
ľ		AM Peak Hour	0	0			1	2							1	2				
ı		PM Peak Hour	0	29			1	2							1	2				
I	Hauling to Calabasas Landfill	Daily	35	35			111	167							111	167				
ı		AM Peak Hour	0	0			14	21							14	21				
L		PM Peak Hour	0	35			7	11							7	11				
I	Hauling to Topanga and Surfrider	Daily	41	41							136	204	I						136	204
В	Beaches	AM Peak Hour	0	0							17	26							17	26
Ļ		PM Peak Hour	0	0							0	0	<u> </u>		<u> </u>				0	0
L	Dewatering	Daily AM Peak Hour	29 0	29 0	1	2							1	2 2						
		AM Peak Hour PM Peak Hour	0	0	1 0	2							0	0						
Ļ	/egetation Clearing	Daily	39	39	U	U	6	9					U	U	6	9				
ľ	regetation Clearing	AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	39			1	2							1	2				
I	Hauling to Topanga Beach	Daily	35	35			*				53	80			-				53	80
l	9 1 1 9	AM Peak Hour	0	0							7	11							7	11
l		PM Peak Hour	0	0							0	0							0	0
ľ	Hauling to Zuma Beach	Daily	44	44					53	80							53	80		
		AM Peak Hour	0	0					7	11							7	11		
L		PM Peak Hour	0	0					0	0							0	0		
I	Hauling to Calabasas Landfill	Daily	44	44			2	3							2	3				
ı		AM Peak Hour	0	0			1	2							1	2				
Ļ		PM Peak Hour	0	44			0	0							0	0				
ľ	Dewatering	Daily AM Peak Hour	39 0	39 0	1	2							1	2 2						
		PM Peak Hour	0	0	0	0							0	0						
ķ	/egetation Clearing	Daily	42	42	0	U	6	9					0	0	6	9				
ľ	regetation Clearing	AM Peak Hour	0	0			1	2							1	2				
ı		PM Peak Hour	0	42			1	2							1	2				
I	Hauling to Zuma Beach	Daily	33	33					53	80							53	80		
١	·	AM Peak Hour	0	0					7	11			I				7	11		
L		PM Peak Hour	0	0			1		0	0	<u></u>		<u></u>		<u></u>		0	0	<u> </u>	
ŀ	Hauling to Calabasas Landfill	Daily	37	37			62	93	-	-					62	93				
١		AM Peak Hour	0	0			8	12					I		8	12				
L		PM Peak Hour	0	37			4	6					!		4	6	ļ		ļ	
I	Dewatering	Daily	42	42	1	2							1	2						
١		AM Peak Hour	0	0	1	2							1	2						
ŧ	/egetation Clearing	PM Peak Hour Daily	0 42	0 42	0	0	-	9					0	0	6	9				
ľ	egetation Clearing	AM Peak Hour	0	0			6	2					I		1	2				
ĺ		PM Peak Hour	0	42			1	2							1	2				
ŀ	Hauling to Calabasas Landfill	Daily	48	48			138	207			1		1		138	207	t		1	
ľ	0	AM Peak Hour	0	0			18	27					I		18	27				
١		PM Peak Hour	0	48			9	14					I		9	14				
ľ	Dewatering	Daily	42	42	1	2							1	2						
۱		AM Peak Hour	0	0	1	2							1	2						
L		PM Peak Hour	0	0	0	0							0	0						
м	aximum Trips during 5-Year	Daily	67	67	32	48	138	207	53	80	136	204	32	48	138	207	53	80	136	204
.v1	Construction Period	AM Peak Hour	0	0	4	6	18	27	7	11	17	26	4	6	18	27	7	11	17	26
		PM Peak Hour	0	67	0	0	9	14	0	0	0	0	0	0	9	14	0	0	0	0

Notes:
Since construction would begin by 7 AM, no inbound worker trips would occur during the AM peak hour (peak one hour between 7 AM and 9 AM).
Since construction would end by 3:30 PM, no truck and outbound worker trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM), except when construction would extend till 4:30 PM to haul material to Calabasas Landfill.

³Passenger car equivalent (PCE) factor for trucks was assumed to be 1.5.
⁴Since hauling to Calabasas Landfill would end by 4:30 PM latest, a maximum of half of hourly truck trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM).

Alte	rnative 4b - Dam Removal with I	Iybrid Mechanica	al and Natura	al Transport ar	nd Upstrea	m Barrier	Removal													
			Maximum Da	ily Construction er Trips					ound		Maximu	ım Daily Coı	nstruction Tru	ick Trips		6	nound			
Year	Construction Phase	Time Period		1			1		ound Haul Truck	s to Zuma	Haul Truck	ks to Other			1		ound Haul Truck	s to Zuma	Haul Truck	cs to Other
			Inbound ¹	Outbound ²		y Trucks ²		s to Landfill ⁴	Beac	ch ²	Beac	ches ²		y Trucks ²	Haul Trucks		Bea		Beacl	
					Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs ³	Trucks	PCEs3	Trucks	PCEs3	Trucks	PCEs3
1	Floodwall Construction	Daily AM Peak Hour	67 0	67 0	8	12 2							8	12 2						
		PM Peak Hour	0	0	0	0							0	0						
	Vegetation Clearing	Daily	67	67			8	12							8	12				
		AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	67			1	2							1	2				
	Ramp Building	Daily AM Peak Hour	67 0	67 0	32 4	48 6							32 4	48 6						
		PM Peak Hour	0	0	0	0							0	0						
	Dewatering	Daily	16	16	1	2							1	2						
		AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
	Upstream Barrier Removal	Daily AM Peak Hour	101 0	101 0			3	5 2							3	5 2				
		PM Peak Hour	0	101			1	2							1	2				
2	Vegetation Clearing	Daily	29	29			6	9							6	9				
		AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	29			1	2							1	2				
	Hauling to Calabasas Landfill	Daily	35	35			111	167							111	167				
		AM Peak Hour PM Peak Hour	0	0 35			14 7	21 11							14 7	21 11				
	Hauling to Topanga and Surfrider	Daily	41	41				11			136	204			,	11			136	204
	Beaches	AM Peak Hour	0	0							17	26	1						17	26
		PM Peak Hour	0	0							0	0							0	0
	Dewatering	Daily	29	29	1	2							1	2						
		AM Peak Hour	0	0	1	2							1	2						
	Upstream Barrier Removal	PM Peak Hour Daily	0 57	0 57	0	0	3	5					0	0	3	5				
	Opstream barrier Removal	AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	57			1	2							1	2				
3	Vegetation Clearing	Daily	39	39			6	9							6	9				
		AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	39			1	2							1	2				
	Hauling to Topanga Beach	Daily AM Peak Hour	35 0	35 0							53 7	80 11							53 7	80 11
		PM Peak Hour	0	0							0	0							0	0
	Hauling to Zuma Beach	Daily	44	44					53	80	-						53	80		
	_	AM Peak Hour	0	0					7	11							7	11		
		PM Peak Hour	0	0					0	0							0	0		
	Hauling to Calabasas Landfill	Daily	44	44			2	3							2	3				
		AM Peak Hour PM Peak Hour	0	0 44			1	2							1	2				
	Dewatering	Daily	39	39	1	2	U	0					1	2	0	U				
		AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
	Upstream Barrier Removal	Daily	64	64			4	6							4	6				
		AM Peak Hour	0	0			1	2							1	2				
4	Vegetation Clearing	PM Peak Hour Daily	0 42	64 42			6	9					-		6	9				
4	vegennon clearing	AM Peak Hour	0	0			1	2							1	2				
		PM Peak Hour	0	42			1	2					1		1	2				
	Hauling to Zuma Beach	Daily	33	33					53	80							53	80		
		AM Peak Hour	0	0					7	11							7	11		
	Hauling to Calabasas Landfill	PM Peak Hour Daily	0 37	0 37			62	93	0	0			1		62	93	0	0		
	a maning to Canavasas Lanumi	AM Peak Hour	0	0			8	12					1		8	12				
		PM Peak Hour	0	37			4	6							4	6				
	Dewatering	Daily	42	42	1	2							1	2						
		AM Peak Hour	0	0	1	2							1	2						
		PM Peak Hour	0	0	0	0							0	0						
5	Vegetation Clearing	Daily AM Peak Hour	42 0	42 0			6	9					1		6	9				
		AM Peak Hour PM Peak Hour	0	42			1	2					1		1	2				
	Hauling to Calabasas Landfill	Daily	48	48			138	207					 		138	207				
		AM Peak Hour	0	0			18	27					1		18	27				
		PM Peak Hour	0	48			9	14							9	14				
	Dewatering	Daily	42	42	1	2							1	2						
		AM Peak Hour	0	0	1	2							1	2	1					
		DM Dool, LLo	0	0																
		PM Peak Hour Dailu	0 101	0 101	0 32	48	138	207	53	80	136	204	0 32	0 48	138	207	53	80	136	204
Maxi	inum Trips during 5-Year Construction Period	PM Peak Hour Daily AM Peak Hour	0 101 0	0 101 0	0 32 4	48 6	138 18	207 27	53 7	80 11	136 17	204 26	32 4	48 6	138 18	207 27	53 7	80 11	136 17	204 26

Notes:

Since construction would begin by 7 AM, no inbound worker trips would occur during the AM peak hour (peak one hour between 7 AM and 9 AM).

Since construction would end by 3:30 PM, no truck and outbound worker trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM), except when construction would extend till 4:30 PM to haul material to Calabasas Landfill.

Passenger car equivalent (PCE) factor for trucks was assumed to be 1.5.

Since hauling to Calabasas Landfill would end by 4:20 PM latest, a maximum of half of hourly truck trips would occur during the PM peak hour (peak one hour between 4 PM and 6 PM).

Alternative 2a - Dam Removal with Mechanical Support Trip Assignment of Construction Traffic (PCEs)												
		-	ssignment of Cor	nstruction Traffic	(PCEs)							
Roadway Segment	Da	aily	AM Pea	ak Hour	PM Pea	ak Hour						
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound						
Malibu Canyon Road (Project Site - SR 1)	261	261	29	29	0	30						
Las Virgenes Road (Project Site - Lost Hills Road)	263	263	30	30	14	44						
Las Virgenes Road (Lost Hills Road - US 101)	28	28	2	2	0	15						
Lost Hill Road (Las Virgenes Road - US 101)	234	234	29	29	14	29						
PCH (East of Malibu Canyon Road)	232	232	28	28	0	15						
PCH (West of Malibu Canyon Road)	108	108	13	13	0	15						
Northbound US 101 (West of Lost Hills Road)	0	28	0	2	0	15						
Southbound US 101 (West of Lost Hills Road)	28	0	2	0	0	0						
Northbound US 101 (East of Las Virgenes Road)	28	0	2	0	0	0						
Southbound US 101 (East of Las Virgenes Road)	0	28	0	2	0	15						

Altamatica Ob Dam Damana	1 th Machania 1 Commont and I	In almanna Danni ana Danaanal
Alternative 2b - Dam Kemova	l with Mechanical Support and U	pstream barriers Kemovai

		Trip A	ssignment of Co	nstruction Traffic	(PCEs)	
Roadway Segment	Da	nily	AM Pe	ak Hour	PM Pea	ak Hour
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Malibu Canyon Road (Project Site - SR 1)	276	276	29	29	0	48
Las Virgenes Road (Project Site - Lost Hills Road)	278	278	30	30	14	62
Las Virgenes Road (Lost Hills Road - US 101)	36	36	2	2	0	24
Lost Hill Road (Las Virgenes Road - US 101)	242	242	29	29	14	38
PCH (East of Malibu Canyon Road)	240	240	28	28	0	24
PCH (West of Malibu Canyon Road)	116	116	13	13	0	24
Northbound US 101 (West of Lost Hills Road)	0	36	0	2	0	24
Southbound US 101 (West of Lost Hills Road)	36	0	2	0	0	0
Northbound US 101 (East of Las Virgenes Road)	36	0	2	0	0	0
Southbound US 101 (East of Las Virgenes Road)	0	36	0	2	0	24

Alternative 3a - Dam Removal with Natural Transport Trip Assignment of Construction Traffic (PCEs)											
		Trip A	ssignment of Co	nstruction Traffic	(PCEs)						
Roadway Segment	Da	aily	AM Pe	ak Hour	PM Pe	ak Hour					
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound					
Malibu Canyon Road (Project Site - SR 1)	59	59	3	3	0	35					
Las Virgenes Road (Project Site - Lost Hills Road)	265	265	30	30	14	49					
Las Virgenes Road (Lost Hills Road - US 101)	29	29	2	2	0	17					
Lost Hill Road (Las Virgenes Road - US 101)	235	235	29	29	14	31					
PCH (East of Malibu Canyon Road)	29	29	2	2	0	17					
PCH (West of Malibu Canyon Road)	29	29	2	2	0	17					
Northbound US 101 (West of Lost Hills Road)	0	29	0	2	0	17					
Southbound US 101 (West of Lost Hills Road)	29	0	2	0	0	0					
Northbound US 101 (East of Las Virgenes Road)	29	0	2	0	0	0					
Southbound US 101 (East of Las Virgenes Road)	0	29	0	2	0	17					

A 1 1 1 ' O1-	D D			ım Barrier Removal
Δ itornative in .	. I Jam komoval	With Natiral Iran	chart and Linetros	im Karrier Kemovai
mitchiative ob -		. WILLLINGLULAL ITALI	sport and Opsite	illi Dallici ixcilioval

		Trip A	ssignment of Cor	nstruction Traffic	(PCEs)	
Roadway Segment	Da	nily	AM Pea	ak Hour	PM Pea	ak Hour
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Malibu Canyon Road (Project Site - SR 1)	74	74	3	3	0	50
Las Virgenes Road (Project Site - Lost Hills Road)	280	280	30	30	14	64
Las Virgenes Road (Lost Hills Road - US 101)	37	37	2	2	0	25
Lost Hill Road (Las Virgenes Road - US 101)	243	243	29	29	14	39
PCH (East of Malibu Canyon Road)	37	37	2	2	0	25
PCH (West of Malibu Canyon Road)	37	37	2	2	0	25
Northbound US 101 (West of Lost Hills Road)	0	37	0	2	0	25
Southbound US 101 (West of Lost Hills Road)	37	0	2	0	0	0
Northbound US 101 (East of Las Virgenes Road)	37	0	2	0	0	0
Southbound US 101 (East of Las Virgenes Road)	0	37	0	2	0	25

A 11 1' A - D D	vith Hybrid Mechanical and Natura	A SHARE WAS A SHAR
Alfornative 4a – Ham Removal	vith Hypria Mechanical and Natiira	il iranchart
Antinative ta - Dam Removal	villi iiv biia ivicciiailicai alla ivatuig	u iiaiispuit .

	Trip Assignment of Construction Traffic (PCEs)						
Roadway Segment	Daily		AM Peak Hour		PM Peak Hour		
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
Malibu Canyon Road (Project Site - SR 1)	262	262	29	29	0	34	
Las Virgenes Road (Project Site - Lost Hills Road)	265	265	30	30	14	48	
Las Virgenes Road (Lost Hills Road - US 101)	29	29	2	2	0	17	
Lost Hill Road (Las Virgenes Road - US 101)	236	236	29	29	14	31	
PCH (East of Malibu Canyon Road)	233	233	28	28	0	17	
PCH (West of Malibu Canyon Road)	109	109	13	13	0	17	
Northbound US 101 (West of Lost Hills Road)	0	29	0	2	0	17	
Southbound US 101 (West of Lost Hills Road)	29	0	2	0	0	0	
Northbound US 101 (East of Las Virgenes Road)	29	0	2	0	0	0	
Southbound US 101 (East of Las Virgenes Road)	0	29	0	2	0	17	

Alternative 4b - Dam Removal with Hybrid Mechanical and Natural Transport and Upstream Barrier Removal

	Trip Assignment of Construction Traffic (PCEs)						
Roadway Segment	Daily		AM Peak Hour		PM Peak Hour		
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	
Malibu Canyon Road (Project Site - SR 1)	279	279	29	29	0	51	
Las Virgenes Road (Project Site - Lost Hills Road)	282	282	30	30	14	65	
Las Virgenes Road (Lost Hills Road - US 101)	37	37	2	2	0	25	
Lost Hill Road (Las Virgenes Road - US 101)	244	244	29	29	14	39	
PCH (East of Malibu Canyon Road)	241	241	28	28	0	25	
PCH (West of Malibu Canyon Road)	117	117	13	13	0	25	
Northbound US 101 (West of Lost Hills Road)	0	37	0	2	0	25	
Southbound US 101 (West of Lost Hills Road)	37	0	2	0	0	0	
Northbound US 101 (East of Las Virgenes Road)	37	0	2	0	0	0	
Southbound US 101 (East of Las Virgenes Road)	0	37	0	2	0	25	

Traffic Growth Rate Calculations

LA County

		Combined Auto + Truck VMT ¹		
Scenario	Year	AM Peak	PM Peak	
Base Year	2008	46,879	75,304	
Future Year with RTP Plan	2035	48,592	77,796	
Difference	27	1,713	2,492	
Annual Growth Rate		0.13%	0.12%	
Average Value		0.127%		

Notes:

Source: 2012-2035 Regional Transportation Plan, Southern California Association of Governments, December 2011 (Tables A12 and A16)

Year 2021 Baseline Conditions

HCS Output Sheets

Two-Way Two-Lane Highway Segment Analysis

Two-Wa	y Two-Lane Hi	.ghway Segm	nent Anal	lysis		
Analyst Agency/Co. Date Performed Analysis Time Period Highway From/To Analysis Year Description	TCH CDM Smith 4/19/2013 AM Peak Malibu Canyo North of Pot 2021 No Proj Malibu Creek	ter Drive ect EIS				
	Input	Data				
Shoulder width 6. Lane width 12 Segment length 0.	.0 ft 0 mi lling mi V 1743	Peak-hour % Trucks a % Recreati % No-passi Access poi veh/h %	nd buses onal veh ng zones	s nicles	0.9 5 2 90 1	0 % % /mi
	Average T	ravel Spee	ed			
Grade adjustment factor PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustmen Two-way flow rate, (note Highest directional spl Base free-flow speed, B Adj. for lane and shoul Adj. for access points, Free-flow speed, FFS Adjustment for no-passi Average travel speed, A	t factor, -1) vp it proportion FFS der width, fI fA ng zones, fnp	ıS	0.99 1.5* 1.1 0.974 2009 1406 45.0 0.0 0.3 44.8 1.0 28.1	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
	Percent Time	-Spent-Fol	lowing			
Grade adjustment factor PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustmen Two-way flow rate, (note Highest directional spl Base percent time-spent Adj.for directional dis Percent time-spent-foll	t factor, fHV -1) vp it proportion -following, E	(note-2)		fd/np	1.00 1.0 1.0 1.000 1937 1356 81.8 4.5 86.3	pc/h %
T.AVAl of	Service and C	ther Perfo	rmance N	leagure:	S	
Level of service, LOS Volume to capacity rati					E 0.63	

