

***Appendix J***  
***Traffic Impact Study***

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**ALISO CANYON STORAGE FIELD TURBINE REPLACEMENT  
PROPONENT'S ENVIRONMENTAL ASSESSMENT (PEA)  
TRAFFIC IMPACT STUDY  
CITY OF SANTA CLARITA, CALIFORNIA**

June 23, 2009

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**Aliso Canyon Turbine Replacement Project**  
**TRAFFIC IMPACT STUDY**  
**CITY OF SANTA CLARITA, CALIFORNIA**

**1.0 INTRODUCTION**

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Aliso Canyon is Southern California Gas Company's (SCG) largest underground natural gas storage field and one of the largest in the U.S. The field has 80 Bcf of working storage inventory, 1875 mmcf of withdrawal capacity, and injection capacity that varies depending on field pressure from 600 mmscf to 300 mmscf. Approximately 45% of SCG's total firm injection capacity is provided by Aliso Canyon. The majority of the injection capacity at Aliso Canyon is provided by three jet engine driven centrifugal compressors providing 12,000 nominal horsepower each. These units were installed in the 1970's and have poor engine efficiency due to their use of older technology for the power turbine and compressor design. The complete turbine control system was upgraded to an Allen Bradley PLC based system in 1998. As storage services are a critical part of SCG's hourly, daily, and seasonal supply/demand balance equation, it is imperative that Aliso Canyon Storage Field remains highly reliable. This project consists of an upgraded replacement and expansion of the existing compression equipment.

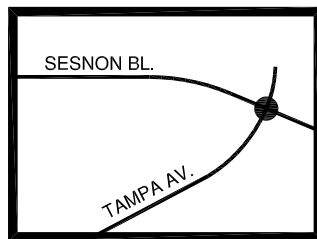
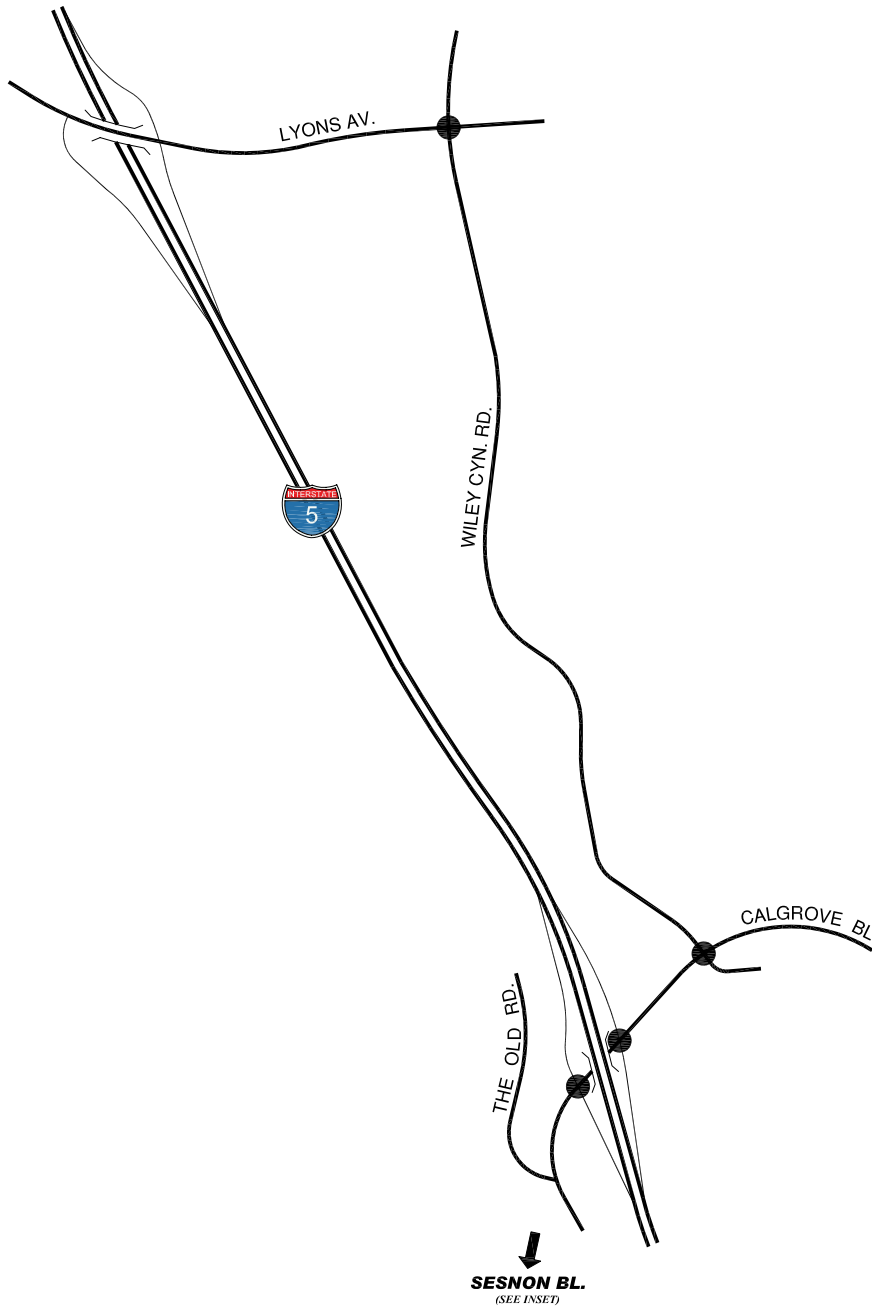
A. Project Description

The purpose of this traffic study is to evaluate the traffic impacts associate with the proposed Aliso Canyon Turbine Replacement Project. However, since the project itself will not generate a significant amount of trips, the term "Project" in this analysis refers to the conditions associated with the activities due to construction. Specifically these include:

1. A potential southbound closure on Wiley Canyon Road, south of Lyons Avenue.
2. Provision of a shuttle service to accommodate 150 construction workers to the site.

Exhibit 1-A illustrates the traffic analysis study area.

# EXHIBIT 1-A LOCATION MAP



## LEGEND:

● = INTERSECTION ANALYSIS LOCATION



## 2.0 ANALYSIS METHODOLOGY

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### A. Scenarios

In accordance with the City of Santa Clarita's Traffic Impact Report Guidelines (1997), this study has analyzed the following scenarios:

1. Existing Traffic Conditions

The existing conditions refer to the conditions which take into account the existing traffic counts, taken in April and May 2009, and existing lane configurations at study area intersections and roadway segments.

2. Existing Plus Ambient Plus Project Traffic Conditions

Existing plus project traffic conditions includes the project traffic and ambient growth, which is added to the existing volumes. Existing geometry and intersection controls are analyzed first, then with mitigation, where required.

### B. Level of Service Criteria

Level of Service (LOS) is a professional industry standard by which the operating conditions of a given roadway segment or intersection are measured. The level of service criteria utilized in this report is consistent with the standards outlined in the City of Santa Clarita's Traffic Impact Report Guidelines. For all signalized study area intersections, Intersection Capacity Utilization (ICU) methodology is utilized to assess the operation of a signalized intersection. To calculate ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a percent, which represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. For unsignalized intersections, the HCM methodology was utilized to calculate the level of service. The HCM method calculates the level of service based on intersection delay.

C. ICU Calculation Method for Signalized Intersections:

The study area signalized intersections have been evaluated based on the ICU methodology with the following assumptions.

1. Saturation Flow Rate  
Saturation flow value of 1,750 vehicles per lane per hour for intersections for through and turning lanes.
2. Level of Service Ranges

The following thresholds are used in assigning a letter value to the resulting LOS:

LOS	CRITICAL VOLUME TO CAPACITY RATIO	DESCRIPTION
A	0.00 - 0.60	<u>Excellent</u> - Vehicl delays less than one cycle length and no approach phase is fully utilized
B	0.61 - 0.70	<u>Very Good</u> - An occassional approach phase is fully utilized; drivers being to feel somewhat restricted within groups of vehicles
C	0.71 - 0.80	<u>Good</u> - Occassionally drivers may be delayed through more than one signal cycle length and back-ups may develop behind turning vehicles
D	0.81 - 0.90	<u>Fair</u> - Delays may be substantial during portions of the peak hours, but adequate gaps may occur to prevent excessive backups
E	0.91 - 1.00	<u>Poor</u> - Represents saturation of intersection. Motorists experience delays of several cycle lengths
F	> 1.00	<u>Failure</u> - Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles through the intersection. Tremendous delays with increasing queue lengths

Source: City of Santa Clarita Circulation Element



3. Peak-Periods

Weekday peak-hour analysis periods are defined as follows:

7:00 to 9:00 AM

4:00 to 6:00 PM

4. Peak-Hour

The highest one-hour period in both the AM and PM peak periods, as determined by four consecutive 15-minute count periods are used in the ICU calculations. Both AM and PM peak hours are studied.

5. Peak-Hour Data Consistency

Variations in peak-hour volumes can affect LOS calculations because they vary from day-to-day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays or weekends.

6. Right Turn Movements

If the distance from the edge of the outside through lane is at least 19 feet and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this "unofficial" right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g., northbound right turns during westbound left turn phase), as well as non-conflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios which are greater than the normal through/left turn critical movements.

If a free right turn lane exists (right turns do not have to stop for the signal), a flow rate of 1,750 vehicles per hour per lane is assumed. The V/C ratio of the right turn lane is reported but not included in the sum of the critical V/C ratios.