Notes:

^{1.} If $vp \ge 3200 \text{ pc/h}$, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

Two-Way Two-Lane Highway Segment Analysis

Level of service, LOS Volume to capacity ratio, v/c			F 0.87	
Level of Service and Other Perform	mance Me	easure		
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passing Percent time-spent-following, PTSF	·	-	93.3	pc/h %
Percent Time-Spent-Follo	owing			
Average Travel Speed Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp	0.99 1.5* 1.1 0.974 2782 1753 50.0 0.0 0.3 49.8 0.9 27.3	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
Highway class Class 1 Shoulder width 6.0 ft Peak-hour factor, PHF Lane width 12.0 ft % Trucks and buses Segment length 0.0 mi % Recreational vehicles Terrain type Rolling % No-passing zones Grade: Length mi Access points/mi Two-way hourly volume, V 2414 veh/h				0 % % /mi
Input Data				
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period AM Peak Highway Las Virgenes Road From/To North of Mulholland High Analysis Year 2021 No Project Description Malibu Creek EIS	nway			

Notes:

^{1.} If $vp \ge 3200 \text{ pc/h}$, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

OPERATIONAL ANALYSIS

Analyst: TCH
Agency/Co: CDM Smith
Date: 4/19/2013

Analysis Period: AM Peak

Highway: Las Virgenes Road From/To: North of Agoura Road

Analysis Year: 2021 No Project Project ID: Malibu Creek EIS

FREE-I	FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:	12.0	10	12.0	10
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft.	6.0	ft.
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12	IC	12	IC
Median type	Undivide	٦	Undivide	d
Free-flow speed:	Base	ı	Base	a
FFS or BFFS	50.0	mnh	50.0	mnh
	0.0	mph		mph
Lane width adjustment, FLW	0.0	mph	0.0	mph mph
Lateral clearance adjustment, FLC	1.6	mph		mph
Median type adjustment, FM		mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	DLUME			
Direction	1		2	
Volume, V	755	vph	1063	vph
Peak-hour factor, PHF	0.90	v Pii	0.90	vpii
Peak 15-minute volume, v15	210		295	
Trucks and buses	5	90	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level	0	Level	0
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
			0.972	
Heavy vehicle adjustment, fHV	0.972			n an hn 1
Flow rate, vp	431	pcphpl	607	pcphpl
RE	ESULTS			
Direction	1		2.	
Flow rate, vp	431	pcphpl	607	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	40.0 A	шрп	B	шрп
Density, D	9.6	pc/mi/ln	_	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph

Analyst: TCH
Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: AM Peak

Highway: Lost Hills Road From/To: South of Agoura Road

Analysis Year: 2021 No Project Project ID: Malibu Creek EIS

Project in: Maribu Creek Er	5						
FRI	EE-FI	LOW SPE	ED_				
Direction			1			2	
Lane width		12.0		ft	12.0		ft
Lateral clearance:							
Right edge		6.0		ft	6.0		ft
Left edge		6.0		ft	6.0		ft
Total lateral clearance		12.0		ft	12.0		ft
Access points per mile		12			12		
Median type		Divide	d		Divide	ed	
Free-flow speed:		Base			Base		
FFS or BFFS		48.0		mph	48.0		mph
Lane width adjustment, FLW		0.0		mph	0.0		mph
Lateral clearance adjustment, FLO	С	0.0		mph	0.0		mph
Median type adjustment, FM		0.0		mph	0.0		mph
Access points adjustment, FA		3.0		mph	3.0		mph
Free-flow speed		45.0		mph	45.0		mph
	VOI	JUME					
Direction			1			2	
Volume, V		654	Τ.	vph	1088	_	vph
Peak-hour factor, PHF		0.90		vpii	0.90		vpii
Peak 15-minute volume, v15		182			302		
Trucks and buses		5		ଚ୍ଚ	5		ଚ
Recreational vehicles		2		00	2		o Oc
Terrain type		Level		0	Level		0
Number of lanes		2			2		
Driver population adjustment, fP		1.00			1.00		
Trucks and buses PCE, ET		1.5			1.5		
Recreational vehicles PCE, ER		1.2			1.2		
Heavy vehicle adjustment, fHV		0.972			0.972		
Flow rate, vp		373		pcphpl	621		pcphpl
	RES	SULTS					
Direction			1			2	
Flow rate, vp		373		pcphpl	621		pcphpl
Free-flow speed, FFS		45.0		mph	45.0		mph
Avg. passenger-car travel speed,	S	45.0		mph	45.0		mph
Level of service, LOS		A		_	В		_
Density, D		8.3		pc/mi/ln	13.8		pc/mi/ln

OPERF	AIIONAL ANA	птото		
Analyst: TCH				
Agency/Co: CDM Smith				
Analysis Period: AM Peak				
Highway: State Route 1				
From/To: East of Cross Cre	eek Road			
Analysis Year: 2021 No Project				
Project ID: Malibu Creek EIS				
FREE	E-FLOW SPEE	D		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:	• •	- -	•	
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
	10	IC	10	I C
Access points per mile	-	م ما	Undivid	a al
Median type	Undivid	ea		ea
Free-flow speed:	Base	1-	Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction		1		2
Volume, V	2210	vph	1603	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	614		445	
Trucks and buses	4	%	4	용
Recreational vehicles	2	%	2	િ
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1257	pcphpl	911	pcphpl
	RESULTS			
Direction		1		2

Overall results are not computed when free-flow speed is less than 45 mph

1257

45.0

45.0

27.9

D

911

45.0

45.0

С

pc/mi/ln 20.2

pcphpl

mph

mph

pcphpl

pc/mi/ln

mph

mph

Flow rate, vp

Density, D

Free-flow speed, FFS

Level of service, LOS

Avg. passenger-car travel speed, S

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: State Route 1
From/To: West of Malibu Canyon Road

Analysis Year: 2021 No Project Project ID: Malibu Creek EIS

inaliza ofech zio				
FREE-I	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	OLUME			
Direction	1		2	
Volume, V	1815	vph	1317	vph
Peak-hour factor, PHF	0.90	- 2	0.90	- 1
Peak 15-minute volume, v15	504		366	
Trucks and buses	4	00	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level	-	Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1032	pcphpl	749	pcphpl
R	ESULTS			
Direction	1		2	
Flow rate, vp	1032	pcphpl	749	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C	IIIPII	B	шЪп
Density, D	22.9	pc/mi/ln	_	pc/mi/ln

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and Adjustments						
Volume, V	7324	veh/h				
Peak-hour factor, PHF	0.90	- ,				
Peak 15-min volume, v15	2034	V				
Trucks and buses	5	9				
Recreational vehicles	2	90				
Terrain type:	Level					
Grade	0.00	00				
Segment length	0.00	mi				
Trucks and buses PCE, ET	1.5					
Recreational vehicle PCE, ER	1.2					
Heavy vehicle adjustment, fHV	0.972					
Driver population factor, fp	1.00					
Flow rate, vp	1675	pc/h/ln				
Speed Inputs and Adjustments						
Lane width	12.0	ft				
Right-shoulder lateral clearance	6.0	ft				
Interchange density	1.00	interchange/mi				
Number of lanes, N	5	_				
Free-flow speed:	Base					
FFS or BFFS	65.0	mi/h				
Lane width adjustment, fLW	0.0	mi/h				
Lateral clearance adjustment, fLC	0.0	mi/h				
Interchange density adjustment, fID	2.5	mi/h				
Number of lanes adjustment, fN	0.0	mi/h				
Free-flow speed, FFS	62.5	mi/h				
	Urban Freeway					
LOS and Performance	ce Measures					
Flow rate, vp	1675	pc/h/ln				
Free-flow speed, FFS	62.5	mi/h				
Average passenger-car speed, S	62.4	mi/h				
Number of lanes, N	5	/				
Density, D	26.9	pc/mi/ln				
Level of service, LOS	D	<u>.</u> ,				
·						

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and	Adjustments	
Volume, V	5913	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1643	V
Trucks and buses	5	왕
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	ଚ
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1352	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performa	nce Measures	
Flow rate, vp	1352	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	•
Density, D	21.6	pc/mi/ln
Level of service, LOS	С	•

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and Adjustments					
Volume, V	7877	veh/h			
Peak-hour factor, PHF	0.90				
Peak 15-min volume, v15	2188	V			
Trucks and buses	5	9			
Recreational vehicles	2	90			
Terrain type:	Level				
Grade	0.00	00			
Segment length	0.00	mi			
Trucks and buses PCE, ET	1.5				
Recreational vehicle PCE, ER	1.2				
Heavy vehicle adjustment, fHV	0.972				
Driver population factor, fp	1.00				
Flow rate, vp	2252	pc/h/ln			
Speed Inputs and Adjustments					
Lane width	12.0	ft			
Right-shoulder lateral clearance	6.0	ft			
Interchange density	1.00	interchange/mi			
Number of lanes, N	4				
Free-flow speed:	Base				
FFS or BFFS	65.0	mi/h			
Lane width adjustment, fLW	0.0	mi/h			
Lateral clearance adjustment, fLC	0.0	mi/h			
Interchange density adjustment, fID	2.5	mi/h			
Number of lanes adjustment, fN	1.5	mi/h			
Free-flow speed, FFS	61.0	mi/h			
	Urban Freeway				
LOS and Performance	ce Measures				
Flow rate, vp	2252	pc/h/ln			
Free-flow speed, FFS	61.0	mi/h			
Average passenger-car speed, S	53.2	mi/h			
Number of lanes, N	4	, **			
Density, D	42.3	pc/mi/ln			
Level of service, LOS	E	<u>.</u> ,			
•					

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and	d Adjustments	
Volume, V	6360	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1767	V
Trucks and buses	5	9
Recreational vehicles	2	9
Terrain type:	Level	
Grade	0.00	96
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1818	pc/h/ln
Speed Inputs as	nd Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Perform	mance Measures	
Flow rate, vp	1818	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	60.4	mi/h
Number of lanes, N	4	
Density, D	30.1	pc/mi/ln
Level of service, LOS	D	-

Two-Way Two-Lane Highway Segment Analysis

	wo-way Two-Lane F	nignway Segm	ient Ana	Tysis		
Analyst Agency/Co. Date Performed Analysis Time Peri Highway From/To Analysis Year Description	TCH CDM Smith 4/19/2013 od PM Peak Malibu Cany North of Po 2021 No Pro Malibu Cree	otter Drive oject				
	Inpu	ıt Data				
Highway class Shoulder width Lane width Segment length Terrain type Grade: Length Two-way hourly volumetional split	0.0 mi Rolling mi wme, V 1573	Peak-hour % Trucks a % Recreati % No-passi Access poi veh/h %	nd buses onal vel ng zones	s hicles	0.9 5 2 90 1	00 % % /mi
	Average	Travel Spee	d			
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Base free-flow spe Adj. for lane and Adj. for access po Free-flow speed, F Adjustment for no- Average travel spe	stment factor, (note-1) vp l split proportice ed, BFFS shoulder width, fints, fA FS passing zones, fr	FLS	0.99 1.5* 1.1 0.974 1813 1124 45.0 0.0 0.3 44.8 1.2 29.5	mi/h mi/h		
	Percent Tim	ne-Spent-Fol	lowing			
Grade adjustment f PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adju Two-way flow rate, Highest directiona Base percent time- Adj.for directiona Percent time-spent	stment factor, fE (note-1) vp l split proportic spent-following, l distribution an	n (note-2) BPTSF	g zones,	, fd/np	1.00 1.0* 1.0 1.000 1748 1084 78.5 5.7 84.2	pc/h %
Leve	l of Service and	Other Perfo	rmance 1	Measure	S	
Level of service, Volume to capacity	LOS				E 0.57	

Notes:

^{1.} If $vp \ge 3200 \text{ pc/h}$, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

Two-Way Two-Lane Highway Segment Analysis

```
Analyst
                           TCH
                          CDM Smith
Agency/Co.
Date Performed
                           4/19/2013
Analysis Time Period PM Peak
Highway Las Virgenes Road
From/To North of Mulholland Highway
Analysis Year 2021 No Project
Description Malibu Creek EIS
                          Input Data
                  Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.90
Lane width 12.0 ft % Trucks and buses 5
Segment length 0.0 mi % Recreational vehicles 2
Terrain type Rolling % No-passing zones 90
Grade: Length mi Access points/mi 1
Two-way hourly volume, V 2392 veh/h
Highway class
                                                                        90 %
1 /mi
Directional split 54 / 46 %
       ______Average Travel Speed
Grade adjustment factor, fG
                                                      0.99
PCE for trucks, ET
                                                      1.5*
PCE for RVs, ER
                                                      1.1
Heavy-vehicle adjustment factor,
                                                     0.974
                                                            pc/h
pc/h
Two-way flow rate, (note-1) vp
                                                      2757
Highest directional split proportion (note-2) 1489
Base free-flow speed, BFFS
                                                     50.0 mi/h
                                                    0.0 mi/h
0.3 mi/h
49.8 mi/h
0.9 mi/h
27.5 mi/h
Adj. for lane and shoulder width, fLS
Adj. for access points, fA
Free-flow speed, FFS
Adjustment for no-passing zones, fnp
Average travel speed, ATS
                     Percent Time-Spent-Following
Grade adjustment factor, fG
                                                                      1.00
PCE for trucks, ET
                                                                      1.0
PCE for RVs, ER
                                                                      1.0
Heavy-vehicle adjustment factor, fHV
                                                                      1.000
Two-way flow rate, (note-1) vp
                                                                      2658
                                                                              pc/h
Highest directional split proportion (note-2)
                                                                      1435
                                                                      90.3
Base percent time-spent-following, BPTSF
Adj.for directional distribution and no-passing zones, fd/np 2.2
Percent time-spent-following, PTSF
                                                                      92.5 %
                Level of Service and Other Performance Measures
Level of service, LOS
                                                                      E
Volume to capacity ratio, v/c
                                                                      0.86
```

Notes:

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

Analyst: TCH
Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: PM Peak

Highway: Las Virgenes Road From/To: North of Agoura Road

Analysis Year: 2021 No Project Project ID: Malibu Creek EIS

rializa cice. His				
FREE-	FLOW SPEED			
Direction	1		2	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	d	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
Direction	1		,	2
Volume, V	1587	vph	1175	vph
Peak-hour factor, PHF	0.90	v p.i.	0.90	v p.i.
Peak 15-minute volume, v15	441		326	
Trucks and buses	5	90	5	00
Recreational vehicles	2	96	2	96
Terrain type	Level	Ü	Level	O
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	907	pcphpl	671	pcphpl
R	ESULTS			
Direction	1		2	2
Flow rate, vp	907	pcphpl	671	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS Density, D	C 20.2	pc/mi/ln	B 14.9	pc/mi/ln
- ·		_		_

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road From/To: South of Agoura Road

Analysis Year: 2021 No Project Project ID: Malibu Creek EIS

Project ID: Malibu Creek EI	S				
FR	EE-FLOW	SPEED_			
Direction		1		2	
Lane width	12	.0	ft	12.0	ft
Lateral clearance:					
Right edge	6.	0	ft	6.0	ft
Left edge	6.	0	ft	6.0	ft
Total lateral clearance	12	.0	ft	12.0	ft
Access points per mile	12			12	
Median type	Di	vided		Divided	
Free-flow speed:	Ва	se		Base	
FFS or BFFS	48	.0	mph	48.0	mph
Lane width adjustment, FLW	0.		mph	0.0	mph
Lateral clearance adjustment, FL			mph	0.0	mph
Median type adjustment, FM	0.	0	mph	0.0	mph
Access points adjustment, FA	3.		mph	3.0	mph
Free-flow speed		. 0	mph	45.0	mph
-			1		ı
	VOLUM	E			
Direction		1		2	
Volume, V	99		vph	806	vph
Peak-hour factor, PHF		90	· P	0.90	· P
Peak 15-minute volume, v15	27			224	
Trucks and buses	5	,	96	5	%
Recreational vehicles	2		96	2	90
Terrain type		vel	ŭ	Level	Ŭ
Number of lanes	2			2	
Driver population adjustment, fP		00		1.00	
Trucks and buses PCE, ET	1.			1.5	
Recreational vehicles PCE, ER	1.			1.2	
Heavy vehicle adjustment, fHV		972		0.972	
Flow rate, vp	56		pcphpl	460	pcphpl
110. 1000, Ip			P ob 11P I	100	L obiib T
	RESUL	TS			
Direction		1		2	
Flow rate, vp	56		pcphpl	460	pcphpl
Free-flow speed, FFS		.0	mph	45.0	mph
Avg. passenger-car travel speed,		.0	mph	45.0	mph
Level of service, LOS	В		±	A	±
Density, D	12	. 6	pc/mi/ln	10.2	pc/mi/ln

Analyst: TCH Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: PM Peak Highway: State Route 1 From/To: East of Cross Cree Analysis Year: 2021 No Project Project ID: Malibu Creek EIS	ek Road			
FREE-	-FLOW SPEE	D		
Direction		1	:	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type Undivided Undivided				
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	OLUME			
Direction		1		2
Volume, V	1124	vph	2612	vph
Peak-hour factor, PHF	0.90	_	0.90	_
Peak 15-minute volume, v15	312		726	
Trucks and buses	4	૾ૢ	4	용
Recreational vehicles	2	용	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	639	pcphpl	1485	pcphpl
· · · ·	-	I - II	- -	I - I I

	RE	SULTS_				
Direction Flow rate, vp Free-flow speed, FFS Avg. passenger-car travel speed, Level of service, LOS Density, D	S	639 45.0 45.0 B 14.2	1	pcphpl mph mph pc/mi/lr	1485 45.0 44.7 D	pcphpl mph mph pc/mi/ln

Analyst:	TCH
Agency/Co:	CDM Smith
Date:	4/19/2013
Analysis Poriod.	DM Doole

Analysis Period: PM Peak

Highway: State Route 1
From/To: West of Malibu Canyon Road

Analysis Year: 2021 No Project Project ID: Malibu Creek EIS

Project id: Mailbu Creek Els				
FREE-	FLOW SPEED)		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
v	OLUME			
Direction	1		2	
Volume, V	923	vph	2145	vph
Peak-hour factor, PHF	0.90	· [-1]	0.90	· P
Peak 15-minute volume, v15	256		596	
Trucks and buses	4	9	4	00
Recreational vehicles	2	9	2	90
Terrain type	Level	0	Level	Ŭ
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	525	pcphpl	1220	pcphpl
R	ESULTS			
Pi ma ati an	1			
Direction	1		1220	
Flow rate, vp	525	pcphpl	1220	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0 B	mph	45.0 D	mph
Level of service, LOS Density, D	11.7	pc/mi/ln	_	pc/mi/ln

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and	Adjustments	
Volume, V	6339	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1761	V
Trucks and buses	5	왕
Recreational vehicles	2	ଚ୍ଚ
Terrain type:	Level	
Grade	0.00	ଚ
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1450	pc/h/ln
Speed Inputs an	d Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Perform	ance Measures	
Flow rate, vp	1450	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	
Density, D	23.2	pc/mi/ln
Level of service, LOS	С	-

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and	Adjustments	
Volume, V	6600	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1833	V
Trucks and buses	5	용
Recreational vehicles	2	ଚ
Terrain type:	Level	
Grade	0.00	ଚ
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1509	pc/h/ln
Speed Inputs and	d Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performa	ance Measures	
Flow rate, vp	1509	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	·
Density, D	24.1	pc/mi/ln
Level of service, LOS	С	÷

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and	Adjustments	
Volume, V	6818	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1894	V
Trucks and buses	5	ଚ
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	9
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1949	pc/h/ln
Speed Inputs an	d Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Perform	ance Measures	
Flow rate, vp	1949	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	59.3	mi/h
Number of lanes, N	4	·
Density, D	32.9	pc/mi/ln
Level of service, LOS	D	-

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 No Project

Description: Malibu Creek EIS

Flow Inputs and	Adjustments	
Volume, V	7099	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1972	V
Trucks and buses	5	왕
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	ଚ
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2029	pc/h/ln
Speed Inputs an	d Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Perform	ance Measures	
Flow rate, vp	2029	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	58.2	mi/h
Number of lanes, N	4	
Density, D	34.9	pc/mi/ln
Level of service, LOS	D	_

Year 2066 Baseline Conditions

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Malibu Canyon Road Highway From/To North of Potter Drive 2066 No Project Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF % Trucks and buses Lane width 12.0 ft 5 Segment length 0.0 mi % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 1866 veh/h Directional split 70 / 30 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2151 pc/h Highest directional split proportion (note-2) 1506 pc/h Base free-flow speed, BFFS 45.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 44.8 mi/h Adjustment for no-passing zones, fnp 1.0 mi/h Average travel speed, ATS 27.0 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0* PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2073 pc/h Highest directional split proportion (note-2) 1451 Base percent time-spent-following, BPTSF 83.8 Adj.for directional distribution and no-passing zones, fd/np 4.1 Percent time-spent-following, PTSF 87.9

Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

E 0.67

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis______ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Highway Las Virgenes Road From/To North of Mulholland Highway 2066 No Project Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF Lane width % Trucks and buses 12.0 ft 5 0.0 mi Segment length % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 2585 veh/h Directional split 63 / 37 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2980 pc/h Highest directional split proportion (note-2) 1877 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.8 mi/h Average travel speed, ATS 25.9 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2872 pc/h Highest directional split proportion (note-2) 1809 Base percent time-spent-following, BPTSF 92.0 Adj.for directional distribution and no-passing zones, fd/np 2.7 Percent time-spent-following, PTSF 94.7

Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

F 0.93

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Las Virgenes Road From/To: North of Agoura Road

Analysis Year: 2066 No Project Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FRE	E-FLOW SPE	ED		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivi	ded	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	_VOLUME			
Direction		1		2
Volume, V	808	vph	1139	vph
Peak-hour factor, PHF	0.90	-	0.90	•
Peak 15-minute volume, v15	224		316	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	461	pcphpl	651	pcphpl
RESULTS				
Direction		1		2
Flow rate, vp	461	pcphpl	651	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed,		mph	45.0	mph
Level of service, LOS	A	<u>-</u>	В	
Density, D	10.2	pc/mi/ln		pc/mi/ln

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Lost Hills Road From/To: South of Agoura Road

Analysis Year: 2066 No Project Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE	-FLOW SPEED)		
Direction	1		:	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction	1		,	2
Volume, V	701	vph	1164	vph
Peak-hour factor, PHF	0.90	v pii	0.90	V P11
Peak 15-minute volume, v15	195		323	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level	· ·	Level	Ü
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	400	pcphpl	665	pcphpl
	RESULTS			
Direction	1			2
Flow rate, vp	400	pcphpl	665	z pcphpl
Free-flow speed, FFS				
Avg. passenger-car travel speed, S	45.0 45.0	mph mph	45.0 45.0	mph mph
Level of service, LOS	A	шБп	45.0 B	шБш
Density, D	8.9	pc/mi/ln	_	pc/mi/ln

____OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: AM Peak

Highway: State Route 1
From/To: East of Cross Creek Road

Analysis Year: 2066 No Project Project ID: Malibu Creek EIS

Project in: Maribu creek Els				
FREE-	FLOW SPEE	D		
Direction	1 -	1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Undivide	ed	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
Direction]	1		2
Volume, V	2340	${ t vph}$	1697	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	650		471	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1331	pcphpl	965	pcphpl
	ESULTS			
Direction	1	1		2
Flow rate, vp	1331	pcphpl	965	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	D		C	
Density, D	29.6	pc/mi/ln	21.4	pc/mi/ln

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2066 No Project Project ID: Malibu Creek EIS

ration cicer his				
FREE-1	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
Direction	1		2	
Volume, V	2033	vph	1475	vph
Peak-hour factor, PHF	0.90	VPII	0.90	VPII
Peak 15-minute volume, v15	565		410	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level	0	Level	0
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1156	pcphpl	839	pcphpl
R	ESULTS			
Direction	1		2	
Flow rate, vp	1156	pcphpl	839	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph -
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS Density, D	C 25.7	pc/mi/ln	C 18.6	pc/mi/ln

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

Descripcion: Maribu Creek Els		
Flow Inputs and A	djustments	
Volume, V	7754	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2154	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	8
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1773	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performan	ice Measures	
Flow rate, vp	1773	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.0	mi/h
Number of lanes, N	5	
Density, D	28.6	pc/mi/ln
Level of service, LOS	D	-

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	6260	veh/h
Peak-hour factor, PHF	0.90	,
Peak 15-min volume, v15	1739	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1431	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1431	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	•
Density, D	22.9	pc/mi/ln
Level of service, LOS	C	<u>.</u>

_____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

i			
LOS and Performance Measures			

___Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	6733	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	1870	v		
Trucks and buses	5	%		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1925	pc/h/ln		
Speed Inputs and A	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	4			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	1.5	mi/h		
Free-flow speed, FFS	61.0	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1925	pc/h/ln		
Free-flow speed, FFS	61.0	mi/h		
Average passenger-car speed, S	59.6	mi/h		
Number of lanes, N	4			
Density, D	32.3	pc/mi/ln		
Level of service, LOS	D			

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period PM Peak Malibu Canyon Road Highway From/To North of Potter Drive 2066 No Project Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF % Trucks and buses Lane width 12.0 ft 5 Segment length 0.0 mi % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 1684 veh/h Directional split 62 / 38 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 1941 pc/h Highest directional split proportion (note-2) 1203 pc/h Base free-flow speed, BFFS 45.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 44.8 mi/h Adjustment for no-passing zones, fnp 1.1 mi/h 28.6 Average travel speed, ATS mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0* PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 1871 pc/h Highest directional split proportion (note-2) 1160 Base percent time-spent-following, BPTSF 80.7 Adj.for directional distribution and no-passing zones, fd/np 4.9 Percent time-spent-following, PTSF 85.6 Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

Notes:

1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.

E

0.61

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

```
HCS+: Two-Lane Highways Release 5.3
                _Two-Way Two-Lane Highway Segment Analysis______
Analyst
                       TCH
                       CDM Smith
Agency/Co.
Date Performed
                       4/19/2013
Analysis Time Period
                      PM Peak
Highway
                     Las Virgenes Road
From/To
                       North of Mulholland Highway
                       2066 No Project
Analysis Year
                       Malibu Creek EIS
Description
                            __Input Data_
Highway class
                   Class 1
Shoulder width
                   6.0 ft
                                                            0.90
                                  Peak-hour factor, PHF
                                 % Trucks and buses
Lane width
                    12.0
                          ft
                                                            5
                  0.0 mi
Segment length
                                 % Recreational vehicles
                                                            2
                                                                     용
                  Rolling
                                  % No-passing zones
                                                             90
Terrain type
                                                                     응
Grade: Length
                                 Access points/mi
                                                            1
                          mi
                                                                   /mi
Two-way hourly volume, V 2561
                                  veh/h
Directional split 54 / 46 %
                        __Average Travel Speed__
Grade adjustment factor, fG
                                             0.99
PCE for trucks, ET
                                             1.5*
PCE for RVs, ER
                                             1.1
Heavy-vehicle adjustment factor,
                                             0.974
Two-way flow rate, (note-1) vp
                                             2952
                                                     pc/h
Highest directional split proportion (note-2) 1594
                                                     pc/h
Base free-flow speed, BFFS
                                             50.0
                                                     mi/h
Adj. for lane and shoulder width, fLS
                                             0.0
                                                     mi/h
Adj. for access points, fA
                                             0.3
                                                     mi/h
Free-flow speed, FFS
                                             49.8
                                                     mi/h
Adjustment for no-passing zones, fnp
                                             0.8
                                                     mi/h
Average travel speed, ATS
                                             26.1
                                                     mi/h
                    ____Percent Time-Spent-Following___
Grade adjustment factor, fG
                                                           1.00
PCE for trucks, ET
                                                           1.0
PCE for RVs, ER
                                                           1.0
Heavy-vehicle adjustment factor, fHV
                                                           1.000
Two-way flow rate, (note-1) vp
                                                           2846
                                                                 pc/h
Highest directional split proportion (note-2)
                                                           1537
Base percent time-spent-following, BPTSF
                                                           91.8
Adj.for directional distribution and no-passing zones, fd/np 2.0
Percent time-spent-following, PTSF
                                                           93.8
             Level of Service and Other Performance Measures
```

Volume to capacity ratio, v/c

Level of service, LOS

E 0.92

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road

Analysis Year: 2066 No Project Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FRE	E-FLOW SPEEI)		
Direction	1	L		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	_VOLUME			
	-			0
Direction				2
Volume, V	1700	vph	1258	vph
Peak-hour factor, PHF	0.90 472		0.90 349	
Peak 15-minute volume, v15		0,		0,
Trucks and buses	5 2	% %	5	o _l o o _l o
Recreational vehicles Terrain type	_	6	2 Level	6
	Level 2		Level 2	
Number of lanes	1.00		1.00	
Driver population adjustment, fP	1.5		1.5	
Trucks and buses PCE, ET	1.2		1.3	
Recreational vehicles PCE, ER				
Heavy vehicle adjustment, fHV	0.972	n anha 1	0.972	n an bn 1
Flow rate, vp	971	pcphpl	719	pcphpl
	_RESULTS			
Direction	1	L		2
Flow rate, vp	971	pcphpl	719	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed,		mph	45.0	mph
Level of service, LOS	C	-	В	-
Density, D	21.6	pc/mi/ln	16.0	pc/mi/ln

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road

Analysis Year: 2066 No Project
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS	}			
FRE	E-FLOW SPEED			
Direction	1		:	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	_VOLUME			
Direction	1			2
Volume, V	1066	vph	864	vph
Peak-hour factor, PHF	0.90	· F	0.90	
Peak 15-minute volume, v15	296		240	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	609	pcphpl	493	pcphpl
RESULTS				
Direction	1			2
Flow rate, vp	609	pcphpl	493	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed,		mph	45.0	mph
Level of service, LOS	B	mb11	A	m5.11
Density, D	13.5	pc/mi/ln	11.0-	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/17/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: East of Cross Creek Road

Analysis Year: 2066 No Project Project ID: Malibu Creek EIS

Project ID: Malibu Creek Els				
FREE	-FLOW SPEE	D		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Undivid	led	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction		1		2
Volume, V	1190	${f vph}$	2765	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	331		768	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	676	pcphpl	1572	pcphpl
RESULTS_				
Direction		1		2
Flow rate, vp	676	pcphpl	1572	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	44.3	mph
Level of service, LOS	В		E	
Density, D	15.0	pc/mi/ln	35.5	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2066 No Project Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE	-FLOW SPEED)		
Direction	1		2	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction	1		2	2
Volume, V	1034	${ t vph}$	2403	${ t vph}$
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	287		668	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	588	pcphpl	1367	pcphpl
RESULTS				
-1				_
Direction	1		_	2
Flow rate, vp	588	pcphpl		pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS Density, D	В 13.1	pc/mi/ln	D . 30.4	pc/mi/ln
- '	•	•		

_____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	6711	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	1864	V		
Trucks and buses	5	%		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1535	pc/h/ln		
Speed Inputs and	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	5			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	0.0	mi/h		
Free-flow speed, FFS	62.5	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1535	pc/h/ln		
Free-flow speed, FFS	62.5	mi/h		
Average passenger-car speed, S	62.5	mi/h		
Number of lanes, N	5	,		
Density, D	24.6	pc/mi/ln		
Level of service, LOS	C	± , , ,		
, -				

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	6988	veh/h		
Peak-hour factor, PHF	0.90	,		
Peak 15-min volume, v15	1941	V		
Trucks and buses	5	9		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1598	pc/h/ln		
Speed Inputs and	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	5			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	0.0	mi/h		
Free-flow speed, FFS	62.5	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1598	pc/h/ln		
Free-flow speed, FFS	62.5	mi/h		
Average passenger-car speed, S	62.5	mi/h		
Number of lanes, N	5	,		
Density, D	25.6	pc/mi/ln		
Level of service, LOS	C	<u> </u>		

_____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

Flow Inputs and A	djustments	
Volume, V	7218	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2005	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2063	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performan	ce Measures	
Flow rate, vp	2063	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	57.6	mi/h
Number of lanes, N	4	
Density, D	35.8	pc/mi/ln
Level of service, LOS	E	

___Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 No Project

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7516	veh/h
Peak-hour factor, PHF	0.90	·
Peak 15-min volume, v15	2088	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2148	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	2148	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	55.9	mi/h
Number of lanes, N	4	
Density, D	38.4	pc/mi/ln
Level of service, LOS	E	

Year 2021 Baseline plus Alternative 2a

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Malibu Canyon Road Highway From/To North of Potter Drive 2021 Alternative 2a Analysis Year Description Malibu Creek EIS __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF % Trucks and buses Lane width 12.0 ft 5 Segment length 0.0 mi % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 1801 veh/h Directional split 70 / 30 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2076 pc/h Highest directional split proportion (note-2) 1453 pc/h Base free-flow speed, BFFS 45.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 44.8 mi/h Adjustment for no-passing zones, fnp 1.0 mi/h Average travel speed, ATS 27.6 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0* PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2001 pc/h Highest directional split proportion (note-2) 1401 Base percent time-spent-following, BPTSF 82.8 Adj.for directional distribution and no-passing zones, fd/np 4.1 Percent time-spent-following, PTSF 86.8 Level of Service and Other Performance Measures

Volume to capacity ratio, v/c

Notes:

Level of service, LOS

1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.

E

0.65

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Las Virgenes Road Highway From/To North of Mulholland Highway 2021 Alternative 2a Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF Lane width 12.0 ft % Trucks and buses 5 0.0 mi Segment length % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 2474 veh/h Directional split 63 / 37 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2852 pc/h Highest directional split proportion (note-2) 1797 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.8 mi/h Average travel speed, ATS 26.8 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2749 pc/h Highest directional split proportion (note-2) 1732 Base percent time-spent-following, BPTSF 91.1 Adj.for directional distribution and no-passing zones, fd/np 2.7 Percent time-spent-following, PTSF 93.8

Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

F 0.89

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 2a
Project ID: Malibu Creek EIS

FREE-F	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:	12.0	10	12.0	10
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12	10	12	I C
Median type	Undivided	4	Undivide	d
Free-flow speed:	Base		Base	a .
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
riee-liow speed	43.0	щрп	43.0	шрп
	DLUME			
Direction	1		2	
Volume, V	756	vph	1065	vph
Peak-hour factor, PHF	0.90	· P	0.90	· <u>P</u>
Peak 15-minute volume, v15	210		296	
Trucks and buses	5	%	5	%
Recreational vehicles	2	૾	2	%
Terrain type	Level	Ü	Level	· ·
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	432	pcphpl	608	pcphpl
riow race, vp	432	popinpi	000	pepripi
RE	ESULTS			
Direction	1		2	
Flow rate, vp	432	pcphpl	_	pcphpl
Free-flow speed, FFS	45.0		45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A	P-1	В	
Density, D	9.6	pc/mi/ln	_	pc/mi/ln

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 2a
Project ID: Malibu Creek EIS

Project ID: Malibu Creek El	IS				
	REE-FL	OW SPEED_			
Direction		1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		12		12	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		48.0	mph	48.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FI	LC	0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		3.0	mph	3.0	mph
Free-flow speed		45.0	mph	45.0	mph
	VOL	UME			
Direction		1		2	
Volume, V		676	vph	1123	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		188		312	
Trucks and buses		5	%	5	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Number of lanes		2		2	
Driver population adjustment, fl	P	1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.972		0.972	
Flow rate, vp		386	pcphpl	641	pcphpl
	RES	ULTS			
Direction		1		2	
Flow rate, vp		386	pcphpl	641	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed,		45.0	mph	45.0	mph
Level of service, LOS		A	шрп	B	шЪп
Density, D		8.6	pc/mi/ln		pc/mi/ln

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013
Analysis Period: AM Peak

Highway: State Route 1

From/To: East of Cross Creek Road

Analysis Year: 2021 Alternative 2a Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE	-FLOW SPEE	ED		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Undivid	led	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction		1		2
Volume, V	2237	vph	1630	vph
Peak-hour factor, PHF	0.90	-	0.90	-
Peak 15-minute volume, v15	621		453	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1272	pcphpl	927	pcphpl
	RESULTS			
Direction		1		2
Flow rate, vp	1272	pcphpl	927	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	D D	mp11	C	
Density, D	28.3	pc/mi/ln		pc/mi/ln

____OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: AM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 2a Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-I	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	DLUME			
Direction	1		2	
Volume, V	1828	vph	1329	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	508		369	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1039	pcphpl	756	pcphpl
RI	ESULTS			
				 _
Direction	1		2	
Flow rate, vp	1039	pcphpl	756	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		В	
Density, D	23.1	pc/mi/ln	16.8	pc/mi/ln

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7325	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2035	V
Trucks and buses	5	%
Recreational vehicles	2	8
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1675	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1675	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.4	mi/h
Number of lanes, N	5	
Density, D	26.9	pc/mi/ln
Level of service, LOS	D	-