#### D. HCM Methodology at Unsignalized Intersections

For unsignalized intersections, the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209) is utilized to calculate the level of service. The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are determined using the HCM methodology.

The study area intersections with stop control on the minor street have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at the study area locations, the level of service has been calculated. The level of service criteria for this type of intersection analysis is based on total delay per vehicle for the worst minor street movements.

The levels of service are defined for the HCM methodology:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)
	UNIGNALIZED
A	0 to 10.00
B	10.01 to 15.00
C	15.01 to 25.00
D	25.01 to 35.00
E	35.01 to 50.00
F	50.01 and up

E. Level of Service Criteria at Study Area Road Segments

Level of service at the study area road segments is determined utilizing the City of Santa Clarita’s volume to capacity at urban arterial highways. Table 2-1 shows the average daily traffic volume (ADT) thresholds, roadway capacities and levels of service for each roadway classification type.

TABLE 2-1

**CITY OF SANTA CLARITA  
LEVELS OF SERVICE (LOS), VOLUME TO CAPACITY (V/C) RATIOS &  
SERVICE VOLUMES FOR URBAN ARTERIAL HIGHWAYS**

LEVEL OF SERVICE	V/C RATIO	DESCRIPTION	AVERAGE DAILY TRAFFIC SERVICE VOLUMES				
			8-LANE DIVIDED	6-LANE DIVIDED	4-LANE DIVIDED	4-LANE UNDIVIDED	2-LANE UNDIVIDED
A	≤0.36	<u>Free Flow</u> - low volumes; little or no delay throughout the day or during peak hours	48,000	36,000	24000 (28,000)	16,000	5,000
B	≤0.54	<u>Stable Flow</u> - relatively low volumes; acceptable delays experienced throughout the day; some peak hour congestion	54,000	40,400	27000 (32,000)	18,000	7,500
C	≤0.71	<u>Stable Flow</u> - relatively low volumes; acceptable delays experienced throughout the day; some peak hour congestion.	60,000	45,000	30000 (36,000)	20,000	10,000
D	≤0.87	<u>Approaching Unstable Flow</u> - poor, yet tolerable delays experienced throughout the day. Peak hours may experience significant congestion and delays.	66,000	49,500	33000 (40,000)	22,000	12,500
E	≤1.00	<u>Unstable Flow</u> - heavy congestion and delays experienced throughout the day and during the peak hours. Volumes at or near capacity.	72,000	54,000	36000 (44,000)	24,000	15,000
F	>1.00+	<u>Forced flow</u> - both speeds and flow of traffic can drop to zero. Stoppages may occur for long periods with vehicles backing up from one intersection through another. (Referred to as "gridlock" condition).	This condition represents system breakdown and does not have a specific relationship to service volumes				

Augmented intersection: Will add 15% to the above roadway capacity.

Note: (XX,XXX) = Capacity for Limited Access on 4-Lane Divided Arterial

Source: *City of Santa Clarita General Plan Circulation Element, 1997*

The City of Santa Clarita Traffic Impact Report Guidelines summarizes the generally accepted level of service (LOS) criteria. The Guidelines have established a LOS “C” as acceptable level of operation for residential and industrial areas and LOS “D” for commercial, freeway ramps and CBD’s. It is assumed that a final V/C between 0.80-0.89 with an increase equal to or greater than 0.02 with project (when compare to without project conditions) is considered a project impact. Similarly, a final V/C between 0.90 or more with an increase equal to or greater than 0.01 with project (when compare to without project conditions) is considered a project impact.

For road segments, the impact criteria stipulates an increase in 3% or more in any peak hour volume due to project generated traffic.

The traffic analysis tool, Traffix R4 (2008) has been utilized to analyze the AM and PM peak hour conditions for the study area intersections. It should be noted that Traffix is a traffic analysis tools which utilizes the methodologies outlined in the 2000 Highway Capacity Manual (HCM).

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### 3.0 EXISTING CONDITIONS ANALYSIS

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#### A. Study Area Intersections

The study area consists of the following intersections, as previously shown on Exhibit 1-A:

Interstate 5 SB Ramps (NS) at:

- Calgrove Boulevard (EW)

Interstate 5 NB Ramps (NS) at:

- Calgrove Boulevard (EW)

Wiley Canyon Road (NS) at:

- Lyons Avenue (EW)
- Calgrove Boulevard (EW)

Tampa Avenue (NS) at:

- Sesnon Avenue (EW)

In addition to the above intersections, the following road segments have been analyzed:

Lyons Avenue:

- Between I-5 NB Ramps and Wiley Canyon Road

The Old Road:

- West of I-5 SB Ramps

Calgrove Boulevard:

- Between I-5 NB Ramps and Wiley Canyon Road

Wiley Canyon Road:

- South of Lyons Avenue

Exhibit 3-A identifies the existing roadway conditions for study area roadways, including the number of through traffic lanes for existing roadways and the existing intersection controls.

B. Existing Street System

The currently adopted City of Santa Clarita General Plan Circulation Element is shown on Exhibit 3-B. The City of Santa Clarita General Plan roadway cross-sections are illustrated on Exhibit 3-C.

The following is a description of the existing street system listed in the study area:

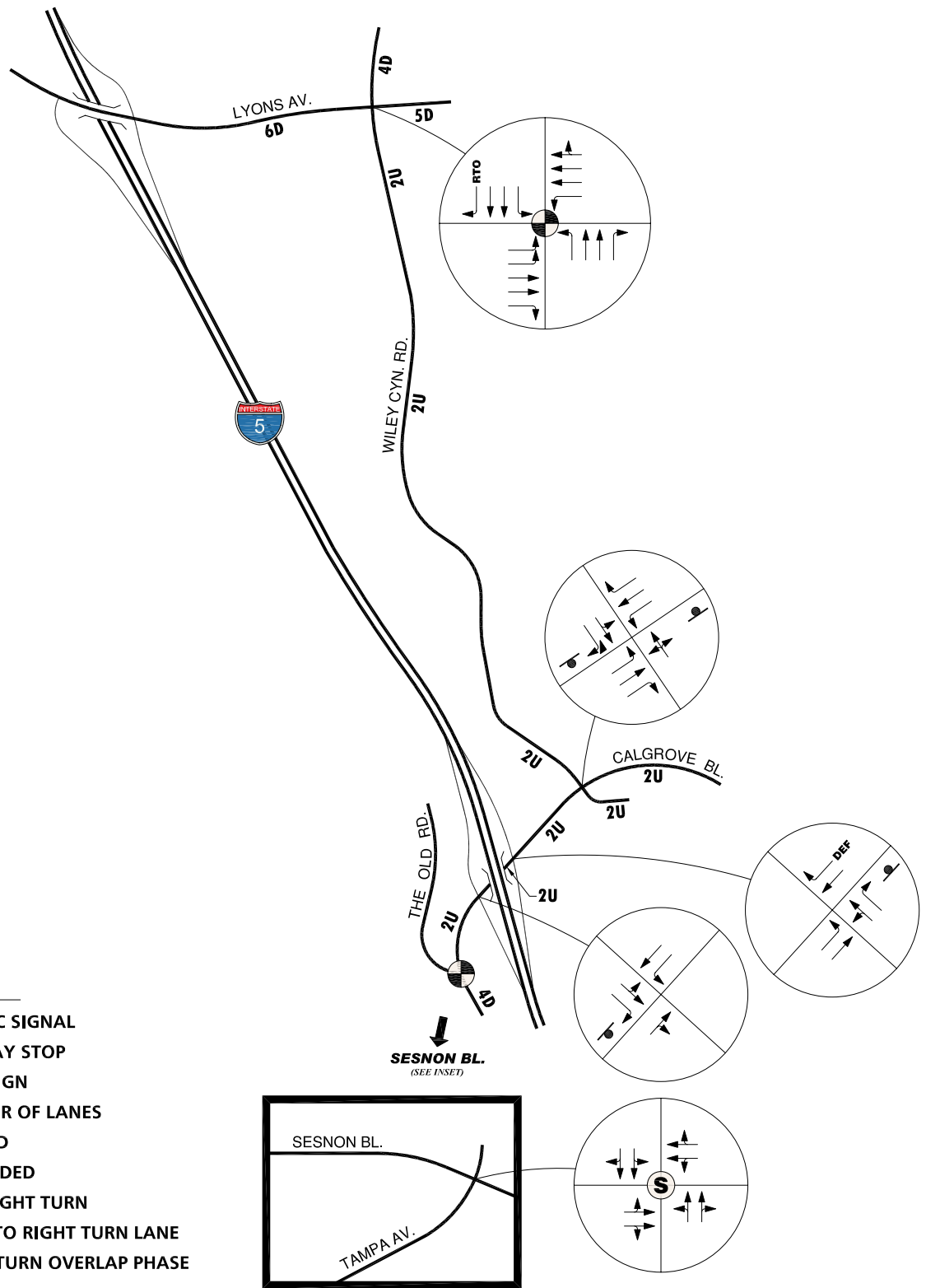
**The Old Road** is classified as a Major Arterial Highway in the currently adopted City of Santa Clarita General Plan Circulation Element. The Old Road provides north-south travel parallel to the Interstate 5 freeway. Under the General Plan Circulation Element, a Major Highway is designated to have at least six-lanes, divided, with no-on-street parking. It is currently constructed as a four-lane divided roadway south of Calgrove Boulevard with a posted speed limit of 55 mph.