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

Volume, V	Flow Inputs and Ac	ljustments	
Peak-hour factor, PHF 0.90 Peak 15-min volume, v15 1643 v Trucks and buses 5 % Recreational vehicles 2 % Terrain type: Level Cade 0.00 % Grade 0.00 mi Minion	Volume, V	5914	veh/h
Trucks and buses			
Trucks and buses	Peak 15-min volume, v15	1643	V
Terrain type: Grade		5	%
Grade 0.00 %	Recreational vehicles	2	%
Segment length	Terrain type:	Level	
Trucks and buses PCE, ET Recreational vehicle PCE, ER Heavy vehicle adjustment, fHV Driver population factor, fp 1.00 Flow rate, vp Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Lateral clearance adjustment, fID Lateral clearance adjustment, fN Number of lanes adjustment, fN Number of lanes adjustment, fN Number of lanes adjustment, fN LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N Density, D 21.6 Po/mi/ln	Grade	0.00	용
Recreational vehicle PCE, ER Heavy vehicle adjustment, fHV Driver population factor, fp 1.00 Flow rate, vp 1352 Driver population factor, fp 1.00 Flow rate, vp 1352 Driver population factor, fp 1.00 Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance 6.0 Interchange density 1.00 Interchange/mi Number of lanes, N Free-flow speed: FFS or BFFS 65.0 Lane width adjustment, fLW Driver population for mi/h Lateral clearance adjustment, fLC Driver population for mi/h Interchange density adjustment, fID Interchange density adjustment, fID Interchange density adjustment, fN Driver population for mi/h Interchange density Interchange/mi Interch	Segment length	0.00	mi
Heavy vehicle adjustment, fHV	Trucks and buses PCE, ET	1.5	
Driver population factor, fp	Recreational vehicle PCE, ER	1.2	
Speed Inputs and Adjustments	Heavy vehicle adjustment, fHV	0.972	
Speed Inputs and Adjustments Lane width	Driver population factor, fp	1.00	
Lane width Right-shoulder lateral clearance Masse Right-shoulder lateral clearance/mi Right-shou	Flow rate, vp	1352	pc/h/ln
Right-shoulder lateral clearance 6.0 ft Interchange density 1.00 interchange/mi Number of lanes, N 5 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 2.5 mi/h Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Speed Inputs and A	Adjustments	
Interchange density Number of lanes, N Free-flow speed: FFS or BFFS 65.0 Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Interchange density Interchange mi/h Interchange/mi Mi/h Number of lanes adjustment, fLC Interchange/mi Mi/h Number of lanes, N Interchange/mi Mi/h Number of lanes, N Interchange/mi Mi/h Number of lanes, N Interchange/mi Mi/h Interchange	Lane width	12.0	ft
Interchange density Number of lanes, N Free-flow speed: FFS or BFFS 65.0 Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S Density, D 1.00 interchange/mi biterchange/mi bit	Right-shoulder lateral clearance	6.0	ft
Free-flow speed: FFS or BFFS 65.0 mi/h Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N Density, D ESSABLE Mi/h D.0 Mi/h 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0		1.00	interchange/mi
FFS or BFFS Lane width adjustment, fLW Lateral clearance adjustment, fLC O.0 mi/h Lateral clearance adjustment, fLC O.0 mi/h Interchange density adjustment, fID Number of lanes adjustment, fN O.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S Number of lanes, N Density, D 21.6 pc/mi/ln	Number of lanes, N	5	_
Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 2.5 mi/h Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Free-flow speed:	Base	
Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 2.5 mi/h Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	FFS or BFFS	65.0	mi/h
Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N Density, D 2.5 mi/h 0.0 mi/h 0.2.5 mi/h 62.5 mi/h 62.5 mi/h 5 Density, D	Lane width adjustment, fLW	0.0	mi/h
Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Lateral clearance adjustment, fLC	0.0	mi/h
Free-flow speed, FFS LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Density, D 62.5 mi/h 02.5 mi/h 02.5 mi/h 02.5 mi/h 02.5 pc/mi/ln	Interchange density adjustment, fID	2.5	mi/h
Urban Freeway LOS and Performance Measures Flow rate, vp	Number of lanes adjustment, fN	0.0	mi/h
LOS and Performance Measures Flow rate, vp	Free-flow speed, FFS	62.5	mi/h
Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln		Urban Freeway	
Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	LOS and Performance	ce Measures	
Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Flow rate wo	1352	nc/h/ln
Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	_		
Number of lanes, N 5 Density, D 21.6 pc/mi/ln	_		
Density, D 21.6 pc/mi/ln			/ **
			pc/mi/ln
	Level of service, LOS		F - , ,

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7879	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2189	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2252	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	2252	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	53.2	mi/h
Number of lanes, N	4	
Density, D	42.3	pc/mi/ln
Level of service, LOS	E	

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

Flow Inputs and Ac	djustments	
Volume, V	6361	veh/h
Peak-hour factor, PHF	0.90	•
Peak 15-min volume, v15	1767	V
Trucks and buses	5	%
Recreational vehicles	2	용
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1818	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	_
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1818	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	60.4	mi/h
Number of lanes, N	4	/ 11
Density, D	30.1	pc/mi/ln
Level of service, LOS	D	F = , ,

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period PM Peak Malibu Canyon Road Highway From/To North of Potter Drive 2021 Alternative 2a Analysis Year Description Malibu Creek EIS __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF % Trucks and buses Lane width 12.0 ft 5 Segment length 0.0 mi % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 1603 veh/h Directional split 62 / 38 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 1848 pc/h Highest directional split proportion (note-2) 1146 pc/h Base free-flow speed, BFFS 45.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 44.8 mi/h Adjustment for no-passing zones, fnp 1.2 mi/h Average travel speed, ATS 29.2 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0* PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 1781 pc/h Highest directional split proportion (note-2) 1104 Base percent time-spent-following, BPTSF 79.1 Adj.for directional distribution and no-passing zones, fd/np 5.5 Percent time-spent-following, PTSF 84.6 Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

E 0.58

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- * These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Rel	ease 5.3			
Two-Way Two-Lane Highway Segm	ent Analy	sis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway Las Virgenes Road From/To North of Mulholland Hi Analysis Year 2021 Alternative 2a Description Malibu Creek EIS	ghway			
Input Data				
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi Grade: Length mi Access poi Two-way hourly volume, V 2450 veh/h Directional split 54 / 46 %	nd buses onal vehic ng zones		0.90 5 2 90 1) % % /mi
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS	0.99 1.5* 1.1 0.974 2824 1525 50.0 0.0 0.3 49.8 0.8	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones, :		93.0	pc/h %

Notes:

Level of service, LOS

Volume to capacity ratio, v/c

E 0.88

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

__OPERATIONAL ANALYSIS__

Analyst: TCH
Agency/Co: CDM Sm

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 2a
Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE-	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivided	f	Undivided	i
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
Direction	1		2	
Volume, V	1595	vph	1181	\mathbf{vph}
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	443		328	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	8
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	911	pcphpl	675	pcphpl
R	ESULTS			
Direction	1		2	
Flow rate, vp	911	pcphpl	675	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		В	
Density, D	20.2	pc/mi/ln	15.0	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 2a
Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE-	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
·	020112			
Direction	1		2	
Volume, V	1019	vph	826	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	283		229	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	582	pcphpl	472	pcphpl
R	ESULTS			
Direction	1		2	
Flow rate, vp	582	pcphpl	472	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	В	-	A	-
Density, D	12.9	pc/mi/ln	10.5	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: PM Peak

Highway: State Route 1 From/To: East of Cross East of Cross Creek Road

Analysis Year: 2021 Alternative 2a
Project ID: Malibu Creek EIS

Project ID: Malibu Creek	EIS				
	FREE-F	LOW SPEED			
Direction		1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10	-	10	-
Median type		Undivided	l	Undivided	i.
Free-flow speed:		Base		Base	
FFS or BFFS		49.1	mph	49.1	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment,	FLC	0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		45.0	mph	45.0	mph
	770	T TIME			
	VO.	LUME			
Direction		1		2	
Volume, V		1124	vph	2627	vph
Peak-hour factor, PHF		0.90	- 2	0.90	- L
Peak 15-minute volume, v15		312		730	
Trucks and buses		4	%	4	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Number of lanes		2		2	
Driver population adjustment,	fP	1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.977		0.977	
Flow rate, vp		639	pcphpl	1494	pcphpl
	RE	SULTS			
Direction		1		2	
Flow rate, vp		639	pcphpl	1494	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel spec	ed, S	45.0	mph	44.7 D	mph
Level of service, LOS Density, D		B 14.2	pc/mi/ln		pc/mi/ln

___OPERATIONAL ANALYSIS____

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: State Route 1
From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 2a Project ID: Malibu Creek EIS

Project id: Maribu Creek Eis				
FREE	-FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction	1		2	
Volume, V	938	vph	2145	${ t vph}$
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	261		596	
Trucks and buses	4	왕	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	533	pcphpl	1220	pcphpl
	RESULTS			
Direction	1		2	
Flow rate, vp	533	pcphpl	1220	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	В		D	
Density, D	11.8	pc/mi/ln	27.1	pc/mi/ln

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

-		
Flow Inputs and A	djustments	
Volume, V	6354	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1765	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1453	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performan	ce Measures	
Flow rate, vp	1453	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	/
Density, D	23.2	pc/mi/ln
Level of service, LOS	C	E -,,
	-	

_____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	6600	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1833	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1509	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	_
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performanc	ee Measures	
Flow rate, vp	1509	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	/ 11
Density, D	24.1	pc/mi/ln
Level of service, LOS	C C	PC/ m1/ 111
TOTAL OF POLITICE, TOP	<u> </u>	

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

Flow Inputs and Ac	djustments	
Volume, V	6818	veh/h
Peak-hour factor, PHF	0.90	•
Peak 15-min volume, v15	1894	V
Trucks and buses	5	%
Recreational vehicles	2	용
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1949	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1949	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	59.3	mi/h
Number of lanes, N	4	,
Density, D	32.9	pc/mi/ln
Level of service, LOS	D	F 0,
•		

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2a

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	7114	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1976	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	8
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2033	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performanc	e Measures	
Flow rate, vp	2033	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	58.1	mi/h
Number of lanes, N	4	
Density, D	35.0-	pc/mi/ln
Level of service, LOS	D	_

Year 2021 Baseline plus Alternative 2b

HCS+: Two-Lane Highways Rel	ease 5.3	3		
Two-Way Two-Lane Highway Segm	ent Anal	Lysis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period AM Peak Highway Malibu Canyon Road From/To North of Potter Drive Analysis Year 2021 Alternative 2b Description Malibu Creek EIS				
Input Data				
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi Grade: Length mi Access poi Two-way hourly volume, V 1801 veh/h Directional split 70 / 30 %	nd buses onal veh ng zones	s nicles	0.9 5 2 90 1	0 % % /mi
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS	0.99 1.5* 1.1 0.974 2076 1453 45.0 0.0 0.3 44.8 1.0 27.6	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
Percent Time-Spent-Fol	lowing			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF		fd/np	1.00 1.0* 1.00 1.000 2001 1401 82.8 4.1 86.8	pc/h %

Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

E 0.65

Notes:

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate
 analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Las Virgenes Road Highway From/To North of Mulholland Highway 2021 Alternative 2b Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF Lane width 12.0 ft % Trucks and buses 5 0.0 mi Segment length % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 2474 veh/h Directional split 63 / 37 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2852 pc/h Highest directional split proportion (note-2) 1797 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.8 mi/h Average travel speed, ATS 26.8 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2749 pc/h Highest directional split proportion (note-2) 1732 Base percent time-spent-following, BPTSF 91.1 Adj.for directional distribution and no-passing zones, fd/np 2.7 Percent time-spent-following, PTSF 93.8

Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

F 0.89

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 2b
Project ID: Malibu Creek EIS

FREE-F	FREE-FLOW SPEED						
Direction	1		2	2			
Lane width	12.0	ft	12.0	ft			
Lateral clearance:							
Right edge	4.0	ft	4.0	ft			
Left edge	6.0	ft	6.0	ft			
Total lateral clearance	10.0	ft	10.0	ft			
Access points per mile	12		12				
Median type	Undivided	f	Undivide	ed			
Free-flow speed:	Base		Base				
FFS or BFFS	50.0	mph	50.0	mph			
Lane width adjustment, FLW	0.0	mph	0.0	mph			
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph			
Median type adjustment, FM	1.6	mph	1.6	mph			
Access points adjustment, FA	3.0	mph	3.0	mph			
Free-flow speed	45.0	mph	45.0	mph			
VC	DLUME						
Direction	1		2	2			
Volume, V	756	vph	1065	vph			
Peak-hour factor, PHF	0.90		0.90				
Peak 15-minute volume, v15	210		296				
Trucks and buses	5	%	5	%			
Recreational vehicles	2	%	2	%			
Terrain type	Level		Level				
Number of lanes	2		2				
Driver population adjustment, fP	1.00		1.00				
Trucks and buses PCE, ET	1.5		1.5				
Recreational vehicles PCE, ER	1.2		1.2				
Heavy vehicle adjustment, fHV	0.972		0.972				
Flow rate, vp	432	pcphpl	608	pcphpl			
R	ESULTS						
Direction	1		2	2			
Flow rate, vp	432	pcphpl	608	pcphpl			
Free-flow speed, FFS	45.0	mph	45.0	mph			
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph			
Level of service, LOS	A	-	В	-			
Density, D	9.6	pc/mi/ln	13.5	pc/mi/ln			

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 2b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
,	010111			
Direction	1		2	
Volume, V	676	${ t vph}$	1123	${ t vph}$
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	188		312	
Trucks and buses	5	%	5	왕
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	386	pcphpl	641	pcphpl
	ESULTS			
Direction	1		2.	
Flow rate, vp	386	pcphpl	641	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A	mp11	B	шЪп
Density, D	8.6	pc/mi/ln	14.2	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: AM Peak

Highway: State Route 1 From/To: East of Cross East of Cross Creek Road

Analysis Year: 2021 Alternative 2b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek	EIS					
	FREE-FI	LOW SPEE	.D			
Direction			1		2	
Lane width		12.0	_	ft	12.0	ft
Lateral clearance:						
Right edge		6.0		ft	6.0	ft
Left edge		6.0		ft	6.0	ft
Total lateral clearance		12.0		ft	12.0	ft
Access points per mile		10			10	
Median type		Undivid	led		Undivide	d
Free-flow speed:		Base			Base	
FFS or BFFS		49.1		mph	49.1	mph
Lane width adjustment, FLW		0.0		mph	0.0	mph
Lateral clearance adjustment,	FLC	0.0		mph	0.0	mph
Median type adjustment, FM		1.6		mph	1.6	mph
Access points adjustment, FA		2.5		mph	2.5	mph
Free-flow speed		45.0		mph	45.0	mph
	7701	LUME				
Direction			1		2	
Volume, V		2237		vph	1630	\mathbf{vph}
Peak-hour factor, PHF		0.90			0.90	
Peak 15-minute volume, v15		621			453	
Trucks and buses		4		%	4	%
Recreational vehicles		2		%	2	%
Terrain type		Level			Level	
Number of lanes		2			2	
Driver population adjustment,	fP	1.00			1.00	
Trucks and buses PCE, ET		1.5			1.5	
Recreational vehicles PCE, ER		1.2			1.2	
Heavy vehicle adjustment, fHV		0.977			0.977	
Flow rate, vp		1272		pcphpl	927	pcphpl
·	RES	SULTS				
Planet lan			1		^	
Direction			1	la 7	2	
Flow rate, vp		1272		pcphpl	927	pcphpl
Free-flow speed, FFS	.1 C	45.0		mph	45.0	mph
Avg. passenger-car travel spee Level of service, LOS	u, S	45.0 D		mph	45.0 C	mph
Density, D		28.3		pc/mi/ln		pc/mi/ln

___OPERATIONAL ANALYSIS____

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: State Route 1
From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 2b Project ID: Malibu Creek EIS

Project id: Maribu Creek Eis				
FREE	-FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1828	vph	1329	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	508		369	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1039	pcphpl	756	pcphpl
	RESULTS			
Direction	1		2	
Flow rate, vp	1039	pcphpl	756	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS Density, D	C 23.1	ng/mi/15	B 16 8	na/mi/ln
Density, D	43.I	pc/mi/ln	T0.0	pc/mi/ln

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Adjustments			
Volume, V	7325	veh/h	
Peak-hour factor, PHF	0.90		
Peak 15-min volume, v15	2035	V	
Trucks and buses	5	%	
Recreational vehicles	2	8	
Terrain type:	Level		
Grade	0.00	%	
Segment length	0.00	mi	
Trucks and buses PCE, ET	1.5		
Recreational vehicle PCE, ER	1.2		
Heavy vehicle adjustment, fHV	0.972		
Driver population factor, fp	1.00		
Flow rate, vp	1675	pc/h/ln	
Speed Inputs and A	djustments		
Lane width	12.0	ft	
Right-shoulder lateral clearance	6.0	ft	
Interchange density	1.00	interchange/mi	
Number of lanes, N	5		
Free-flow speed:	Base		
FFS or BFFS	65.0	mi/h	
Lane width adjustment, fLW	0.0	mi/h	
Lateral clearance adjustment, fLC	0.0	mi/h	
Interchange density adjustment, fID	2.5	mi/h	
Number of lanes adjustment, fN	0.0	mi/h	
Free-flow speed, FFS	62.5	mi/h	
	Urban Freeway		
LOS and Performance	ce Measures		
Flow rate, vp	1675	pc/h/ln	
Free-flow speed, FFS	62.5	mi/h	
Average passenger-car speed, S	62.4	mi/h	
Number of lanes, N	5		
Density, D	26.9	pc/mi/ln	
Level of service, LOS	D	-	

_____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	5914	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	1643	V		
Trucks and buses	5	%		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	8		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1352	pc/h/ln		
Speed Inputs and A	djustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	5	_		
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	0.0	mi/h		
Free-flow speed, FFS	62.5	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1352	pc/h/ln		
Free-flow speed, FFS	62.5	mi/h		
Average passenger-car speed, S	62.5	mi/h		
Number of lanes, N	5			
Density, D	21.6	pc/mi/ln		
Level of service, LOS	C C	PC/ m1/ 111		
TOTAL OF POLITICE, TOP	<u> </u>			

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	7879	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2189	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2252	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	2252	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	53.2	mi/h
Number of lanes, N	4	
Density, D	42.3	pc/mi/ln
Level of service, LOS	E	

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	6361	veh/h		
Peak-hour factor, PHF	0.90	·		
Peak 15-min volume, v15	1767	V		
Trucks and buses	5	%		
Recreational vehicles	2	용		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1818	pc/h/ln		
Speed Inputs and A	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	4	_		
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	1.5	mi/h		
Free-flow speed, FFS	61.0	mi/h		
	Urban Freeway			
LOS and Performance	ce Measures			
Flow rate, vp	1818	pc/h/ln		
Free-flow speed, FFS	61.0	mi/h		
Average passenger-car speed, S	60.4	mi/h		
Number of lanes, N	4	/ 11		
Density, D	30.1	pc/mi/ln		
Level of service, LOS	D	F = , ,		

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period PM Peak Malibu Canyon Road Highway From/To North of Potter Drive 2021 Alternative 2b Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF % Trucks and buses Lane width 12.0 ft 5 Segment length 0.0 mi % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 1621 veh/h Directional split 62 / 38 % __Average Travel Speed_ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 1868 pc/h Highest directional split proportion (note-2) 1158 pc/h Base free-flow speed, BFFS 45.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 44.8 mi/h Adjustment for no-passing zones, fnp 1.1 mi/h Average travel speed, ATS 29.1 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0* PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 1801 pc/h Highest directional split proportion (note-2) 1117 Base percent time-spent-following, BPTSF 79.5 Adj.for directional distribution and no-passing zones, fd/np 5.4 Percent time-spent-following, PTSF 84.8 Level of Service and Other Performance Measures

Volume to capacity ratio, v/c

Level of service, LOS

Notes:

1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.