**Wiley Canyon Road** is located east of Interstate 5 and provides parallel north-south travel parallel to the Interstate 5. Wiley Canyon Road is classified as a Major Arterial Highway in the currently adopted City of Santa Clarita General Plan Circulation Element north of Lyons Avenue. South of Lyons Avenue to Calgrove Boulevard, Wiley Canyon Road is classified as a Secondary Highway. Under the General Plan Circulation Element, a Major Highway is designated to have at least six-lanes, divided, with no-on-street parking. North of Lyons Avenue, Wiley Canyon Road is currently constructed as a four-lane divided roadway with parallel northbound and southbound bike lanes. A Secondary Highway is designated as a four-lane divided roadway with no on-street parking. South of Lyons Avenue to Calgrove Boulevard, Wiley Canyon Road is currently constructed as a two-lane undivided roadway with intermittent on-street parking. Speed limits along Wiley Canyon range from 25 mph to 35 mph from Lyons Avenue to Calgrove Boulevard to the south.

**Lyons Avenue** provides east-west travel and classified as a Major Arterial Highway in the currently adopted City of Santa Clarita General Plan Circulation Element from The Old Road to Sierra Highway. Under the General Plan Circulation Element, a Major Highway is designated to have at least six-lanes, divided, with no-on-street parking. Within the study area, Lyons Avenue is currently constructed as a five to six-lane divided roadway with a posted speed limit of 40 mph. Bike lanes are provided along Lyons Avenue east of Wiley Canyon Road.



# EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



**LEGEND:**

- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN
- 4** = NUMBER OF LANES
- D** = DIVIDED
- U** = UNDIVIDED
- = FREE RIGHT TURN
- DEF** = DEFACTO RIGHT TURN LANE
- RTO** = RIGHT TURN OVERLAP PHASE

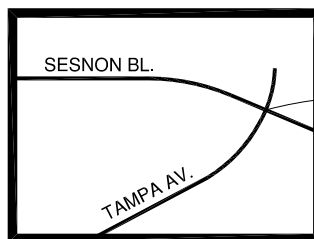
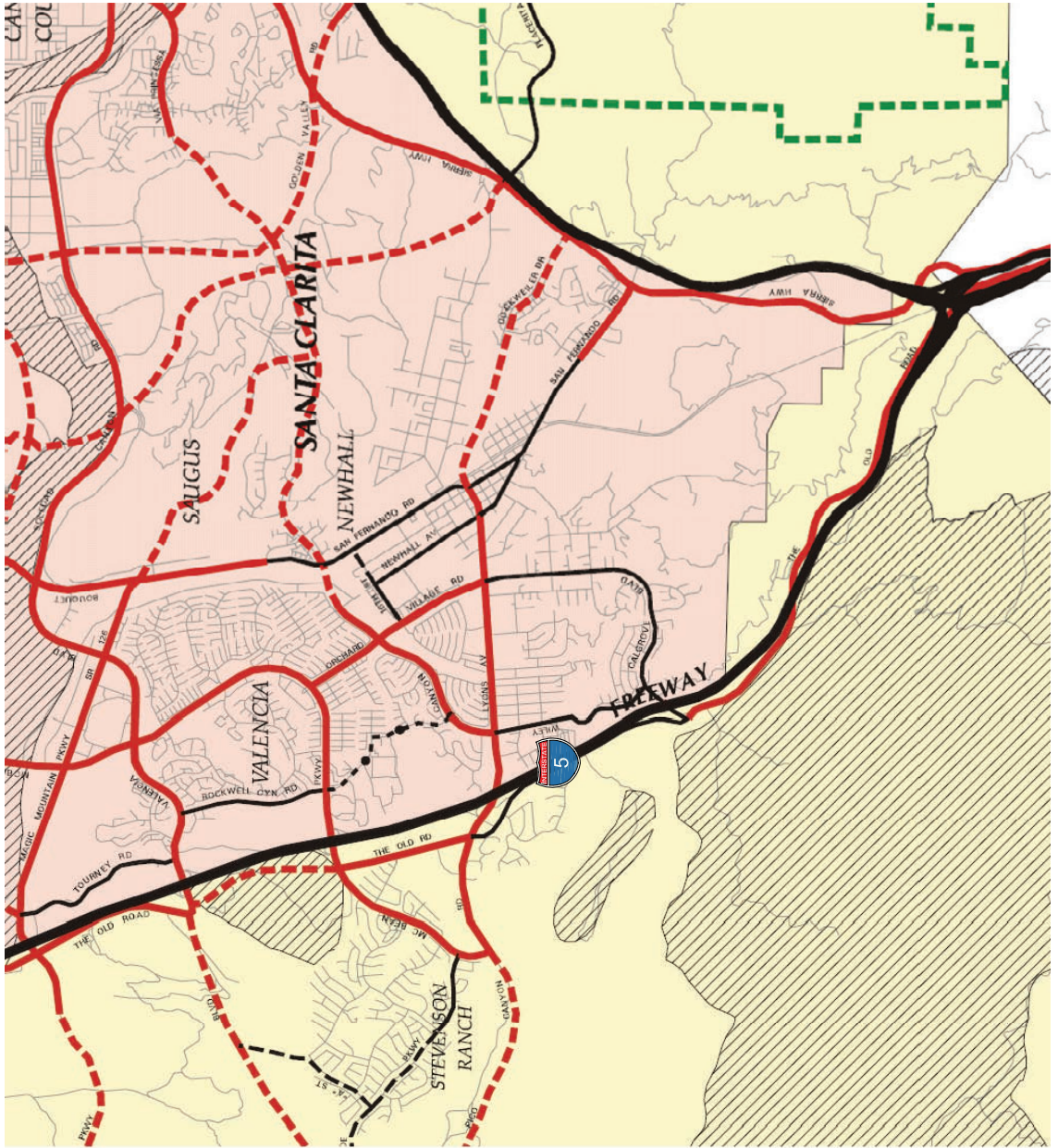


EXHIBIT 3-B  
**CITY OF SANTA CLARITA**  
**GENERAL PLAN CIRCULATION ELEMENT**

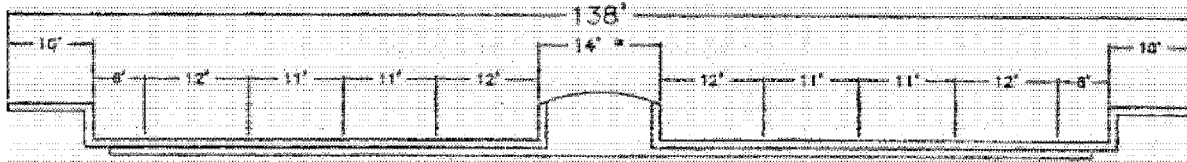


- LEGEND:**
- EXPRESSWAY**  
Right of way width variable - 180 feet maximum
  - Existing
  - Proposed
  - FREEWAY**  
Right of way width variable
  - Existing
  - Proposed
  - MAJOR HIGHWAY**  
100 feet standard right of way width
  - Existing
  - Proposed
  - SECONDARY HIGHWAY**  
80 feet standard right of way width
  - Existing
  - Proposed
  - LIMITED SECONDARY HIGHWAY**  
64 to 80 feet standard right of way width
  - Existing
  - Proposed
  - PARKWAY**  
Right of way width variable - 80 feet minimum
  - Existing
  - Proposed
  - OTHER**  
 Collector / Local Street  
(Thomas Bros. Maps C . street file)



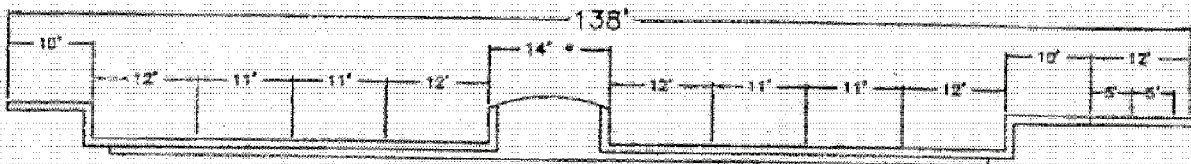
# CITY OF SANTA CLARITA GENERAL PLAN ROADWAY CROSS-SECTIONS

## 1. MAJOR ARTERIAL HIGHWAY 8-LANE ALTERNATIVE WITH BIKE LANE DETAIL



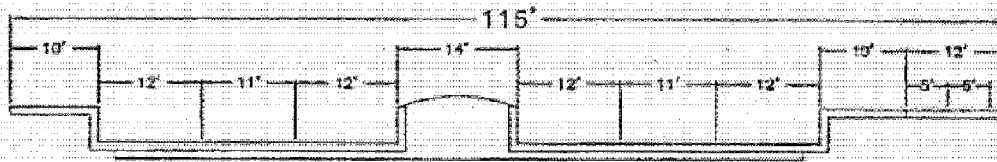
FOUR LANES IN EACH DIRECTION WITH RAISED  
LANDSCAPE MEDIAN, NO ON-STREET PARKING

## 2. MAJOR ARTERIAL HIGHWAY 8-LANE ALTERNATIVE WITH BIKE TRAIL DETAIL



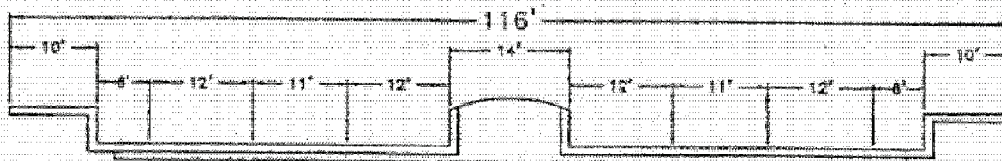
FOUR LANES IN EACH DIRECTION WITH RAISED  
LANDSCAPE MEDIAN, NO ON-STREET PARKING

## 3. MAJOR ARTERIAL HIGHWAY WITH BIKE TRAIL DETAIL



THREE LANES IN EACH DIRECTION WITH RAISED  
LANDSCAPE MEDIAN, NO ON-STREET PARKING

## 4. MAJOR ARTERIAL HIGHWAY WITH BIKE LANE DETAIL



THREE LANES IN EACH DIRECTION WITH RAISED  
LANDSCAPE MEDIAN, NO ON-STREET PARKING

**Calgrove Boulevard** provides east-west travel and classified as a Secondary Highway in the currently adopted City of Santa Clarita General Plan Circulation Element. Under the General Plan Circulation Element, a Secondary Highway is designated as a four-lane divided roadway with no on-street parking. South of Lyons Avenue to Calgrove Boulevard, Wiley Canyon Road is currently constructed as a two-lane undivided roadway with a posted speed limit of 45 mph. Bike lanes are provided along Calgrove Boulevard east of Wiley Canyon Road. West of Interstate 5, Calgrove Boulevard terminates at The Old Road and becomes Valley Street east of Wiley Canyon Road.

C. Analysis of Existing Conditions

1. Traffic Volumes and Conditions

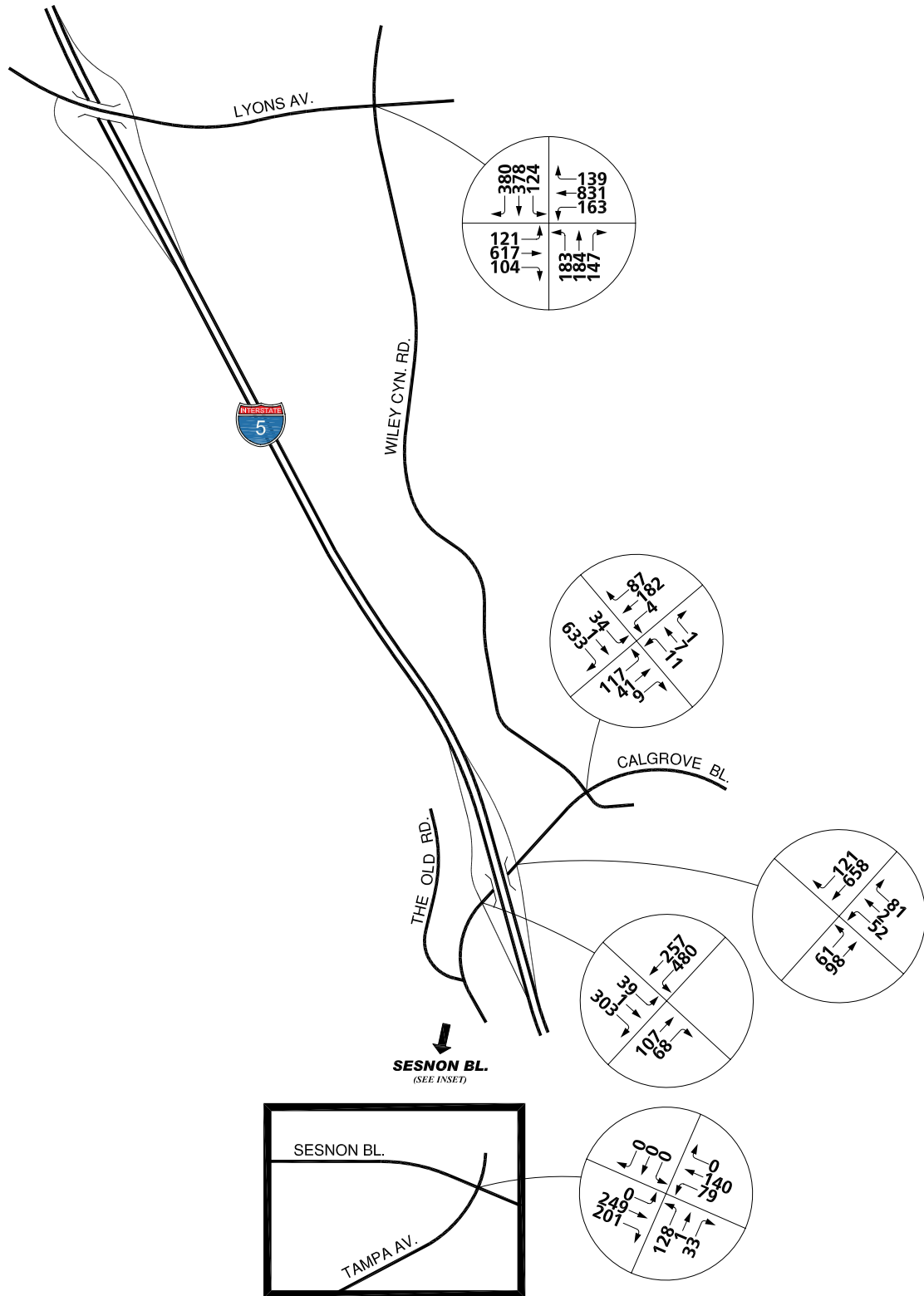
The existing AM and PM peak hour turning movement counts are shown on Exhibits 3-D and 3-E, respectively. The intersection movement counts were taken on a typical weekday in the AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods. The turning movement counts were performed in April and May 2009. Traffic count worksheets are included in Appendix "A".

Existing average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-F. Existing ADT volumes are based upon collected daily traffic data. Existing ADT counts are included in Appendix "A".

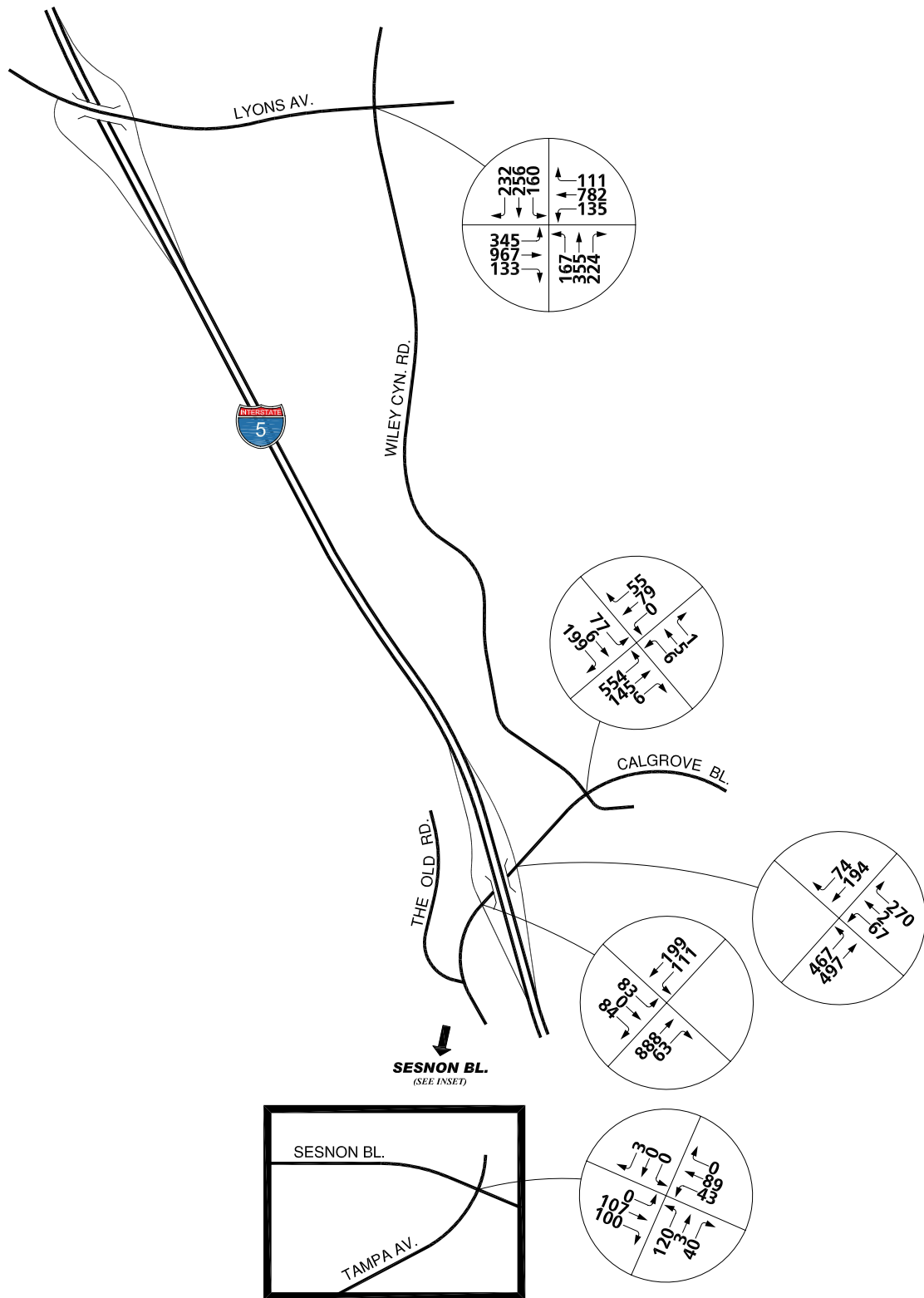
2. Existing Intersection Level of Service