E

0.58

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Rel	ease 5.3	3		
Two-Way Two-Lane Highway Segm	ent Anal	ysis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway Las Virgenes Road From/To North of Mulholland Hi Analysis Year 2021 Alternative 2b Description Malibu Creek EIS	ghway			
Input Data				
Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi	Access points/mi veh/h		0.9 5 2 90 1	0 % % /mi
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS	0.99 1.5* 1.1 0.974 2845 1536 50.0 0.0 0.3 49.8 0.8 26.8	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
Percent Time-Spent-Fol	lowing			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones,	fd/np	1.00 1.0 1.00 2742 1481 91.0 2.1	pc/h %
Level of Service and Other Perfo	rmance M	leasure	s	
Level of service, LOS			E	

Notes:

Volume to capacity ratio, v/c

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

0.89

^{*} These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 2b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEEI)		
Direction	1	_	2	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:		-		-
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivide	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
				<u></u> -
V	OLUME			
Diversion	1		2	
Direction	1601	=	1185	
Volume, V Peak-hour factor, PHF	0.90	vph	0.90	vph
Peak 15-minute volume, v15	445		329	
Trucks and buses	5	0_	5 Z 9	0_
	_	olo olo		00
Recreational vehicles Terrain type	2	6	2	6
Number of lanes	Level 2		Level 2	
	-		-	
Driver population adjustment, fP	1.00		1.00 1.5	
Trucks and buses PCE, ET	1.5			
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972	1 7	0.972	1 7
Flow rate, vp	915	pcphpl	677	pcphpl
R	ESULTS			
Direction	1		2)
Flow rate, vp	915	pcphpl	677	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C C	T	В	···T
Density, D	20.3	pc/mi/ln	_	pc/mi/ln

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 2b
Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE-	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
	010111			
Direction	1		2	
Volume, V	1024	vph	830	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	284		231	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	585	pcphpl	474	pcphpl
R:	ESULTS			
Direction	1		2	
Flow rate, vp	585	pcphpl	474	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	В	_	A	_
Density, D	13.0	pc/mi/ln	10.5	pc/mi/ln

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/17/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: East of Cross Creek Road

Analysis Year: 2021 Alternative 2b Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FRE	E-FLOW SPEE	D		
Direction		1		2
Lane width	12.0	ft	12.0	- ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10	-	10	-
Median type	Undivid	led	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
-		-		-
	_VOLUME			
Direction		1		2
Volume, V	1124	vph	2636	vph
Peak-hour factor, PHF	0.90	-	0.90	•
Peak 15-minute volume, v15	312		732	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	639	pcphpl	1499	pcphpl
	_RESULTS			
Direction		1		2
Flow rate, vp	639	pcphpl	1499	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	44.7	mph
Level of service, LOS	В		D	
Density, D	14.2	pc/mi/ln	33.6	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 2b Project ID: Malibu Creek EIS

Project in: Maribu Creek Ers)			
FRE	E-FLOW SPEE	D		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided	ł	Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction		1		2
Volume, V	947	vph	2145	${ t vph}$
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	263		596	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	538	pcphpl	1220	pcphpl
	_RESULTS			
		_		
Direction		1		2
Flow rate, vp	538	pcphpl	1220	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed,		mph	45.0	mph
Level of service, LOS Density, D	В 12.0	pc/mi/lr	D n 27.1	pc/mi/ln

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Ad	djustments	
Volume, V	6363	veh/h
Peak-hour factor, PHF	0.90	,
Peak 15-min volume, v15	1768	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	용
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1455	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1455	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	,
Density, D	23.3	pc/mi/ln
Level of service, LOS	C C	<u> </u>

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	6600	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1833	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1509	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	_
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performanc	ee Measures	
Flow rate, vp	1509	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	/ 11
Density, D	24.1	pc/mi/ln
Level of service, LOS	C C	PC/ m1/ 111
TOTAL OF POLITICE, TOP	<u> </u>	

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	6818	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1894	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1949	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1949	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	59.3	mi/h
Number of lanes, N	4	
Density, D	32.9	pc/mi/ln
Level of service, LOS	D	

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 2b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	7123	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1979	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2036	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	e Measures	
Flow rate, vp	2036	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	58.1	mi/h
Number of lanes, N	4	
Density, D	35.0+	pc/mi/ln
Level of service, LOS	E	

Year 2066 Baseline plus Alternative 3a

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Malibu Canyon Road Highway From/To North of Potter Drive 2066 Alternative 3a Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF % Trucks and buses Lane width 12.0 ft 5 Segment length 0.0 mi % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 1872 veh/h Directional split 70 / 30 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2158 pc/h Highest directional split proportion (note-2) 1511 pc/h Base free-flow speed, BFFS 45.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 44.8 mi/h Adjustment for no-passing zones, fnp 1.0 mi/h Average travel speed, ATS 27.0 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0* PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2080 pc/h Highest directional split proportion (note-2) 1456 Base percent time-spent-following, BPTSF 83.9 Adj.for directional distribution and no-passing zones, fd/np 4.1 Percent time-spent-following, PTSF 88.0 Level of Service and Other Performance Measures

Volume to capacity ratio, v/c

Level of service, LOS

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

E

0.67

^{*} These items have been entered or edited to override calculated value

HCS+: Two-Lane Highwa	ys Release 5.3
Two-Way Two-Lane Highwa	y Segment Analysis
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period AM Peak Highway Las Virgenes Roa From/To North of Mulholl Analysis Year 2066 Alternative Description Malibu Creek EIS	and Highway 3a
Input Dat	a
Lane width 12.0 ft % Tr Segment length 0.0 mi % Re Terrain type Rolling % No	-hour factor, PHF 0.90 ucks and buses 5 % creational vehicles 2 % -passing zones 90 % ss points/mi 1 /mi h
Average Trave	l Speed
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (no Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS	0.99 1.5* 1.1 0.974 3049 pc/h 50.0 mi/h 0.0 mi/h 0.3 mi/h 49.8 mi/h 0.7 mi/h 25.4 mi/h
Percent Time-Spe	nt-Following
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate,(note-1) vp Highest directional split proportion (no Base percent time-spent-following, BPTSF Adj.for directional distribution and no- Percent time-spent-following, PTSF	92.4 %
Level of Service and Other	Performance Measures

Notes:

Level of service, LOS

Volume to capacity ratio, v/c

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

0.95

^{*} These items have been entered or edited to override calculated value

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2066 Alternative 3a
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE	E-FLOW SPEED)		
Direction	1		:	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	_VOLUME			
Direction	1			2
Volume, V	809	vph	1141	vph
Peak-hour factor, PHF	0.90	v pii	0.90	VPII
Peak 15-minute volume, v15	225		317	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level	· ·	Level	· ·
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	462	pcphpl	652	pcphpl
	_RESULTS			
Direction	1			2
Flow rate, vp	462	pcphpl	652	z pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	A	шрп	B	шрп
Density, D	10.3	pc/mi/ln	14.5	pc/mi/ln

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2066 Alternative 3a
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
v	ODOMB			
Direction	1		2	
Volume, V	722	vph	1200	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	201		333	
Trucks and buses	5	૪	5	%
Recreational vehicles	2	૪	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	412	pcphpl	686	pcphpl
R	ESULTS			
Direction	1		2	
Flow rate, vp	412	pcphpl	686	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A	шрш	B	шъп
Density, D	9.2	pc/mi/ln	_	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: AM Peak

State Route 1

Highway: From/To: East of Cross Creek Road

Analysis Year: 2066 Alternative 3a

Project ID: Malibu Creek EIS				
FREE-I	FLOW SPEED			
Direction	1		;	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Undivide	d	Undivide	ed
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	<u>-</u>	0.0	mph
Lateral clearance adjustment, FLC	0.0			mph
Median type adjustment, FM	1.6			mph
Access points adjustment, FA	2.5	mph		mph
Free-flow speed	45.0	mph		mph
-		_		_
V	OLUME			
Direction	1		;	2
Volume, V	2341	\mathbf{vph}	1699	vph
Peak-hour factor, PHF	0.90	_	0.90	_
Peak 15-minute volume, v15	650		472	
Trucks and buses	4	8	4	%
Recreational vehicles	2	8	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1331	pcphpl	966	pcphpl
RI	ESULTS			
Direction	1			2
Flow rate, vp	1331	pcphpl	966	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	D D	P-1-	C	
Density, D	29.6	pc/mi/ln	_	pc/mi/ln

____OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: AM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2066 Alternative 3a Project ID: Malibu Creek EIS

Project ID: Malibu Creek ElS				
FREE-F	LOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:	12.0	IC	12.0	IC
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10	IC	10	IC
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
Tice flow speed	13.0	mpii	13.0	mp11
vc	LUME			
	_		_	
Direction	1	_	2	_
Volume, V	2035	vph	1476	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	565		410	•
Trucks and buses	4	8	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1157	pcphpl	839	pcphpl
RE	SULTS			
Dimarkian	4		2	
Direction	1157	nanhni		nanhn1
Flow rate, vp	1157	pcphpl	839	pcphpl
Free-flow speed, FFS	45.0	mph	45.0 45.0	mph mph
Avg. passenger-car travel speed, S Level of service, LOS	45.0 C	mph	45.0 C	mph
Density, D	25.7	pc/mi/ln	•	pc/mi/ln

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	7755	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2154	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1773	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performanc	e Measures	
Flow rate, vp	1773	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.0	mi/h
Number of lanes, N	5	
Density, D	28.6	pc/mi/ln
Level of service, LOS	D	-

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Descripcion: Maribu Creek E15		
Flow Inputs and A	djustments	
Volume, V	6261	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1739	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1432	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performan	ce Measures	
Flow rate, vp	1432	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	•
Density, D	22.9	pc/mi/ln
Level of service, LOS	C	± , , ,

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	8341	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2317	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	왕
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2384	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performanc	e Measures	
Flow rate, vp	2384	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Flow Inputs and Ac	djustments	
Volume, V	6735	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1871	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1925	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	5
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1925	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	59.6	mi/h
Number of lanes, N	4	/ 11
Density, D	32.3	pc/mi/ln
Level of service, LOS	D	E0, m1, 111
	_	

HCS+: Two-Lane Highways Rel	ease 5.3			
Two-Way Two-Lane Highway Segm	ent Anal	ysis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway Malibu Canyon Road From/To North of Potter Drive Analysis Year 2066 Alternative 3a Description Malibu Creek EIS				
Input Data				
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi Grade: Length mi Access poi Two-way hourly volume, V 1719 veh/h Directional split 62 / 38 %	nd buses onal veh ng zones	icles	0.9 5 2 90 1	0 % % /mi
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS Percent Time-Spent-Fol	0.99 1.5* 1.1 0.974 1981 1228 45.0 0.0 0.3 44.8 1.1 28.3	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
	3		1 00	
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones,	fd/np	1.00 1.0* 1.0 1.000 1910 1184 81.3 4.7 86.0	pc/h %
Level of Service and Other Perfo	rmance M	easure	s	

Level of service, LOS Volume to capacity ratio, v/c

Е 0.62

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Release 5.3				
Two-Way Two-Lane Highway Segm	ent Analysis_			
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway Las Virgenes Road From/To North of Mulholland Hi Analysis Year 2066 Alternative 3a Description Malibu Creek EIS	ghway			
Input Data				
Lane width 12.0 ft % Trucks a	onal vehicles ng zones	0.90 5 % 2 % 90 % 1 /mi		
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS	0.99 1.5* 1.1 0.974 3025 pc/h 1634 pc/h 50.0 mi/h 0.0 mi/h 0.3 mi/h 49.8 mi/h 0.7 mi/h 25.5 mi/h			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones, fd/n	94.2 %		

Notes:

Level of service, LOS

Volume to capacity ratio, v/c

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

E 0.95

^{*} These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2066 Alternative 3a
Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE-	FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	f	Undivided	i
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
Direction	1		2	
Volume, V	1710	vph	1266	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	475		352	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	977	pcphpl	723	pcphpl
R	ESULTS			
Diversity	1		0	
Direction	077	a l 1	2	m amb 1
Flow rate, vp	977	pcphpl	723	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0 C	mph	45.0 B	mph
Level of service, LOS Density, D	21.7	pc/mi/ln	_	pc/mi/ln

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2066 Alternative 3a
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
17	OT TIME			
v	OLUME			
Direction	1		2	
Volume, V	1091	vph	884	\mathbf{vph}
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	303		246	
Trucks and buses	5	%	5	%
Recreational vehicles	2	8	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	623	pcphpl	505	pcphpl
	ESULTS			
Direction	1		2	
Flow rate, vp	623	pcphpl	505	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B 12 0	ng/=== /3=	B 11 2	ng/m²/1-
Density, D	13.8	bc/mi/in	11.2	pc/mi/ln

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/17/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: East of Cross Creek Road

Analysis Year: 2066 Alternative 3a Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS					
FRE	E-FLOW SPI	EED			
Direction		1		2	
Lane width	12.0	ft	12.0	ft	
Lateral clearance:					
Right edge	6.0	ft	6.0	ft	
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	10		10		
Median type	Undiv	ided	Undivid	led	
Free-flow speed:	Base		Base		
FFS or BFFS	49.1	mph	49.1	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC		mph	0.0	mph	
Median type adjustment, FM	1.6	mph	1.6	mph	
Access points adjustment, FA	2.5	mph	2.5	mph	
Free-flow speed	45.0	mph	45.0	mph	
		ı		ı	
	VOLUME				
Direction		1		2	
Volume, V	1190	vph	2782	vph	
Peak-hour factor, PHF	0.90	-	0.90	-	
Peak 15-minute volume, v15	331		773		
Trucks and buses	4	%	4	%	
Recreational vehicles	2	%	2	%	
Terrain type	Level		Level		
Number of lanes	2		2		
Driver population adjustment, fP	1.00		1.00		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.977		0.977		
Flow rate, vp	676	pcphpl	1582	pcphpl	
RESULTS_					
Direction		1		2	
Flow rate, vp	676	pcphpl	1582	pcphpl	
Free-flow speed, FFS	45.0	mph	45.0	mph	
Avg. passenger-car travel speed,	S 45.0	mph	44.3	mph	
Level of service, LOS	В		E		
Density, D	15.0	pc/mi/lr	35.7	pc/mi/ln	

____OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2066 Alternative 3a Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
777	OT TIME			
V(OLUME			
Direction	1		2	
Volume, V	1052	${ t vph}$	2403	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	292		668	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	598	pcphpl	1367	pcphpl
RJ	ESULTS			
Direction	1		2	
Flow rate, vp	598	pcphpl	1367	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		D 20 4	
Density, D	13.3	pc/mi/ln	30.4	pc/mi/ln

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Flow Inputs and A	djustments	
Volume, V	6728	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1869	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1538	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performan	ce Measures	
Flow rate, vp	1538	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	
Density, D	24.6	pc/mi/ln
Level of service, LOS	С	_

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	6988	veh/h		
Peak-hour factor, PHF	0.90	,		
Peak 15-min volume, v15	1941	V		
Trucks and buses	5	9		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1598	pc/h/ln		
Speed Inputs and	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	5			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	0.0	mi/h		
Free-flow speed, FFS	62.5	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1598	pc/h/ln		
Free-flow speed, FFS	62.5	mi/h		
Average passenger-car speed, S	62.5	mi/h		
Number of lanes, N	5	,		
Density, D	25.6	pc/mi/ln		
Level of service, LOS	C	<u> </u>		

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	7218	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	2005	V		
Trucks and buses	5	%		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	2063	pc/h/ln		
Speed Inputs and A	djustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	4	_		
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	1.5	mi/h		
Free-flow speed, FFS	61.0	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	2063	pc/h/ln		
Free-flow speed, FFS	61.0	mi/h		
Average passenger-car speed, S	57.6	mi/h		
Number of lanes, N	4	•		
Density, D	35.8	pc/mi/ln		
Level of service, LOS	E	<u>-</u> ,		

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3a

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	7533	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2093	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	8
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2153	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	e Measures	
Flow rate, vp	2153	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	55.8	mi/h
Number of lanes, N	4	
Density, D	38.6	pc/mi/ln
Level of service, LOS	E	

Year 2066 Baseline plus Alternative 3b

HCS+: Two-Lane Highways Rel	ease 5.3				
Two-Way Two-Lane Highway Segment Analysis					
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period AM Peak Highway Malibu Canyon Road From/To North of Potter Drive Analysis Year 2066 Alternative 3b Description Malibu Creek EIS					
Input Data					
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi Grade: Length mi Access poi Two-way hourly volume, V 1872 veh/h Directional split 70 / 30 %	nd buses onal veh ng zones	icles	0.90 5 2 90 1	0 % % /mi	
Average Travel Spee	d				
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS	0.99 1.5* 1.1 0.974 2158 1511 45.0 0.0 0.3 44.8 1.0 27.0	pc/h pc/h mi/h mi/h mi/h mi/h mi/h			
Percent Time-Spent-Fol	lowing				
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones,	fd/np	1.00 1.0* 1.00 1.000 2080 1456 83.9 4.1 88.0	pc/h %	

Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

E 0.67

Notes:

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

```
HCS+: Two-Lane Highways Release 5.3
                _Two-Way Two-Lane Highway Segment Analysis______
Analyst
                       TCH
                       CDM Smith
Agency/Co.
Date Performed
                       4/19/2013
Analysis Time Period AM Peak
                     Las Virgenes Road
Highway
From/To
                      North of Mulholland Highway
                      2066 Alternative 3b
Analysis Year
                       Malibu Creek EIS
Description
                            __Input Data_
Highway class
                   Class 1
Shoulder width
                   6.0 ft
                                                            0.90
                                  Peak-hour factor, PHF
Lane width
                    12.0
                          ft
                                 % Trucks and buses
                                                            5
                   0.0 mi
Segment length
                                 % Recreational vehicles
                                                            2
                                                                     용
                  Rolling
                                  % No-passing zones
                                                             90
Terrain type
                                                                     응
Grade: Length
                                 Access points/mi
                                                            1
                          mi
                                                                   /mi
Two-way hourly volume, V 2645
                                  veh/h
Directional split 63 / 37 %
                        __Average Travel Speed__
Grade adjustment factor, fG
                                             0.99
PCE for trucks, ET
                                             1.5*
PCE for RVs, ER
                                             1.1
Heavy-vehicle adjustment factor,
                                             0.974
Two-way flow rate, (note-1) vp
                                             3049
                                                     pc/h
Highest directional split proportion (note-2) 1921
                                                     pc/h
Base free-flow speed, BFFS
                                             50.0
                                                     mi/h
Adj. for lane and shoulder width, fLS
                                             0.0
                                                     mi/h
Adj. for access points, fA
                                             0.3
                                                     mi/h
Free-flow speed, FFS
                                             49.8
                                                     mi/h
Adjustment for no-passing zones, fnp
                                             0.7
                                                     mi/h
Average travel speed, ATS
                                             25.4
                                                     mi/h
                    ____Percent Time-Spent-Following___
Grade adjustment factor, fG
                                                           1.00
PCE for trucks, ET
                                                           1.0
PCE for RVs, ER
                                                           1.0
Heavy-vehicle adjustment factor, fHV
                                                           1.000
Two-way flow rate, (note-1) vp
                                                           2939
                                                                 pc/h
Highest directional split proportion (note-2)
                                                           1852
Base percent time-spent-following, BPTSF
                                                           92.4
Adj.for directional distribution and no-passing zones, fd/np 2.7
Percent time-spent-following, PTSF
                                                           95.2
             Level of Service and Other Performance Measures
```

Level of service, LOS Volume to capacity ratio, v/c

F 0.95

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- * These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2066 Alternative 3b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREI	E-FLOW SPEEI)		
Direction	1	_		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	_VOLUME			
Direction	1	-	:	2
Volume, V	809	${ t vph}$	1141	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	225		317	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	462	pcphpl	652	pcphpl
RESULTS				
Direction	1		,	2
Flow rate, vp	462	pcphpl	652	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	A A	<u>-</u>	В	
Density, D	10.3	pc/mi/lr	14.5	pc/mi/ln

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2066 Alternative 3b
Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE-	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
·	<u> </u>			
Direction	1		2	
Volume, V	722	vph	1200	vph
Peak-hour factor, PHF	0.90	_	0.90	_
Peak 15-minute volume, v15	201		333	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	412	pcphpl	686	pcphpl
Tion race, vp	112	Popupi		P C P 11 P 1
RESULTS				
Direction	1		2	
Flow rate, vp	412	pcphpl	686	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A	_	В	-
Density, D	9.2	pc/mi/ln	15.2	pc/mi/ln

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/17/2013
Analysis Period: AM Peak

Highway: State Route 1

From/To: East of Cross Creek Road

Analysis Year: 2066 Alternative 3b Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE	-FLOW SPEE	D		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Undivid	ed	Undivide	ed
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Dimoghion		1	,	2
Direction Volume, V	2341	1 vph	1699	
Peak-hour factor, PHF	0.90	VpII	0.90	vph
Peak 15-minute volume, v15	650		472	
Trucks and buses	4	%	4 / 2	%
Recreational vehicles	2	%	2	% %
Terrain type	Level	6	Level	6
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1331	pcphpl	966	pcphpl
RESULTS_				
	- ·- ·- <u></u>			
Direction		1	2	2
Flow rate, vp	1331	pcphpl	966	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	D		C	
Density, D	29.6	pc/mi/ln	21.5	pc/mi/ln

____OPERATIONAL ANALYSIS_____

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: State Route 1
From/To: West of Malibu Canyon Road

Analysis Year: 2066 Alternative 3b Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE-	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
·	<u> </u>			
Direction	1		2	
Volume, V	2035	vph	1476	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	565		410	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1157	pcphpl	839	pcphpl
RESULTS				
Direction	1		2	
Flow rate, vp	1157	pcphpl	839	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C	-	C	-
Density, D	25.7	pc/mi/ln	18.6	pc/mi/ln

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7755	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2154	V
Trucks and buses	5	%
Recreational vehicles	2	8
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1773	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1773	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.0	mi/h
Number of lanes, N	5	
Density, D	28.6	pc/mi/ln
Level of service, LOS	D	<u>-</u>
·		

_____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Descripcion: Maribu Creek E15		
Flow Inputs and A	djustments	
Volume, V	6261	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1739	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1432	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performan	ce Measures	
Flow rate, vp	1432	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	•
Density, D	22.9	pc/mi/ln
Level of service, LOS	C	± , , ,

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	8341	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2317	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	왕
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2384	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performanc	e Measures	
Flow rate, vp	2384	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	4	
Density, D		pc/mi/ln
Level of service, LOS	F	

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Flow Inputs and Ac	djustments	
Volume, V	6735	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1871	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1925	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	5
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1925	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	59.6	mi/h
Number of lanes, N	4	/ 11
Density, D	32.3	pc/mi/ln
Level of service, LOS	D	E0, m1, 111
	_	

HCS+: Two-Lane Highways Rel	ease 5.3	}		
Two-Way Two-Lane Highway Segm	nent Anal	ysis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway Malibu Canyon Road From/To North of Potter Drive Analysis Year 2066 Alternative 3b Description Malibu Creek EIS				
Input Data				
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi Grade: Length mi Access poi Two-way hourly volume, V 1734 veh/h Directional split 62 / 38 %	nd buses onal veh ng zones	icles	0.9 5 2 90 1	0 % % /mi
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS Percent Time-Spent-Fol	0.99 1.5* 1.1 0.974 1999 1239 45.0 0.0 0.3 44.8 1.1 28.2	pc/h pc/h mi/h mi/h mi/h mi/h mi/h mi/h		
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate,(note-1) vp			1.00 1.0* 1.0 1.000 1927	pc/h
Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones,	fd/np	1195 81.6 4.6 86.2	000
Level of Service and Other Perfo	rmance M	leasure		

Level of service, LOS Volume to capacity ratio, v/c

E 0.62

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- * These items have been entered or edited to override calculated value

Analyst TWO-Lane Highway Segment Analysis Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway North of Mulholland Highway Analysis Year 2066 Alternative 3b Description Malibu Creek EIS Input Data Highway class Class I Shoulder width 6.0 ft Peak-hour factor, PHF 0.90 Lane width 12.0 ft % Trucks and buses 5 % % Segment length 0.0 mi % Recreational vehicles 2 % Terrain type Rolling % No-passing zones 90 % Grade: Length mi Access points/mi 1 /mi TWO-way hourly volume, V 2639 veh/h Directional split 54 / 46 % Average Travel Speed Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 3042 pc/h Highest directional split proportion (note-2) 1643 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj, for lane and shoulder width, fLS 0.0 mi/h Adj, for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adj, for lane and shoulder width, fLS 0.0 mi/h Adj, for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adj, for access points, fA 0.3 mi/h Free-flow spe	HCS+: Two-Lane Highwa	ays Release 5.3
### Agency/Co. CDW Smith Date Performed	Two-Way Two-Lane Highwa	ay Segment Analysis
Highway class Class 1 Shoulder width 6.0 ft Peak-hour factor, PHF 0.90 Lane width 12.0 ft % Trucks and buses 5 % Segment length 0.0 mi % Recreational vehicles 2 % Terrain type Rolling % No-passing zones 90 % Grade: Length mi Access points/mi 1 /mi Two-way hourly volume, V 2639 veh/h Directional split 54 / 46 % Average Travel Speed Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Highest directional split proportion (note-2) 1643 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.7 mi/h Adjustment for no-passing zones, fnp 0.7 mi/h Average travel speed, ATS 25.4 mi/h Percent Time-Spent-Following Grade adjustment factor, fG 1.00 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2932 pc/h Highest directional split proportion (note-2) 1583 Base percent time-spent-following, BPTSF 92.4 % Adj.for directional distribution and no-passing zones, fd/np 1.9 Percent time-spent-following, PTSF 94.3 %	Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway Las Virgenes Roa From/To North of Mulholl Analysis Year 2066 Alternative	land Highway e 3b
Shoulder width 6.0 ft Peak-hour factor, PHF 0.90 Lane width 12.0 ft % Trucks and buses 5 % Segment length 0.0 mi % Recreational vehicles 2 % Terrain type Rolling % No-passing zones 90 % Access points/mi 1 /mi Two-way hourly volume, V 2639 veh/h Directional split 54 / 46 % Average Travel Speed Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 3042 pc/h Highest directional split proportion (note-2) 1643 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.7 mi/h Average travel speed, ATS 25.4 mi/h Percent Time-Spent-Following Grade adjustment factor, fG PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2932 pc/h Highest directional split proportion (note-2) 1583 Base percent time-spent-following, PTSF 92.4 % Adj.for directional distribution and no-passing zones, fd/np 1.9 Percent time-spent-following, PTSF 94.3 %	Input Dat	ca
Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 3042 pc/h Highest directional split proportion (note-2) 1643 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.7 mi/h Average travel speed, ATS 25.4 mi/h Percent Time-Spent-Following Grade adjustment factor, fG PCE for trucks, ET 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2932 pc/h Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF 92.4 % Adj.for directional distribution and no-passing zones, fd/np 1.9 Percent time-spent-following, PTSF 94.3 %	Shoulder width 6.0 ft Peak Lane width 12.0 ft % Tr Segment length 0.0 mi % Re Terrain type Rolling % No Grade: Length mi Acce Two-way hourly volume, V 2639 veh/	rucks and buses 5 % ecreational vehicles 2 % p-passing zones 90 % ess points/mi 1 /mi
Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 3042 pc/h Highest directional split proportion (note-2) 1643 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.7 mi/h Average travel speed, ATS 25.4 mi/h Percent Time-Spent-Following Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2932 pc/h Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF 92.4 % Adj.for directional distribution and no-passing zones, fd/np 1.9 Percent time-spent-following, PTSF 94.3 %	Average Trave	el Speed
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passing zones, fd/np Percent time-spent-following, PTSF 94.3 %	Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (not Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp	0.99 1.5* 1.1 0.974 3042 pc/h 50.0 mi/h 0.0 mi/h 0.3 mi/h 49.8 mi/h 0.7 mi/h
PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passing zones, fd/np Percent time-spent-following, PTSF 94.3 %	Percent Time-Spe	ent-Following
Level of Service and Other Performance Measures	PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate,(note-1) vp Highest directional split proportion (noted) Base percent time-spent-following, BPTSE Adj.for directional distribution and no-	1.0 1.0 1.000 2932 pc/h ote-2) 1583 F 92.4 % -passing zones, fd/np 1.9
	Level of Service and Other	r Performance Measures

Notes:

Level of service, LOS

Volume to capacity ratio, v/c

E 0.95

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2066 Alternative 3b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-I	FLOW SPEED)		
Direction	1	L		2
Lane width	12.0	ft	12.0	- ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivide	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
IIOC IIOW SPOOM	10.0	2-2	10.0	22
V	OLUME			
	_			_
Direction	1	=		2
Volume, V	1714	vph	1269	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	476 -		353	
Trucks and buses	5	8	5	8
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	979	pcphpl	725	pcphpl
RI	ESULTS			
Direction	1	L	•	2
Flow rate, vp	979	pcphpl	725	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C	""P11	В	m511
Density, D	21.8	pc/mi/ln	_	pc/mi/ln

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2066 Alternative 3b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FRE	E-FLOW SPEED			
Direction	1		,	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	_VOLUME			
Direction	1		,	2
Volume, V	1096	vph	887	vph
Peak-hour factor, PHF	0.90	· <u>F</u>	0.90	· F
Peak 15-minute volume, v15	304		246	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	626	pcphpl	507	pcphpl
	_RESULTS			
Direction	1		,	2
Flow rate, vp	626	pcphpl	507	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed,		mph	45.0	mph
Level of service, LOS	В	···E	В	
Density, D	13.9	pc/mi/ln	11.3	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: PM Peak

Highway: State Route 1 From/To: East of Cross East of Cross Creek Road

Analysis Year: 2066 Alternative 3b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek	EIS					
	FREE-FI	LOW SPEE	D			
Direction			1		2)
Lane width		12.0	_	ft	12.0	ft
Lateral clearance:						
Right edge		6.0		ft	6.0	ft
Left edge		6.0		ft	6.0	ft
Total lateral clearance		12.0		ft	12.0	ft
Access points per mile		10			10	
Median type		Undivid	led		Undivide	ed
Free-flow speed:		Base			Base	
FFS or BFFS		49.1		mph	49.1	mph
Lane width adjustment, FLW		0.0		mph	0.0	mph
Lateral clearance adjustment,	FLC	0.0		mph	0.0	mph
Median type adjustment, FM		1.6		mph	1.6	mph
Access points adjustment, FA		2.5		mph	2.5	mph
Free-flow speed		45.0		mph	45.0	mph
	VOI	LUME				
		10Mir				
Direction			1		2	2
Volume, V		1190		vph	2790	vph
Peak-hour factor, PHF		0.90			0.90	
Peak 15-minute volume, v15		331			775	
Trucks and buses		4		%	4	%
Recreational vehicles		2		%	2	%
Terrain type		Level			Level	
Number of lanes		2			2	
Driver population adjustment,	fP	1.00			1.00	
Trucks and buses PCE, ET		1.5			1.5	
Recreational vehicles PCE, ER		1.2			1.2	
Heavy vehicle adjustment, fHV		0.977			0.977	
Flow rate, vp		676		pcphpl	1587	pcphpl
·	RES	SULTS				
			_		_	
Direction			1	, ,	1505	
Flow rate, vp		676		pcphpl	1587	pcphpl
Free-flow speed, FFS	1 ~	45.0		mph	45.0	mph
Avg. passenger-car travel spee Level of service, LOS	a, S	45.0 B		mph	44.2 E	mph
Density, D		15.0		pc/mi/ln		pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2066 Alternative 3b Project ID: Malibu Creek EIS

Project ID: Maribu Creek E15				
FREE	-FLOW SPEED			
Direction	1		2	!
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1059	${ t vph}$	2403	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	294		668	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	602	pcphpl	1367	pcphpl
	RESULTS			
Direction	1		2	
Flow rate, vp	602	pcphpl	1367	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	В		D	
Density, D	13.4	pc/mi/ln	30.4	pc/mi/ln

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	6735	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1871	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1540	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performanc	e Measures	
Flow rate, vp	1540	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	
Density, D	24.6	pc/mi/ln
Level of service, LOS	С	-

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Flow Inputs and A	djustments	
Volume, V	6988	veh/h
Peak-hour factor, PHF	0.90	,
Peak 15-min volume, v15	1941	V
Trucks and buses	5	9
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1598	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performan	ce Measures	
Flow rate, vp	1598	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	,
Density, D	25.6	pc/mi/ln
Level of service, LOS	C	<u> </u>

___Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7218	veh/h
Peak-hour factor, PHF	0.90	·
Peak 15-min volume, v15	2005	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2063	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	2063	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	57.6	mi/h
Number of lanes, N	4	
Density, D	35.8	pc/mi/ln
Level of service, LOS	E	

___Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2066 Alternative 3b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	7541	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2095	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2155	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performanc	e Measures	
Flow rate, vp	2155	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	55.8	mi/h
Number of lanes, N	4	
Density, D	38.7	pc/mi/ln
Level of service, LOS	E	

Year 2021 Baseline plus Alternative 4a

HCS+: Two-Lane Highways Rel	lease 5.3	3		
Two-Way Two-Lane Highway Segr	ment Anal	ysis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period AM Peak Highway Malibu Canyon Road From/To North of Potter Drive Analysis Year 2021 Alternative 4a Description Malibu Creek EIS				
Input Data				
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreation Terrain type Rolling % No-passion Grade: Length mi Access point Two-way hourly volume, V 1801 veh/h Directional split 70 / 30 %	and buses onal veh ng zones	; nicles	0.9 5 2 90 1	0 % % /mi
Average Travel Spec	ed			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS Percent Time-Spent-Fol	0.99 1.5* 1.1 0.974 2076 1453 45.0 0.0 0.3 44.8 1.0 27.6	pc/h pc/h mi/h mi/h mi/h mi/h mi/h mi/h		
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate,(note-1) vp Highest directional split proportion (note-2)			1.00 1.0* 1.0 1.000 2001 1401	pc/h
Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passir Percent time-spent-following, PTSF	ng zones,	fd/np	82.8	000
Level of Service and Other Perfo	ormance M	leasure	5	

Level of service, LOS Volume to capacity ratio, v/c

E 0.65

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- * These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Las Virgenes Road Highway From/To North of Mulholland Highway 2021 Alternative 4a Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF Lane width 12.0 ft % Trucks and buses 5 0.0 mi Segment length % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 2474 veh/h Directional split 63 / 37 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2852 pc/h Highest directional split proportion (note-2) 1797 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.8 mi/h Average travel speed, ATS 26.8 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2749 pc/h Highest directional split proportion (note-2) 1732 Base percent time-spent-following, BPTSF 91.1 Adj.for directional distribution and no-passing zones, fd/np 2.7 Percent time-spent-following, PTSF 93.8

Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

F 0.89

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- * These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 4a
Project ID: Malibu Creek EIS

FREE-I	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft.
Lateral clearance:	12.0	20	12.0	20
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft.
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	20
Median type	Undivided	3	Undivide	-d
Free-flow speed:	Base	^	Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
Tice IIow Speed	13.0	mp11	13.0	P11
V	DLUME			
Direction	1		2	1
Volume, V	756	vph	1065	vph
Peak-hour factor, PHF	0.90	VPII	0.90	VPII
Peak 15-minute volume, v15	210		296	
Trucks and buses	5	%	5	%
Recreational vehicles	2	00	2	%
Terrain type	Level	0	Level	0
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	432	pcphpl	608	pcphpl
riow race, vp	132	popupi	000	popiipi
RI	ESULTS			
Direction	1		2	
Flow rate, vp	432	pcphpl	_	pcphpl
Free-flow speed, FFS	45.0		45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A	Б.т	43.0 В	
Density, D	9.6	pc/mi/ln	_	pc/mi/ln

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 4a
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
,	010111			
Direction	1		2	
Volume, V	676	${ t vph}$	1123	${ t vph}$
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	188		312	
Trucks and buses	5	%	5	왕
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	386	pcphpl	641	pcphpl
	ESULTS			
Direction	1		2.	
Flow rate, vp	386	pcphpl	641	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A	mp11	B	шЪп
Density, D	8.6	pc/mi/ln	14.2	pc/mi/ln

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/17/2013
Analysis Period: AM Peak

Highway: State Route 1

From/To: East of Cross Creek Road

Analysis Year: 2021 Alternative 4a Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE	-FLOW SPEE	ED		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Undivid	led	Undivid	ed
Free-flow speed:	Base		Base	
FFS or BFFS	49.1	mph	49.1	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction		1		2
Volume, V	2237	vph	1630	vph
Peak-hour factor, PHF	0.90	-	0.90	-
Peak 15-minute volume, v15	621		453	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1272	pcphpl	927	pcphpl
	RESULTS			
Direction		1		2
Flow rate, vp	1272	pcphpl	927	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	D D	mp11	C	
Density, D	28.3	pc/mi/ln		pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: AM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 4a Project ID: Malibu Creek EIS

Project id: Maribu Creek Eis				
FREE	-FLOW SPEED			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1828	vph	1329	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	508		369	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1039	pcphpl	756	pcphpl
	RESULTS			
Direction	1		2	
Flow rate, vp	1039	pcphpl	756	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS Density, D	C 23.1	ng/mi/15	B 16 8	na/mi/ln
Density, D	43.I	pc/mi/ln	T0.0	pc/mi/ln