Existing peak hour traffic operations have been evaluated for the study area intersections using the HCM methodology. The results of this analysis are summarized in Table 3-1, along with the existing intersection geometrics and traffic control devices at the analysis locations. For existing traffic conditions, the following study area intersections are currently operating with an unacceptable level of service during the peak hours:

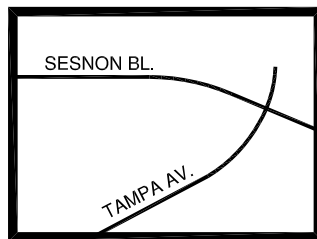
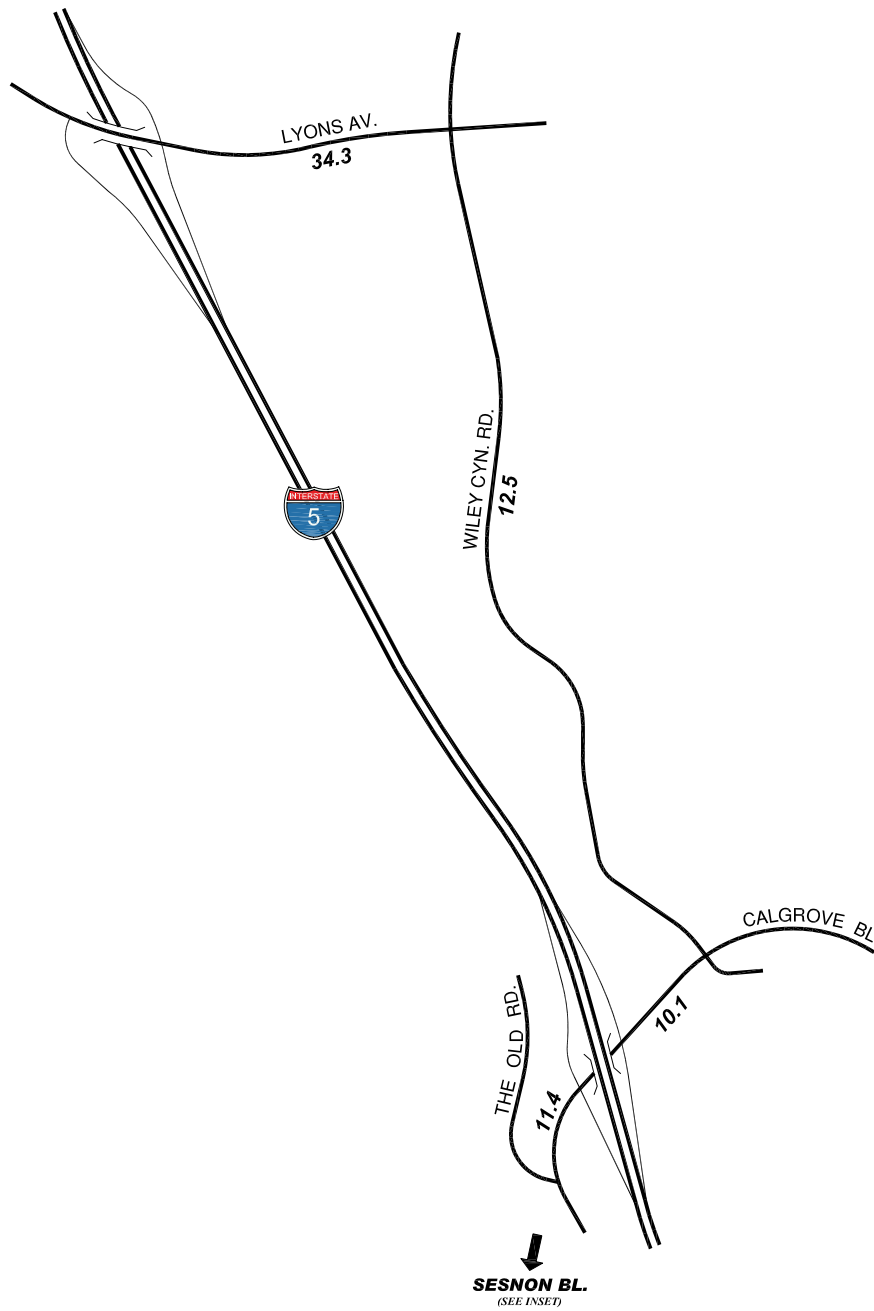
# EXISTING AM PEAK HOUR INTERSECTION VOLUMES



# EXISTING PM PEAK HOUR INTERSECTION VOLUMES



# EXISTING AVERAGE DAILY TRAFFIC (ADT)



**LEGEND:**

10.0 = VEHICLES PER DAY (1000'S)



TABLE 3-1

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												ICU/DELAY (SECS.) <sup>2</sup>		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Interstate 5 SB Ramps (NS) at: • Calgrove Boulevard (EW)	CSS	0	0	0	0.5	0.5	1	0	1	0	1	1	0	56.0	-- <sup>4</sup>	F	F
Interstate 5 NB Ramps (NS) at: • Calgrove Boulevard (EW)	CSS	0.5	0.5	1	0	0	0	1	0	0	0	1	1	21.8	-- <sup>4</sup>	C	F
Wiley Canyon Road (NS) at: • Lyons Avenue (EW)	TS	1	2	1	1	2	1>	2	2	1	1	3	0	0.727	0.720	C	C
• Calgrove Boulevard (EW)	CSS	0	1!	0	0.5	0.5	1>>	1	1	1	1	1	1	14.4	-- <sup>4</sup>	B	F
Tampa Avenue (NS) at: • Sesnon Avenue (EW)	AWS	0.5	1.5	0	0.5	1.5	0	0.5	1.5	0	0.5	1.5	0	13.0	8.8	B	A

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared left-through-right lane; 0.5 = Shared Lane; > = Right Turn Overlap Phase

<sup>2</sup> Per City of Santa Clarita Traffic Impact Report Guidelines, the ICU method is used to determine signalized intersection level of service. For unsignalized intersections, the intersection delay has been calculated using the HCM methodology. Delay and level of service calculated using the following analysis software: Traffix, Version 8.0 (2008). Intersection level of service shown is based on the V/C for intersections with traffic signals. For intersections with cross street stop control, the delay in seconds and level of service for worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = Traffic Signal  
CSS = Cross Street Stop  
AWS = All Way Stop

<sup>4</sup> -- = Delay High, Intersection Unstable, LOS "F"



Interstate 5 SB Ramps (NS) at:

- Calgrove Boulevard (EW)

Interstate 5 NB Ramps (NS) at:

- Calgrove Boulevard (EW)

Wiley Canyon Road (NS) at:

- Calgrove Boulevard (EW)

HCM calculation worksheets for existing conditions are provided in Appendix “B”.

Under existing conditions, the following study area intersections appear to meet the minimum criteria to warrant a traffic signal based on peak hour warrants:

Interstate 5 SB Ramps (NS) at:

- Calgrove Boulevard (EW)

Interstate 5 NB Ramps (NS) at:

- Calgrove Boulevard (EW)

Wiley Canyon Road (NS) at:

- Calgrove Boulevard (EW)

Tampa Avenue (NS) at:

- Sesnon Boulevard (EW)

Traffic signal warrant worksheets are included in Appendix “C”.

D. Existing Roadway Segment Level of Service

Table 3-2 presents the results of the existing roadway segment analysis. As shown in Table 3-2, the study area road segments are currently operating with acceptable levels of service.

E. Public Transit

The study area is currently served by Santa Clarita Transit. Within the study area identified in this study, Lyons Avenue is the only roadway currently serviced by Santa Clarita Transit Routes #4, #5, #6 and #14. Bus stops are located along Lyons Avenue, east of the I-5 NB ramps and east of Wiley Canyon.

**TABLE 3-2**

**ROADWAY SEGMENT ANALYSIS FOR EXISTING CONDITIONS**

<b>ROADWAY SEGMENT</b>	<b>GENERAL PLAN ROAD CLASSIFICATION</b>	<b>EXISTING NUMBER OF LANES</b>	<b>LOS E CAPACITY<sup>1</sup></b>	<b>EXISTING ADT<sup>2</sup></b>	<b>VOLUME / CAPACITY</b>	<b>LOS</b>
Lyons Avenue: • Between I-5 NB Ramps and Wiley Canyon Road	Major Arterial	6-Lane Divided	54,000	34,288	0.63	C
The Old Road: • West of the I-5 SB Ramps	Major Arterial	4-Lane Divided	36,000	11,366	0.32	A
Calgrove Boulevard: • Between I-5 NB Ramps and Wiley Canyon Road	Secondary Highway	2-Lane Undivided	15,000	10,081	0.67	C
Wiley Canyon Road: • South of Lyons Avenue	Secondary Highway	2-Lane Undivided	15,000	12,529	0.84	D

<sup>1</sup> Roadway capacities derived from the City of Santa Clarita General Plan Circulation Element. Per City of Santa Clarita Circulation Element, LOS "D" is "an accepted, though undesirable, condition." Therefore, the volume to capacity ratios are based on Level of Service "E".

<sup>2</sup> Average Daily Traffic (ADT) expressed in vehicles per day. Existing ADT values were obtained from empirical data. See Appendix "A".

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## 4.0 NEAR TERM TRAFFIC PROJECTION

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To assess the potentially significant impacts of the project, future traffic volumes along the study area are determined by adding traffic generated by approved and/or currently pending development projects and ambient growth to existing traffic volumes.