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7325	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2035	V
Trucks and buses	5	%
Recreational vehicles	2	8
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1675	pc/h/ln
Speed Inputs and A	djustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1675	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.4	mi/h
Number of lanes, N	5	
Density, D	26.9	pc/mi/ln
Level of service, LOS	D	-

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and	Adjustments	
Volume, V	5914	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1643	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1352	pc/h/ln
Speed Inputs and	d Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performa	ance Measures	
Flow rate, vp	1352	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
		•
Number of lanes, N	5	
Number of lanes, N Density, D	5 21.6	pc/mi/ln

____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7879	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2189	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2252	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	2252	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	53.2	mi/h
Number of lanes, N	4	
Density, D	42.3	pc/mi/ln
Level of service, LOS	E	

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and Ac	djustments	
Volume, V	6361	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1767	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1818	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performand	ce Measures	
Flow rate, vp	1818	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	60.4	mi/h
Number of lanes, N	4	
Density, D	30.1	pc/mi/ln
Level of service, LOS	D	

HCS+: Two-Lane Highways Rel	ease 5.3	}		
Two-Way Two-Lane Highway Segm	ent Anal	ysis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period PM Peak Highway Malibu Canyon Road From/To North of Potter Drive Analysis Year 2021 Alternative 4a Description Malibu Creek EIS				
Input Data				
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi Grade: Length mi Access poi Two-way hourly volume, V 1607 veh/h Directional split 62 / 38 %	nd buses onal veh ng zones	icles	0.9 5 2 90 1	0 % % /mi
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS Percent Time-Spent-Fol	0.99 1.5* 1.1 0.974 1852 1148 45.0 0.0 0.3 44.8 1.2 29.2	pc/h pc/h mi/h mi/h mi/h mi/h mi/h mi/h		
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones,	fd/np	1.00 1.0* 1.00 1.000 1786 1107 79.2 5.5 84.7	pc/h %
Level of Service and Other Perfo	rmance M	easure	S	

Level of service, LOS Volume to capacity ratio, v/c

E 0.58

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- * These items have been entered or edited to override calculated value

HCS+: Two-Lane	Highways Rel	ease 5.3	1		
Two-Way Two-Lane	Highway Segm	nent Anal	ysis		
	nes Road Mulholland Hi rnative 4a	ghway			
In	put Data				
Highway class Class 1 Shoulder width 6.0 ft Lane width 12.0 ft Segment length 0.0 mi Terrain type Rolling Grade: Length mi Two-way hourly volume, V 2454 Directional split 54 / 4		nd buses onal veh	icles	0.9 5 2 90 1	0 % % /mi
	e Travel Spee	ed			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proport Base free-flow speed, BFFS Adj. for lane and shoulder width, Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, Average travel speed, ATS Percent T	fLS	0.99 1.5* 1.1 0.974 2829 1528 50.0 0.0 0.3 49.8 0.8 27.0	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proport Base percent time-spent-following Adj.for directional distribution Percent time-spent-following, PTS	fHV ion (note-2) , BPTSF and no-passin		fd/np	1.00 1.0 1.0 1.000 2727 1473 90.9 2.1 93.0	pc/h %
Level of Service and	d Other Perfo	rmance M	easure	5	
Level of service, LOS				E	

Notes:

Volume to capacity ratio, v/c

0.88

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

___OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 4a
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEED)		
Direction	1		2)
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivide	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
Direction	1		2)
Volume, V	1597	vph	1182	vph
Peak-hour factor, PHF	0.90	v Pii	0.90	V P11
Peak 15-minute volume, v15	444		328	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level	0	Level	0
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	912	pcphpl	675	pcphpl
Tiow race, vp	712	PCPIIPI	075	bebubi
R	ESULTS			
Direction	1)
Flow rate, vp	912	pcphpl	675	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C	шБтт	B	m511
Density, D	20.3	pc/mi/ln	_	pc/mi/ln

___OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 4a
Project ID: Malibu Creek EIS

Project ID: Mailbu Creek Els				
FREE-	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
v	020112			
Direction	1		2	
Volume, V	1020	vph	826	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	283		229	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	583	pcphpl	472	pcphpl
R	ESULTS			
Direction	1		2	
Flow rate, vp	583	pcphpl	472	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	В	_	A	-
Density, D	13.0	pc/mi/ln	10.5	pc/mi/ln

__OPERATIONAL ANALYSIS__

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: East of Cross Creek Road

Analysis Year: 2021 Alternative 4a Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS	5				
FRE	E-FLOW SP	EED			
Direction		1		2	
Lane width	12.0	ft	12.0	ft	
Lateral clearance:					
Right edge	6.0	ft	6.0	ft	
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	10		10		
Median type	Undiv:	ided	Undivid	led	
Free-flow speed:	Base		Base		
FFS or BFFS	49.1	mph	49.1	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLO		mph	0.0	mph	
Median type adjustment, FM	1.6	mph	1.6	mph	
Access points adjustment, FA	2.5	mph	2.5	mph	
Free-flow speed	45.0	mph	45.0	mph	
	VOLUME				
	vonome				
Direction		1		2	
Volume, V	1124	${\tt vph}$	2629	${\tt vph}$	
Peak-hour factor, PHF	0.90		0.90		
Peak 15-minute volume, v15	312		730		
Trucks and buses	4	%	4	%	
Recreational vehicles	2	%	2	%	
Terrain type	Level		Level		
Number of lanes	2		2		
Driver population adjustment, fP	1.00		1.00		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.977		0.977		
Flow rate, vp	639	pcphpl	1495	pcphpl	
RESULTS					
Direction		1		2	
Flow rate, vp	639	pcphpl	1495	pcphpl	
Free-flow speed, FFS	45.0	mph	45.0	mph	
Avg. passenger-car travel speed,		mph	44.7	mph	
Level of service, LOS	В		D		
Density, D	14.2	pc/mi/lr	33.5	pc/mi/ln	

____OPERATIONAL ANALYSIS___

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 4a Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS						
FREE-	FLOW SPE	ED				
Direction		1			2	
Lane width	12.0		ft	12.0		ft
Lateral clearance:						
Right edge	6.0		ft	6.0		ft
Left edge	6.0		ft	6.0		ft
Total lateral clearance	12.0		ft	12.0		ft
Access points per mile	10			10		
Median type	Divided Divided					
Free-flow speed:	Base			Base		
FFS or BFFS	47.5	1	mph	47.5		mph
Lane width adjustment, FLW	0.0	1	mph	0.0		mph
Lateral clearance adjustment, FLC	0.0	1	mph	0.0		mph
Median type adjustment, FM	0.0	1	mph	0.0		mph
Access points adjustment, FA	2.5	1	mph	2.5		mph
Free-flow speed	45.0	1	mph	45.0		mph
V	OLUME					
Direction		1			2	
Volume, V	940		vph	2145		vph
Peak-hour factor, PHF	0.90			0.90		
Peak 15-minute volume, v15	261			596		
Trucks and buses	4		용	4		%
Recreational vehicles	2		%	2		%
Terrain type	Level			Level		
Number of lanes	2			2		
Driver population adjustment, fP	1.00			1.00		
Trucks and buses PCE, ET	1.5			1.5		
Recreational vehicles PCE, ER	1.2			1.2		
Heavy vehicle adjustment, fHV	0.977			0.977		
Flow rate, vp	534		pcphpl	1220		pcphpl
R	ESULTS					
Direction		1			2	
Flow rate, vp	534	_	pcphpl	1220	_	pcphpl
Free-flow speed, FFS	45.0		mph	45.0		mph
Avg. passenger-car travel speed, S	45.0		mph	45.0		mph
Level of service, LOS	B		™511	D		шБт
Density, D	11.9	:	pc/mi/ln	27.1		pc/mi/ln

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and Adjustments				
Volume, V	6356	veh/h		
Peak-hour factor, PHF	0.90	,		
Peak 15-min volume, v15	1766	V		
Trucks and buses	5	%		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1453	pc/h/ln		
Speed Inputs and A	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	5			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	0.0	mi/h		
Free-flow speed, FFS	62.5	mi/h		
	Urban Freeway			
LOS and Performance	ce Measures			
Flow rate, vp	1453	pc/h/ln		
Free-flow speed, FFS	62.5	mi/h		
Average passenger-car speed, S	62.5	mi/h		
Number of lanes, N	5	,		
Density, D	23.2	pc/mi/ln		
Level of service, LOS	C	<u>.</u> -,,		

_____Operational Analysis______

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and	Adjustments	
Volume, V	6600	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1833	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1509	pc/h/ln
Speed Inputs and	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	62.5	mi/h
	Urban Freeway	
LOS and Performa	nce Measures	
Flow rate, vp	1509	pc/h/ln
Free-flow speed, FFS	62.5	mi/h
Average passenger-car speed, S	62.5	mi/h
Number of lanes, N	5	
Density, D	24.1	pc/mi/ln
Level of service, LOS	C	<u>-</u>
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____Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	6818	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1894	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1949	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1949	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	59.3	mi/h
Number of lanes, N	4	
Density, D	32.9	pc/mi/ln
Level of service, LOS	D	

___Operational Analysis_____

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4a

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments	
Volume, V	7116	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1977	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2034	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	2034	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	58.1	mi/h
Number of lanes, N	4	
Density, D	35.0-	pc/mi/ln
Level of service, LOS	D	

Year 2021 Baseline plus Alternative 4b

HCS+: Two-Lane Highways Rel	ease 5.3			
Two-Way Two-Lane Highway Segm	ent Anal	ysis		
Analyst TCH Agency/Co. CDM Smith Date Performed 4/19/2013 Analysis Time Period AM Peak Highway Malibu Canyon Road From/To North of Potter Drive Analysis Year 2021 Alternative 4b Description Malibu Creek EIS				
Input Data				
Highway class Class 1 Shoulder width 6.0 ft Peak-hour Lane width 12.0 ft % Trucks a Segment length 0.0 mi % Recreati Terrain type Rolling % No-passi Grade: Length mi Access poi Two-way hourly volume, V 1801 veh/h Directional split 70 / 30 %	nd buses onal veh ng zones	icles	0.9 5 2 90 1	0 % % /mi
Average Travel Spee	d			
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, Two-way flow rate,(note-1) vp Highest directional split proportion (note-2) Base free-flow speed, BFFS Adj. for lane and shoulder width, fLS Adj. for access points, fA Free-flow speed, FFS Adjustment for no-passing zones, fnp Average travel speed, ATS	0.99 1.5* 1.1 0.974 2076 1453 45.0 0.0 0.3 44.8 1.0 27.6	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
	J <u></u> -		1 00	
Grade adjustment factor, fG PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Two-way flow rate, (note-1) vp Highest directional split proportion (note-2) Base percent time-spent-following, BPTSF Adj.for directional distribution and no-passin Percent time-spent-following, PTSF	g zones,	fd/np	1.00 1.0* 1.0 1.000 2001 1401 82.8 4.1 86.8	pc/h %
Level of Service and Other Perfo	rmance M	easure	S	

Level of service, LOS Volume to capacity ratio, v/c

Е 0.65

Notes:

- 1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
- 2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.
- * These items have been entered or edited to override calculated value

HCS+: Two-Lane Highways Release 5.3 _Two-Way Two-Lane Highway Segment Analysis_____ Analyst TCH CDM Smith Agency/Co. Date Performed 4/19/2013 Analysis Time Period AM Peak Las Virgenes Road Highway From/To North of Mulholland Highway 2021 Alternative 4b Analysis Year Malibu Creek EIS Description __Input Data_ Highway class Class 1 Shoulder width 6.0 ft 0.90 Peak-hour factor, PHF Lane width 12.0 ft % Trucks and buses 5 0.0 mi Segment length % Recreational vehicles 2 용 Rolling % No-passing zones 90 Terrain type 응 Grade: Length Access points/mi 1 mi /mi Two-way hourly volume, V 2474 veh/h Directional split 63 / 37 % __Average Travel Speed__ Grade adjustment factor, fG 0.99 PCE for trucks, ET 1.5* PCE for RVs, ER 1.1 Heavy-vehicle adjustment factor, 0.974 Two-way flow rate, (note-1) vp 2852 pc/h Highest directional split proportion (note-2) 1797 pc/h Base free-flow speed, BFFS 50.0 mi/h Adj. for lane and shoulder width, fLS 0.0 mi/h Adj. for access points, fA 0.3 mi/h Free-flow speed, FFS 49.8 mi/h Adjustment for no-passing zones, fnp 0.8 mi/h Average travel speed, ATS 26.8 mi/h ____Percent Time-Spent-Following___ Grade adjustment factor, fG 1.00 PCE for trucks, ET 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adjustment factor, fHV 1.000 Two-way flow rate, (note-1) vp 2749 pc/h Highest directional split proportion (note-2) 1732 Base percent time-spent-following, BPTSF 91.1 Adj.for directional distribution and no-passing zones, fd/np 2.7 Percent time-spent-following, PTSF 93.8 Level of Service and Other Performance Measures

Level of service, LOS Volume to capacity ratio, v/c

F 0.89

Notes:

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 4b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEED)		
Direction	1		2	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivide	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
7.77				
V	OLUME			
Direction	1	-	2	2
Volume, V	756	vph	1065	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	210		296	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	432	pcphpl	608	pcphpl
RI	ESULTS			
Direction	1		,).
Flow rate, vp	432	pcphpl	608	pcphpl
Free-flow speed, FFS	_		45.0	mph
Avg. passenger-car travel speed, S	45.0 45.0	mph mph	45.0 45.0	mph
Level of service, LOS	45.0 A	шБп	45.0 B	шБш
Density, D	9.6	pc/mi/ln	13.5	pc/mi/ln

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: AM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 4b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS					
FRE	E-FLOW SPEED				
Direction	1		2	2	
Lane width	12.0	ft	12.0	ft	
Lateral clearance:					
Right edge	6.0	ft	6.0	ft	
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	12		12		
Median type	Divided		Divided		
Free-flow speed:	Base		Base		
FFS or BFFS	48.0	mph	48.0	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph	
Median type adjustment, FM	0.0	mph	0.0	mph	
Access points adjustment, FA	3.0	mph	3.0	mph	
Free-flow speed	45.0	mph	45.0	mph	
VOLUME_					
Direction	1		2	2	
Volume, V	676	${ t vph}$	1123	${ t vph}$	
Peak-hour factor, PHF	0.90		0.90		
Peak 15-minute volume, v15	188		312		
Trucks and buses	5	%	5	%	
Recreational vehicles	2	%	2	%	
Terrain type	Level		Level		
Number of lanes	2		2		
Driver population adjustment, fP	1.00		1.00		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.972		0.972		
Flow rate, vp	386	pcphpl	641	pcphpl	
	_RESULTS				
Direction	1		2	2	
Flow rate, vp	386	pcphpl	641	pcphpl	
Free-flow speed, FFS	45.0	mph	45.0	mph	
Avg. passenger-car travel speed,		mph	45.0	mph	
Level of service, LOS	A	···T	В	T	
Density, D	8.6	pc/mi/ln	_	pc/mi/ln	

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: AM Peak

Highway: State Route 1 From/To: East of Cross East of Cross Creek Road

Analysis Year: 2021 Alternative 4b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek	EIS				
	FREE-FI	LOW SPEED_			
Direction		1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10		10	
Median type		Undivided		Undivided	f
Free-flow speed:		Base		Base	
FFS or BFFS		49.1	mph	49.1	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment,	FLC	0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		45.0	mph	45.0	mph
	7701	LUME			
Direction		1		2	
Volume, V		2237	vph	1630	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		621		453	
Trucks and buses		4	%	4	%
Recreational vehicles		2	%	2	%
Terrain type		Level		Level	
Number of lanes		2		2	
Driver population adjustment,	fP	1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.977		0.977	
Flow rate, vp		1272	pcphpl	927	pcphpl
	RES	SULTS			
Plant white and		-		^	
Direction		1070		2	1- · · 7
Flow rate, vp		1272	pcphpl	927	pcphpl
Free-flow speed, FFS	a c	45.0	mph	45.0	mph
Avg. passenger-car travel spee Level of service, LOS	a, S	45.0 D	mph	45.0 C	mph
Density, D		28.3	pc/mi/ln	_	pc/mi/ln

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: AM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 4b Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-I	FLOW SPEED_			
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	10		10	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	47.5	mph	47.5	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.5	mph	2.5	mph
Free-flow speed	45.0	mph	45.0	mph
	DLUME			
Direction	1		2	
Volume, V	1828	vph	1329	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	508		369	
Trucks and buses	4	%	4	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.977		0.977	
Flow rate, vp	1039	pcphpl	756	pcphpl
RI	ESULTS			
				 _
Direction	1		2	
Flow rate, vp	1039	pcphpl	756	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		В	
Density, D	23.1	pc/mi/ln	16.8	pc/mi/ln

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

Flow Inputs and A	djustments					
Volume, V	7325	veh/h				
Peak-hour factor, PHF	0.90	,				
Peak 15-min volume, v15	2035	V				
Trucks and buses	5	9				
Recreational vehicles	2	%				
Terrain type:	Level					
Grade	0.00	%				
Segment length	0.00	mi				
Trucks and buses PCE, ET	1.5					
Recreational vehicle PCE, ER	1.2					
Heavy vehicle adjustment, fHV	0.972					
Driver population factor, fp	1.00					
Flow rate, vp	1675	pc/h/ln				
Speed Inputs and	Speed Inputs and Adjustments					
Lane width	12.0	ft				
Right-shoulder lateral clearance	6.0	ft				
Interchange density	1.00	interchange/mi				
Number of lanes, N	5					
Free-flow speed:	Base					
FFS or BFFS	65.0	mi/h				
Lane width adjustment, fLW	0.0	mi/h				
Lateral clearance adjustment, fLC	0.0	mi/h				
Interchange density adjustment, fID	2.5	mi/h				
Number of lanes adjustment, fN	0.0	mi/h				
Free-flow speed, FFS	62.5	mi/h				
	Urban Freeway					
LOS and Performan	ce Measures					
Flow rate, vp	1675	pc/h/ln				
Free-flow speed, FFS	62.5	mi/h				
Average passenger-car speed, S	62.4	mi/h				
Number of lanes, N	5	,				
Density, D	26.9	pc/mi/ln				
Level of service, LOS	D	<u> </u>				