### A. Cumulative Development Traffic

#### 1. Method of Projection

To assess the near term traffic conditions that is anticipated in conjunction with construction activities, existing traffic is combined with traffic from other surrounding development. Cumulative projects in the study area were identified in the City of Santa Clarita, the City of Los Angeles, and the County of Los Angeles. The research indicates that the following 18 cumulative developments are currently planned in the study area:

1. Downtown Newhall Specific Plan
2. North Newhall Specific Plan
3. South Santa Clarita Sphere of Influence Amendment, Annexation, and Prezone
4. Gate King Industrial Park
5. Placerita Canyon Sewer Backbone
6. Tract PM 60792
7. Tract 53653
8. BFI-Sunshine Canyon Landfill
9. Tract 50242
10. Tract 52905
11. Tract 52796
12. Env-2007-3572-MND
13. Tract 60913
14. Env-2008-5060-ND
15. Env-2008-3312-MND
16. Env-2006-5624-EAF
17. Env-2008-570-EAF
18. Env-2007-5288-MND

Near term traffic volumes projections include traffic generated by approved and “reasonably foreseeable pending projects that are expected to influence the study area.” Some of the cumulative projects identified above are either too far away to add traffic to the study area intersections, do not generate a significant amount of traffic (i.e. a wireless telecommunications facility), or will not be developed by the time construction activities are completed. Based on this criteria, the following four developments have been included in the near term analysis along with a three (3) percent annual growth rate.

1. Tract 53653 – 186 single family residential units
2. Tract 50242 – 8 single family residential units
3. Tract 52905 – 37 single family residential units
4. Tract 52796 – 102 single family residential units

These projects are anticipated to generate a total of approximately 3,187 trip ends per day with 249 AM peak hour trips and 337 PM peak hour trips. The trip rates and trip generation estimates are presented in a tabular format in Appendix “D”.

## 2. Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the cumulative projects. Trip distribution is heavily influenced by the geographical location of the site, the location of commercial uses in the general region and the proximity to the regional freeway system.

Trip distribution for this study has been based upon near term (2010) conditions and those highway facilities representing the completion time frame for the proposed road improvements. The directional distribution and assignment of the cumulative development traffic is included in Appendix “D”.

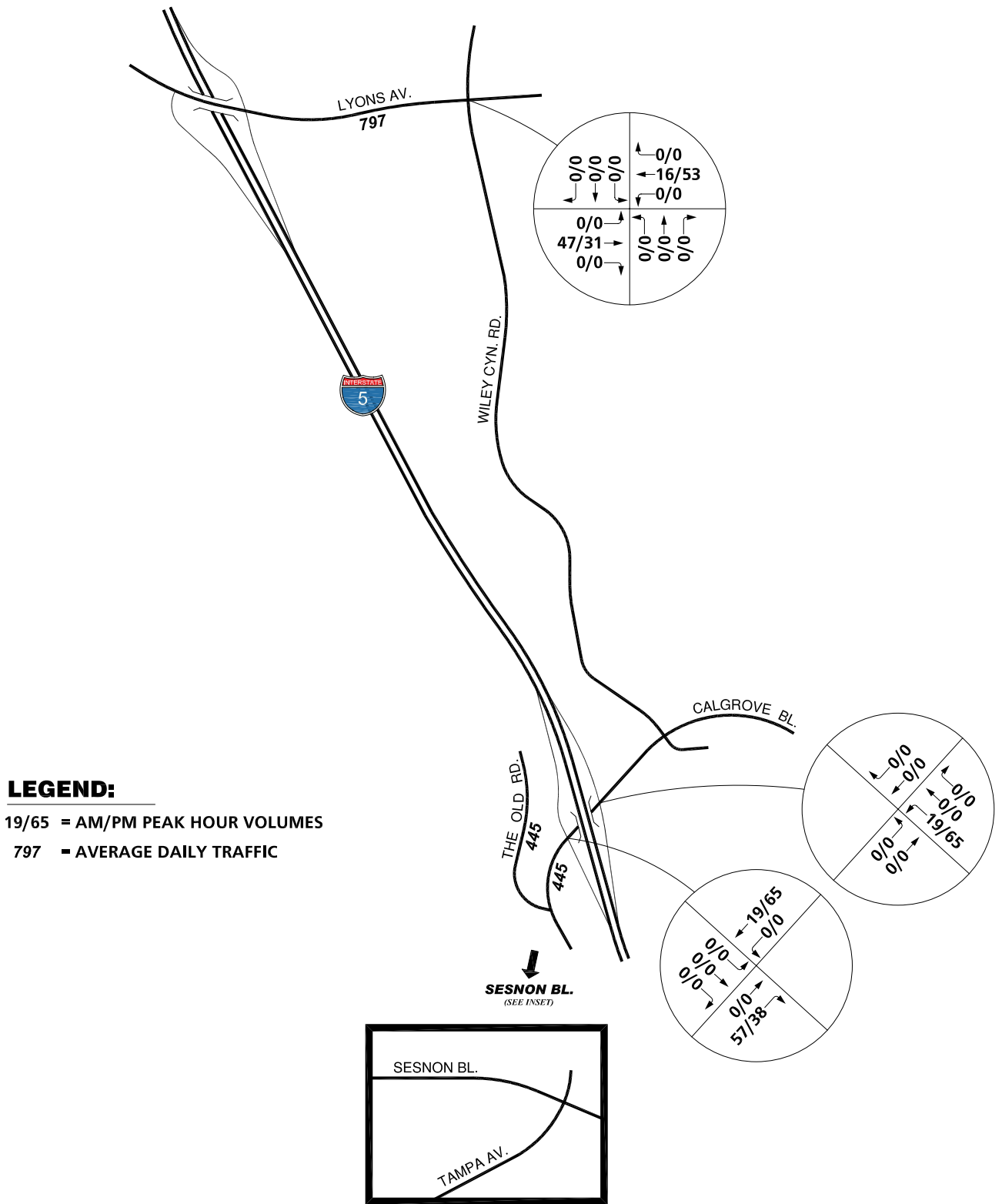
3. Non-Site Traffic for Study Area

The cumulative AM and PM peak hour turning movements and ADT are shown on Exhibit 4-A.

B. Ambient Growth

In addition to the traffic from the cumulative projects described above, an ambient growth rate has been added to existing volumes. This ambient growth rate accounts for traffic flowing through the study area that is not directly accounted for from known projects. The City of Santa Clarita indicates that a 3 percent per year rate is appropriate.

# EXHIBIT 4-A CUMULATIVE PROJECTS TRAFFIC VOLUMES





## 5.0 TRAFFIC IMPACTS

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This section of the report describes the results of the level of service analysis for the study area intersections and roadway segments for existing plus ambient growth plus cumulative conditions – with and without the project-related construction traffic. Additional recommendations to address potential impacts are also discussed.

### A. Existing Plus Ambient Growth Plus Cumulative Traffic Conditions

The traffic generated for the cumulative projects has been added to existing volumes, in addition to an ambient growth rate. The cumulative development traffic has been distributed to the existing, as-built roadway network. These assumptions have been used to analyze the study area roadway segments and intersections.

#### 1. Roadway Segment Analysis

The study area roadway segments were analyzed with the traffic generated from the cumulative projects and ambient growth added to existing traffic volumes. Existing plus ambient growth plus cumulative average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 5-A.

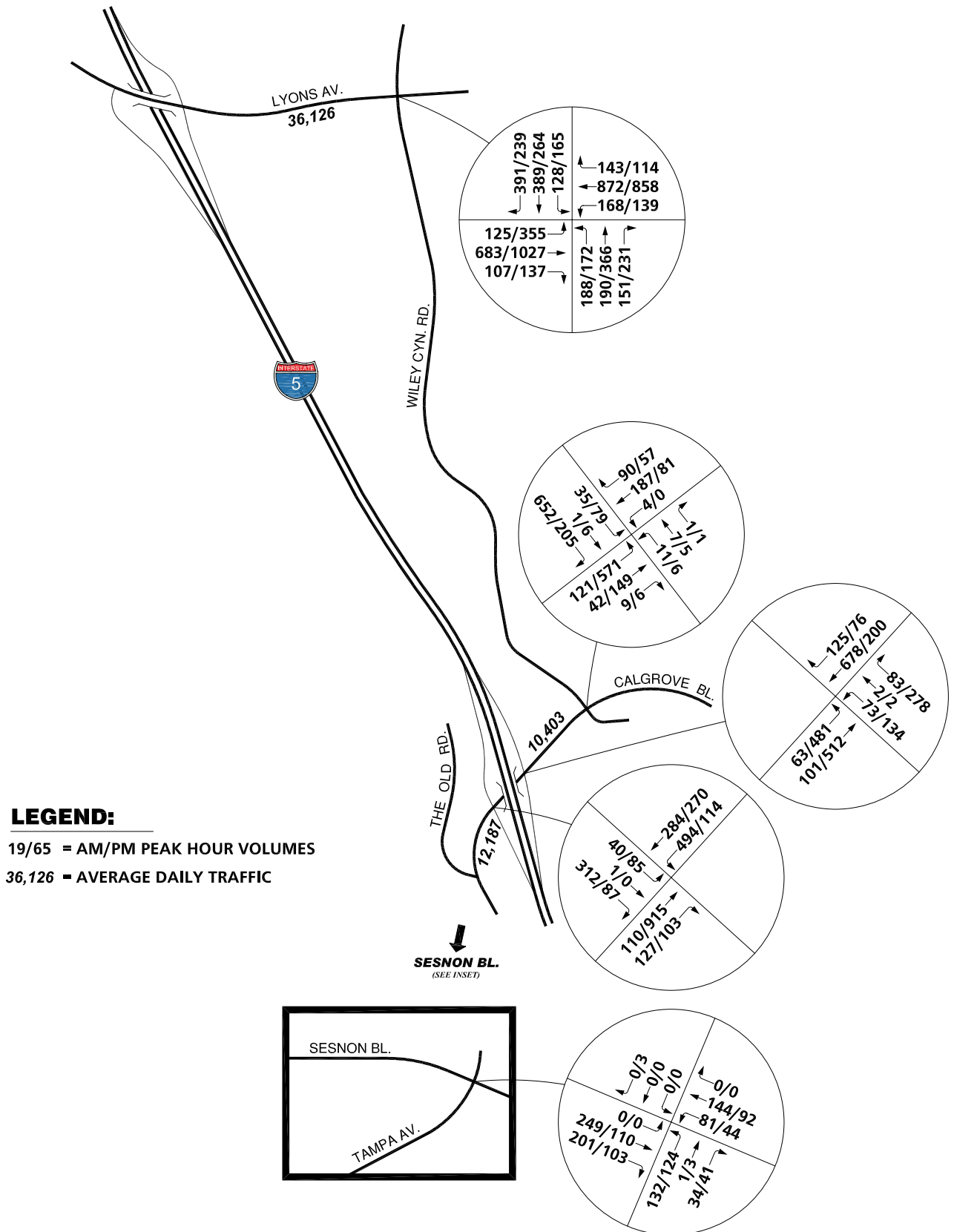
Table 5-1 details the results of the existing plus ambient growth plus cumulative projects segment analysis. As shown in Table 5-1, with the addition of the ambient growth and cumulative traffic, the roadway segments are anticipated to continue to operate with an acceptable LOS.

#### 2. Intersection Analysis

The intersections were analyzed with the traffic generated from the ambient growth and cumulative projects added to existing traffic volumes. The existing plus ambient plus cumulative AM and PM peak hour turning movement counts are shown on Exhibit 5-A.

Existing plus ambient growth plus cumulative intersection level of service analysis results are shown in Table 5-2. As shown in Table 5-2, for existing plus ambient growth plus

# EXISTING PLUS AMBIENT PLUS CUMULATIVE PROJECT TRAFFIC VOLUMES



**TABLE 5-1**

**ROADWAY SEGMENT ANALYSIS FOR EXISTING + AMBIENT + CUMULATIVE CONDITIONS**

ROADWAY SEGMENT	GENERAL PLAN ROAD CLASSIFICATION	EXISTING NUMBER OF LANES	LOS E CAPACITY <sup>1</sup>	EAC ADT <sup>2</sup>	VOLUME / CAPACITY	LOS
Lyons Avenue: • Between I-5 NB Ramps and Wiley Canyon Road	Major Arterial	6-Lane Divided	54,000	36,114	0.67	C
The Old Road: • West of the I-5 SB Ramps	Major Arterial	4-Lane Divided	36,000	12,152	0.34	A
Calgrove Boulevard: • Between I-5 NB Ramps and Wiley Canyon Road	Secondary Highway	2-Lane Undivided	15,000	10,383	0.69	C
Wiley Canyon Road: • South of Lyons Avenue	Secondary Highway	2-Lane Undivided	15,000	12,905	0.86	D

<sup>1</sup> Roadway capacities derived from the City of Santa Clarita General Plan Circulation Element. Per City of Santa Clarita Circulation Element, LOS "D" is "an accepted, though undesirable, condition." Therefore, the volume to capacity ratios are based on Level of Service "E".

<sup>2</sup> Average Daily Traffic (ADT) expressed in vehicles per day. See Appendix "A".

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TABLE 5-2

INTERSECTION ANALYSIS FOR EXISTING + AMBIENT + CUMULATIVE CONDITIONS

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												ICU/DELAY (SECS.) <sup>2</sup>		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Interstate 5 SB Ramps (NS) at: • Calgrove Boulevard (EW)	CSS	0	0	0	0.5	0.5	1	0	1	0	1	1	0	72.4	-- <sup>4</sup>	F	F
Interstate 5 NB Ramps (NS) at: • Calgrove Boulevard (EW)	CSS	0.5	0.5	1	0	0	0	1	0	0	0	1	1	24.7	-- <sup>4</sup>	C	F
Wiley Canyon Road (NS) at: • Lyons Avenue (EW)	TS	1	2	1	1	2	1>	2	2	1	1	3	0	0.761	0.748	C	C
• Calgrove Boulevard (EW)	CSS	0	1!	0	0.5	0.5	1>>	1	1	1	1	1	1	14.7	-- <sup>4</sup>	B	F
Tampa Avenue (NS) at: • Sesnon Avenue (EW)	AWS	0.5	1.5	0	0.5	1.5	0	0.5	1.5	0	0.5	1.5	0	13.4	8.8	B	A

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared left-through-right lane; 0.5 = Shared Lane; > = Right Turn Overlap Phase

<sup>2</sup> Per City of Santa Clarita Traffic Impact Report Guidelines, the ICU method is used to determine signalized intersection level of service. For unsignalized intersections, the intersection delay has been calculated using the HCM methodology. Delay and level of service calculated using the following analysis software: Traffix, Version 8.0 (2008). Intersection level of service shown is based on the V/C for intersections with traffic signals. For intersections with cross street stop control, the delay in seconds and level of service for worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = Traffic Signal  
CSS = Cross Street Stop  
AWS = All Way Stop

<sup>4</sup> -- = Delay High, Intersection Unstable, LOS "F"

cumulative traffic conditions, the following study area intersections are anticipated to continue to operate with unacceptable levels of service (LOS "E" or worse) during the peak hours:

Interstate 5 SB Ramps (NS) at:

- Calgrove Boulevard (EW)

Interstate 5 NB Ramps (NS) at:

- Calgrove Boulevard (EW)

Wiley Canyon Road (NS) at:

- Calgrove Boulevard (EW)

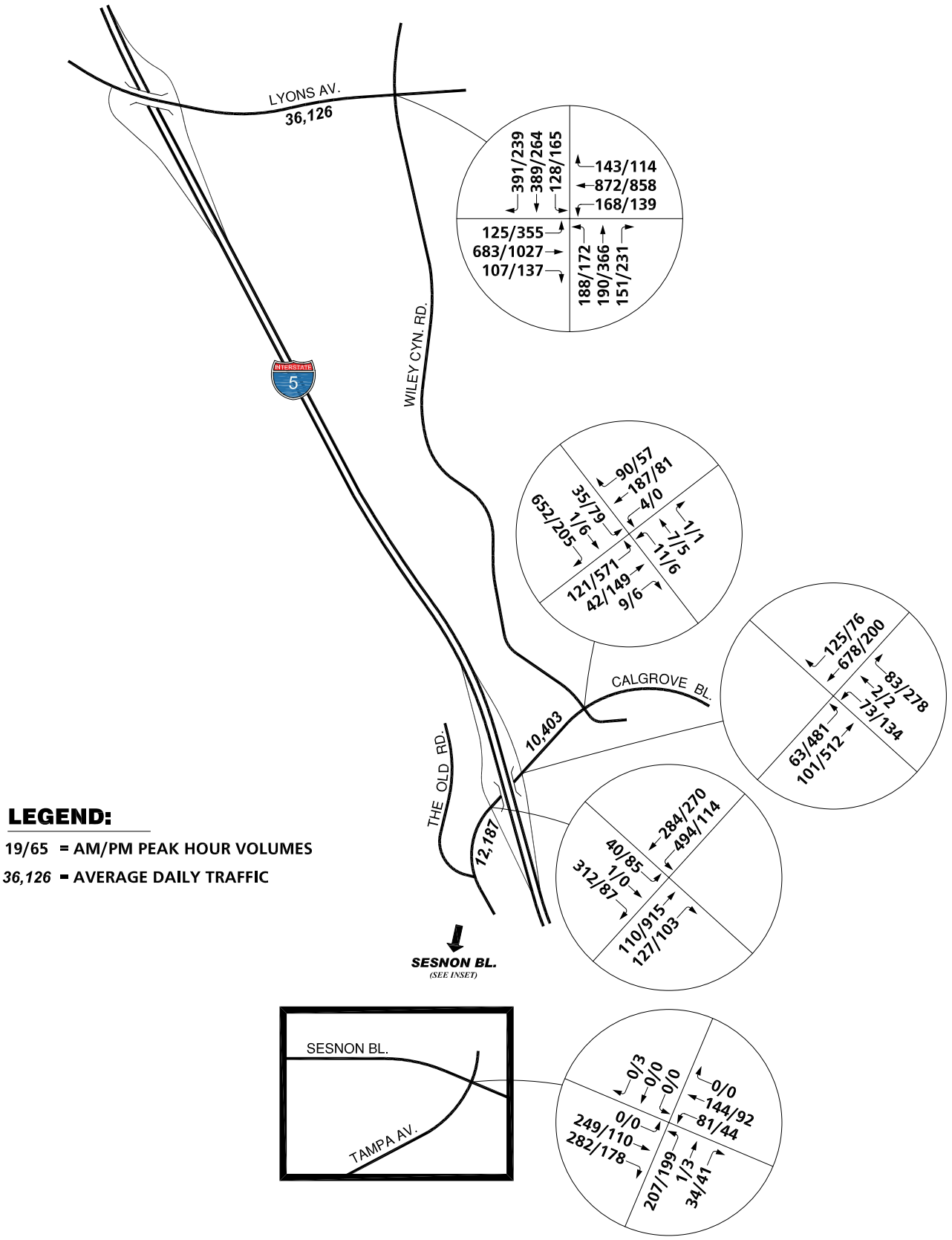
Existing plus ambient growth plus cumulative project intersection operations worksheets are provided in Appendix "E".