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

Volume, V	Flow Inputs and Ac	ljustments	
Peak-hour factor, PHF 0.90 Peak 15-min volume, v15 1643 v Trucks and buses 5 % Recreational vehicles 2 % Terrain type: Level Cade 0.00 % Grade 0.00 mi Minion	Volume, V	5914	veh/h
Trucks and buses			
Trucks and buses	Peak 15-min volume, v15	1643	V
Terrain type: Grade		5	%
Grade 0.00 %	Recreational vehicles	2	%
Segment length	Terrain type:	Level	
Trucks and buses PCE, ET Recreational vehicle PCE, ER Heavy vehicle adjustment, fHV Driver population factor, fp 1.00 Flow rate, vp Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Lateral clearance adjustment, fID Lateral clearance adjustment, fN Number of lanes adjustment, fN Number of lanes adjustment, fN Number of lanes adjustment, fN LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N Density, D 21.6 Po/mi/ln	Grade	0.00	용
Recreational vehicle PCE, ER Heavy vehicle adjustment, fHV Driver population factor, fp 1.00 Flow rate, vp 1352 Driver population factor, fp 1.00 Flow rate, vp 1352 Driver population factor, fp 1.00 Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance 6.0 Interchange density 1.00 Interchange/mi Number of lanes, N Free-flow speed: FFS or BFFS 65.0 Lane width adjustment, fLW Driver population for mi/h Lateral clearance adjustment, fLC Driver population for mi/h Interchange density adjustment, fID Interchange density adjustment, fID Interchange density adjustment, fN Driver population for mi/h Interchange density Interchange/mi Interch	Segment length	0.00	mi
Heavy vehicle adjustment, fHV	Trucks and buses PCE, ET	1.5	
Driver population factor, fp	Recreational vehicle PCE, ER	1.2	
Speed Inputs and Adjustments	Heavy vehicle adjustment, fHV	0.972	
Speed Inputs and Adjustments Lane width	Driver population factor, fp	1.00	
Lane width Right-shoulder lateral clearance Masse Right-shoulder lateral clearance/mi Right-shou	Flow rate, vp	1352	pc/h/ln
Right-shoulder lateral clearance 6.0 ft Interchange density 1.00 interchange/mi Number of lanes, N 5 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 2.5 mi/h Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Speed Inputs and A	Adjustments	
Interchange density Number of lanes, N Free-flow speed: FFS or BFFS 65.0 Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Interchange density Interchange mi/h Interchange/mi Mi/h Number of lanes adjustment, fLC Interchange/mi Mi/h Number of lanes, N Interchange/mi Mi/h Number of lanes, N Interchange/mi Mi/h Number of lanes, N Interchange/mi Mi/h Interchange	Lane width	12.0	ft
Interchange density Number of lanes, N Free-flow speed: FFS or BFFS 65.0 Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S Density, D 1.00 interchange/mi biterchange/mi bit	Right-shoulder lateral clearance	6.0	ft
Free-flow speed: FFS or BFFS 65.0 mi/h Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N Density, D ESSABLE Mi/h D.0 Mi/h 0.0 0.0 Mi/h 0.0 0.0 Mi/h 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0		1.00	interchange/mi
FFS or BFFS Lane width adjustment, fLW Lateral clearance adjustment, fLC O.0 mi/h Lateral clearance adjustment, fLC O.0 mi/h Interchange density adjustment, fID Number of lanes adjustment, fN O.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S Number of lanes, N Density, D 21.6 pc/mi/ln	Number of lanes, N	5	_
Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 2.5 mi/h Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Free-flow speed:	Base	
Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 2.5 mi/h Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	FFS or BFFS	65.0	mi/h
Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N Density, D 2.5 mi/h 0.0 mi/h 0.2.5 mi/h 62.5 mi/h 62.5 mi/h 5 Density, D	Lane width adjustment, fLW	0.0	mi/h
Number of lanes adjustment, fN 0.0 mi/h Free-flow speed, FFS 62.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Lateral clearance adjustment, fLC	0.0	mi/h
Free-flow speed, FFS LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Density, D 62.5 mi/h 02.5 mi/h 02.5 mi/h 02.5 mi/h 02.5 pc/mi/ln	Interchange density adjustment, fID	2.5	mi/h
Urban Freeway LOS and Performance Measures Flow rate, vp	Number of lanes adjustment, fN	0.0	mi/h
LOS and Performance Measures Flow rate, vp	Free-flow speed, FFS	62.5	mi/h
Flow rate, vp 1352 pc/h/ln Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln		Urban Freeway	
Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	LOS and Performance	ce Measures	
Free-flow speed, FFS 62.5 mi/h Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	Flow rate wo	1352	nc/h/ln
Average passenger-car speed, S 62.5 mi/h Number of lanes, N 5 Density, D 21.6 pc/mi/ln	_		
Number of lanes, N 5 Density, D 21.6 pc/mi/ln	_		
Density, D 21.6 pc/mi/ln			/ **
			pc/mi/ln
	Level of service, LOS		F - , ,

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

Flow Inputs and Ac	ljustments	
Volume, V	7879	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2189	v
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	2252	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	2252	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	53.2	mi/h
Number of lanes, N	4	
Density, D	42.3	pc/mi/ln
Level of service, LOS	E	

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: AM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

Flow Inputs and Ac	djustments	
Volume, V	6361	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1767	V
Trucks and buses	5	%
Recreational vehicles	2	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.972	
Driver population factor, fp	1.00	
Flow rate, vp	1818	pc/h/ln
Speed Inputs and A	Adjustments	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	1.00	interchange/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	2.5	mi/h
Number of lanes adjustment, fN	1.5	mi/h
Free-flow speed, FFS	61.0	mi/h
	Urban Freeway	
LOS and Performance	ce Measures	
Flow rate, vp	1818	pc/h/ln
Free-flow speed, FFS	61.0	mi/h
Average passenger-car speed, S	60.4	mi/h
Number of lanes, N	4	
Density, D	30.1	pc/mi/ln
Level of service, LOS	D	

HCS	:: Two-Lane Hig	ghways Rele	ase 5.3			
Two-W	ay Two-Lane Hig	ghway Segme	nt Anal	ysis		
Analyst Agency/Co. Date Performed Analysis Time Period Highway From/To Analysis Year Description	TCH CDM Smith 4/19/2013 PM Peak Malibu Canyon North of Pott 2021 Alternat Malibu Creek	er Drive Live 4b				
	Input	Data				
Shoulder width 6 Lane width 1 Segment length 0	2.0 ft % .0 mi % olling % mi & V 1624 v	Peak-hour for Trucks and Recreation No-passin Access poin reh/h	d buses nal veh: g zones	icles	0.9 ¹ 5 2 90 1	0 % % /mi
	Average Tr	avel Speed				
Grade adjustment factor PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment Two-way flow rate, (not Highest directional spus Base free-flow speed, Adj. for lane and shou Adj. for access points Free-flow speed, FFS Adjustment for no-pass Average travel speed,	nt factor, e-1) vp lit proportion BFFS lder width, fLS , fA ing zones, fnp	(note-2)	45.0 0.0 0.3 44.8 1.1 29.1	pc/h pc/h mi/h mi/h mi/h mi/h mi/h mi/h		
		Spelie 1011	ow1119		1 00	
Grade adjustment factor PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment Two-way flow rate, (note Highest directional sp Base percent time-spen Adj.for directional di Percent time-spent-fol	nt factor, fHV e-1) vp lit proportion t-following, BF stribution and	TSF	zones,	fd/np	1.00 1.0* 1.00 1.000 1804 1118 79.5 5.4 84.9	pc/h %
Level of	Service and Ot	her Perfor	mance Me	easures	5	

Notes:

Level of service, LOS

Volume to capacity ratio, v/c

E 0.58

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

	HCS+: Two-Lane	Highways Rel	lease 5.	3		
Т	wo-Way Two-Lane	Highway Segm	nent Ana	lysis		
Analyst Agency/Co. Date Performed Analysis Time Period Highway From/To Analysis Year Description	Las Virgen	ulholland Hi native 4b	.ghway			
	Inp	ut Data				
Highway class Shoulder width Lane width Segment length Terrain type Grade: Length Two-way hourly volume Directional split		Peak-hour % Trucks a % Recreati % No-passi Access poi veh/h %	and buse onal ve ng zone	s hicles	0.9 5 2 90 1	00 % % /mi
	Average	Travel Spee	ed			
Grade adjustment for PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment for no-part of the pce for RVs, ER Heavy-vehicle adjustment for no-part of the pce for access possible fo	stment factor, (note-1) vp l split proportied, BFFS shoulder width, ints, fA FS passing zones, f	fLS	0.99 1.5* 1.1 0.974 2848 1538 50.0 0.0 0.3 49.8 0.8 26.8	pc/h pc/h mi/h mi/h mi/h mi/h mi/h		
	Percent Ti	me-Spent-Fol	lowing_			
Grade adjustment for PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment for RVs adjustment for the PCE for RVs, ER Heavy-vehicle adjustment for the PCE for RVs, ER Heavy-vehicle adjustment for the PCE for RVs, ER Heavy-vehicle adjustment for RVs, ER Heavy-vehic	stment factor, f (note-1) vp l split proporti spent-following, l distribution a	on (note-2) BPTSF nd no-passin			93.2	pc/h %
		Office being	rillatice	···casur 6		
Level of service, I Volume to capacity					E 0.89	

Notes:

^{1.} If vp >= 3200 pc/h, terminate analysis-the LOS is F.

^{2.} If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

^{*} These items have been entered or edited to override calculated value

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Las Virgenes Road
From/To: North of Agoura Road
Analysis Year: 2021 Alternative 4b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FREE-	FLOW SPEEI)		
Direction	1	L	2	2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				-
Right edge	4.0	ft	4.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	10.0	ft	10.0	ft
Access points per mile	12		12	
Median type	Undivide	ed	Undivide	ed
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.4	mph	0.4	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
V	OLUME			
Diversion	-		,	2
Direction Walter W	1602		1186	2
Volume, V Peak-hour factor, PHF	0.90	vph	0.90	vph
Peak 15-minute volume, v15	445		329	
•	_	0.	5 Z 9	0.
Trucks and buses	5	o6 o6		olo olo
Recreational vehicles Terrain type	2	6	2	6
Number of lanes	Level 2		Level 2	
	-		-	
Driver population adjustment, fP	1.00		1.00 1.5	
Trucks and buses PCE, ET	1.5			
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	915	pcphpl	677	pcphpl
R	ESULTS			
Direction	1	L	,	2
Flow rate, vp	915	pcphpl	677	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C	···E	В	T
Density, D	20.3	pc/mi/ln	_	pc/mi/ln

Analyst: TCH

Agency/Co: CDM Smith Date: 4/19/2013 Analysis Period: PM Peak

Highway: Lost Hills Road
From/To: South of Agoura Road
Analysis Year: 2021 Alternative 4b
Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS				
FRE	E-FLOW SPI	EED		
Direction		1		2
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	12		12	
Median type	Divide	ed	Divide	d
Free-flow speed:	Base		Base	
FFS or BFFS	48.0	mph	48.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLO	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.0	mph	3.0	mph
Free-flow speed	45.0	mph	45.0	mph
	VOLUME			
Direction		1		2
Volume, V	1025	vph	830	vph
Peak-hour factor, PHF	0.90	· F	0.90	
Peak 15-minute volume, v15	285		231	
Trucks and buses	5	%	5	%
Recreational vehicles	2	%	2	%
Terrain type	Level		Level	
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.972		0.972	
Flow rate, vp	585	pcphpl	474	pcphpl
RESULTS				
Direction		1		2
Flow rate, vp	585	pcphpl	474	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed,		mph	45.0	mph
Level of service, LOS	B	m511	A	mp11
Density, D	13.0	pc/mi/l	n 10.5	pc/mi/ln

Analyst: TCH

Agency/Co: CDM Smith Date: 4/17/2013 Analysis Period: PM Peak

State Route 1

Highway: From/To: East of Cross Creek Road

Analysis Year: 2021 Alternative 4b

Project ID: Malibu Creek E	IIS						
F	REE-FL	OW SPE	ED_				
Direction			1			2	
Lane width		12.0	_	ft	12.0	_	ft
Lateral clearance:		12.0		IC	12.0		IC
Right edge		6.0		ft	6.0		ft
Left edge		6.0		ft	6.0		ft
Total lateral clearance		12.0		ft	12.0		ft
		10		IC	10		IL
Access points per mile		Undivi	م م م		Undivid	_ ~	
Median type			aea			ea	
Free-flow speed:		Base		1-	Base		1-
FFS or BFFS		49.1		mph	49.1		mph
Lane width adjustment, FLW		0.0		mph	0.0		mph
Lateral clearance adjustment, F	.P.C.	0.0		mph	0.0		mph
Median type adjustment, FM		1.6		mph	1.6		mph
Access points adjustment, FA		2.5		_	2.5		mph -
Free-flow speed		45.0		mph	45.0		mph
	VOL	UME					
Direction			1			2	
Volume, V		1124		\mathbf{vph}	2637		vph
Peak-hour factor, PHF		0.90			0.90		
Peak 15-minute volume, v15		312			733		
Trucks and buses		4		%	4		%
Recreational vehicles		2		%	2		%
Terrain type		Level			Level		
Number of lanes		2			2		
Driver population adjustment, f	P	1.00			1.00		
Trucks and buses PCE, ET		1.5			1.5		
Recreational vehicles PCE, ER		1.2			1.2		
Heavy vehicle adjustment, fHV		0.977			0.977		
Flow rate, vp		639		pcphpl	1500		pcphpl
, -							
-	RES	ULTS					
Direction			1			2	
Flow rate, vp		639	_	pcphpl	1500	_	pcphpl
Free-flow speed, FFS		45.0		mph	45.0		mph
Avg. passenger-car travel speed	g	45.0		mph	44.7		mph
Level of service, LOS	., 5	B		b.11	11.7 D		шъп
Density, D		14.2		pc/mi/ln	_		pc/mi/ln

Analyst: TCH

Agency/Co: CDM Smith
Date: 4/19/2013
Analysis Period: PM Peak

Highway: State Route 1

From/To: West of Malibu Canyon Road

Analysis Year: 2021 Alternative 4b Project ID: Malibu Creek EIS

Project ID: Malibu Creek EIS						
FREE-	-FLOW SPE	ED				
Direction		1			2	
Lane width	12.0		ft	12.0		ft
Lateral clearance:						
Right edge	6.0		ft	6.0		ft
Left edge	6.0		ft	6.0		ft
Total lateral clearance	12.0		ft	12.0		ft
Access points per mile	10			10		
Median type	Divide	ed		Divided	ł	
Free-flow speed:	Base			Base		
FFS or BFFS	47.5	1	mph	47.5		mph
Lane width adjustment, FLW	0.0	1	mph	0.0		mph
Lateral clearance adjustment, FLC	0.0	1	mph	0.0		mph
Median type adjustment, FM	0.0	1	mph	0.0		mph
Access points adjustment, FA	2.5	1	mph	2.5		mph
Free-flow speed	45.0	1	mph	45.0		mph
	OLUME					
Direction		1			2	
Volume, V	949		vph	2145		vph
Peak-hour factor, PHF	0.90			0.90		
Peak 15-minute volume, v15	264			596		
Trucks and buses	4		%	4		%
Recreational vehicles	2		%	2		%
Terrain type	Level			Level		
Number of lanes	2			2		
Driver population adjustment, fP	1.00			1.00		
Trucks and buses PCE, ET	1.5			1.5		
Recreational vehicles PCE, ER	1.2			1.2		
Heavy vehicle adjustment, fHV	0.977			0.977		
Flow rate, vp	539		pcphpl	1220		pcphpl
F	RESULTS					
Direction		1			2	
Flow rate, vp	539	_	pcphpl	1220	_	pcphpl
Free-flow speed, FFS	45.0		mph	45.0		mph
Avg. passenger-car travel speed, S	45.0		mph	45.0		mph
Level of service, LOS	B		mp11	D		шБш
Density, D	12.0	:	pc/mi/ln	27.1		pc/mi/ln

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

Descripcion: Maribu Creek Els				
Flow Inputs and A	djustments			
Volume, V	6364	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	1768	V		
Trucks and buses	5	%		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	8		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1455	pc/h/ln		
Speed Inputs and	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	5			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	0.0	mi/h		
Free-flow speed, FFS	62.5	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1455	pc/h/ln		
Free-flow speed, FFS	62.5	mi/h		
Average passenger-car speed, S	62.5	mi/h		
Number of lanes, N	5	•		
Density, D	23.3	pc/mi/ln		
Level of service, LOS	C	<u> </u>		
- ·,				

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: West of Lost Hills Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

_				
Flow Inputs and A	djustments			
Volume, V	6600	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	1833	V		
Trucks and buses	5	96		
Recreational vehicles	2	96		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1509	pc/h/ln		
Speed Inputs and	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	5			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	0.0	mi/h		
Free-flow speed, FFS	62.5	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1509	pc/h/ln		
Free-flow speed, FFS	62.5	mi/h		
Average passenger-car speed, S	62.5	mi/h		
Number of lanes, N	5	•		
Density, D	24.1	pc/mi/ln		
Level of service, LOS	C	<u>-</u>		
•				

Analyst: TCH

Agency or Company: CDM Smith
Date Performed: 4/19/2013
Analysis Time Period: PM Peak

Freeway/Direction: Northbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments			
Volume, V	6818	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	1894	V		
Trucks and buses	5	8		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	%		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	1949	pc/h/ln		
Speed Inputs and A	Adjustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	4			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	1.5	mi/h		
Free-flow speed, FFS	61.0	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	1949	pc/h/ln		
Free-flow speed, FFS	61.0	mi/h		
Average passenger-car speed, S	59.3	mi/h		
Number of lanes, N	4	•		
Density, D	32.9	pc/mi/ln		
Level of service, LOS	D	<u>.</u> . , ,		

Analyst: TCH

Agency or Company: CDM Smith Date Performed: 4/19/2013 Analysis Time Period: PM Peak

Freeway/Direction: Southbound US 101

From/To: East of Las Virgenes Road

Jurisdiction:

Analysis Year: 2021 Alternative 4b

Description: Malibu Creek EIS

Flow Inputs and Ad	ljustments			
Volume, V	7125	veh/h		
Peak-hour factor, PHF	0.90			
Peak 15-min volume, v15	1979	V		
Trucks and buses	5	%		
Recreational vehicles	2	%		
Terrain type:	Level			
Grade	0.00	8		
Segment length	0.00	mi		
Trucks and buses PCE, ET	1.5			
Recreational vehicle PCE, ER	1.2			
Heavy vehicle adjustment, fHV	0.972			
Driver population factor, fp	1.00			
Flow rate, vp	2037	pc/h/ln		
Speed Inputs and A	djustments			
Lane width	12.0	ft		
Right-shoulder lateral clearance	6.0	ft		
Interchange density	1.00	interchange/mi		
Number of lanes, N	4			
Free-flow speed:	Base			
FFS or BFFS	65.0	mi/h		
Lane width adjustment, fLW	0.0	mi/h		
Lateral clearance adjustment, fLC	0.0	mi/h		
Interchange density adjustment, fID	2.5	mi/h		
Number of lanes adjustment, fN	1.5	mi/h		
Free-flow speed, FFS	61.0	mi/h		
	Urban Freeway			
LOS and Performance Measures				
Flow rate, vp	2037	pc/h/ln		
Free-flow speed, FFS	61.0	mi/h		
Average passenger-car speed, S	58.1	mi/h		
Number of lanes, N	4			
Density, D	35.1	pc/mi/ln		
Level of service, LOS	E			