C. Existing Plus Ambient Growth Plus Cumulative With Project-Related Construction Traffic Conditions

The traffic generated from the ambient growth and cumulative developments has been added to existing volumes. It has been assumed that the project may consist of a lane closure for the southbound through traffic at the intersection of Wiley Canyon Road/Lyons Avenue. In addition, approximately 150 construction workers are expected to access the site driveway off of Senson Boulevard (just west of Tampa Avenue). However, a shuttle service consisting of 15 shuttles is proposed at a parking lot (to be determined) near the 118 Freeway to minimize the number of trips at the Senson Blvd/Tampa Ave. intersection. For a typical day, the site is also expected to have 7 construction vehicle trips per day and 1 material delivery truck trip per day during non-peak hours.

A passenger car equivalency (PCE) factor has been applied to the large, oversized vehicles for operational analysis purposes. A PCE factor is defined as an equivalency value applied to a large vehicle to equate it's characteristics to those of a passenger car. PCE values generally range from 1.0 (for passenger cars) to 3.0 (very large slow moving trucks) depending on the vehicle's

# EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES



size, weight, maneuverability, and speed. The PCE values for the vehicles to/from the site on a typical day would be as follows:

15 Shuttles (1.5 PCE) = 22.5 PCE, say 23 PCE

7 construction vehicles (2.5 PCE) = 17.5 PCE, say 18 PCE

1 materials delivery truck (2.5 PCE) = 2.5 PCE, say 3 PCE

Total = 44 PCE

For the purposes of the evaluation conducted for this PEA, it has been assumed that a worst case condition of 75 PCE's to/from the site would occur during the AM and PM peak hour. These assumptions have been used to analyze the study area roadway segments and intersections to ensure a conservative, worst case condition. Exhibit 5-B illustrates the daily, AM peak hour, and PM peak hour traffic volumes associated with this condition.

### Roadway Segment Analysis

The study area roadway segments were analyzed with the traffic generated from the ambient growth and cumulative projects added to existing traffic volumes. Table 5-3 summarizes the results of the existing plus ambient growth plus cumulative "with project related conditions" segment analysis. As shown in Table 5-3, with the addition of ambient and cumulative traffic, the roadway segments are anticipated to continue to operate with acceptable LOS at the study area road segments.

#### 1. Intersection Analysis

The intersections were analyzed with the traffic generated from the ambient growth and cumulative projects added to existing traffic volumes. Existing plus ambient growth and cumulative with project-related conditions intersection level of service analysis results are shown in Table 5-4. As shown in Table 5-4, the study area intersections are anticipated to operate with acceptable levels of service (LOS "D" or better) during the peak hours, except for the following locations:

Interstate 5 SB Ramps (NS) at:

- Calgrove Boulevard (EW)

**TABLE 5-3**

**ROADWAY SEGMENT ANALYSIS FOR EXISTING + AMBIENT + CUMULATIVE + PROJECT CONDITIONS**

ROADWAY SEGMENT	GENERAL PLAN ROAD CLASSIFICATION	EXISTING NUMBER OF LANES	LOS E CAPACITY <sup>1</sup>	EAC ADT <sup>2</sup>	VOLUME / CAPACITY	LOS
Lyons Avenue: • Between I-5 NB Ramps and Wiley Canyon Road	Major Arterial	6-Lane Divided	54,000	36,114	0.67	C
The Old Road: • West of the I-5 SB Ramps	Major Arterial	4-Lane Divided	36,000	12,152	0.34	A
Calgrove Boulevard: • Between I-5 NB Ramps and Wiley Canyon Road	Secondary Highway	2-Lane Undivided	15,000	10,383	0.69	C
Wiley Canyon Road: • South of Lyons Avenue	Secondary Highway	2-Lane Undivided	15,000	12,905	0.86	D

<sup>1</sup> Roadway capacities derived from the City of Santa Clarita General Plan Circulation Element. Per City of Santa Clarita Circulation Element, LOS "D" is "an accepted, though undesirable, condition." Therefore, the volume to capacity ratios are based on Level of Service "E".

<sup>2</sup> Average Daily Traffic (ADT) expressed in vehicles per day.

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TABLE 5-4

INTERSECTION ANALYSIS FOR EXISTING + AMBIENT + CUMULATIVE + PROJECT CONDITIONS

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												ICU/DELAY (SECS.) <sup>2</sup>		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Interstate 5 SB Ramps (NS) at: • Calgrove Boulevard (EW)	CSS	0	0	0	0.5	0.5	1	0	1	0	1	1	0	72.4	-- <sup>4</sup>	F	F
Interstate 5 NB Ramps (NS) at: • Calgrove Boulevard (EW)	CSS	0.5	0.5	1	0	0	0	1	0	0	0	1	1	24.7	-- <sup>4</sup>	C	F
Wiley Canyon Road (NS) at: • Lyons Avenue (EW)	TS	1	2	1	1	2	1>	2	2	1	1	3	0	0.800	0.773	D	C
• Calgrove Boulevard (EW)	CSS	0	1!	0	0.5	0.5	1>>	1	1	1	1	1	1	14.7	-- <sup>4</sup>	B	F
Tampa Avenue (NS) at: • Sesnon Avenue (EW)	AWS	0.5	1.5	0	0.5	1.5	0	0.5	1.5	0	0.5	1.5	0	18.6	9.9	C	A

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared left-through-right lane; 0.5 = Shared Lane; > = Right Turn Overlap Phase

<sup>2</sup> Per City of Santa Clarita Traffic Impact Report Guidelines, the ICU method is used to determine signalized intersection level of service. For unsignalized intersections, the intersection delay has been calculated using the HCM methodology. Delay and level of service calculated using the following analysis software: Traffix, Version 8.0 (2008). Intersection level of service shown is based on the V/C for intersections with traffic signals. For intersections with cross street stop control, the delay in seconds and level of service for worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = Traffic Signal  
CSS = Cross Street Stop  
AWS = All Way Stop

<sup>4</sup> -- = Delay High, Intersection Unstable, LOS "F"

Interstate 5 NB Ramps (NS) at:

- Calgrove Boulevard (EW)

Wiley Canyon Road (NS) at:

- Calgrove Boulevard (EW)

Existing plus ambient plus cumulative plus project service level calculation worksheets are provided in Appendix "F".

D. Near Term With and Without Project-Related Conditions - Level of Service Comparison

The results of the road segment and intersection levels of service analysis indicate the effects of the project-related conditions from a level of service standpoint. The near term with and without the project-related conditions level of service at the study area road segments and intersections are compared.

1. Roadway Segment Level of Service Comparison

The study area roadway segments levels of service are anticipated to operate acceptably for near term conditions with the additional traffic due to construction workers and a southbound lane closure on Wiley Road. Therefore, a significant impact is not anticipated.

2. Intersection Level of Service Comparison

The project is expected to add traffic to the intersection of Sesnon Blvd/Tampa Ave. and potentially cause a lane closure along Wiley Canyon Road (just south of Lyons Avenue). The intersections levels of service at these two locations during the peak hours are expected to operate acceptably. The following intersections are expected to operate at unacceptable service levels with or without the project-related activities:

Interstate 5 SB Ramps (NS) at:

- Calgrove Boulevard (EW)

Interstate 5 NB Ramps (NS) at:

- Calgrove Boulevard (EW)

Wiley Canyon Road (NS) at:

- Calgrove Boulevard (EW)

Since the project is not anticipated to add traffic or reduce the capacity of these intersections, the project is not anticipated to cause an impact.



## **6.0 POTENTIAL IMPACTS AND MITIGATION MEASURES**

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This section summarizes the potential traffic impacts associated with the near-term cumulative conditions in conjunction with the construction activities of the proposed project.

### A. Significance Criteria

The following significance criteria are based on the CEQA Guidelines. A project is determined to cause a potentially significant impact if it would:

- Cause an increase in traffic , which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

B. Impact Analysis

Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

LESS THAN SIGNIFICANT WITH MITIGATION

The project is expected to shuttle approximately 150 construction workers from an off-site parking area to the site. In addition, the operations would also consist of 7 construction vehicle trips per day and 1 material delivery truck trip per day during non-peak hours to/from the site. For analysis purposes, a very conservative estimate of 75 round trips per hour was assumed. It is more likely that the actual number of passenger car equivalent trips to/from the site would be less than the 75 PCE's analyzed, but this provides a "worst case" condition. The increase in traffic associated with these additional trips has been evaluated at the intersection of Tampa Avenue/Sesnon Boulevard. Based on the intersection operations, this location is anticipated to operate at acceptable service levels with the additional trips. Therefore, no significant impacts are anticipated.

The project should ensure that a shuttle program is instituted to reduce the amount of individual construction workers to the site.

Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

LESS THAN SIGNIFICANT

A temporary lane closure on Wiley Canyon Road may be required as part of the construction activities. Based on the level of service analysis, the intersection of Wiley Canyon Road/Lyons Avenue is expected to operate at acceptable levels in conjunction with the lane closure.

Would the project result in change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

NO IMPACT

No operating airports or heliports are within a close proximity of the project. Helicopters would not be used during project construction. Therefore, the project would not include any features that would disrupt or affect air traffic.

Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

LESS THAN SIGNIFICANT WITH MITIGATION

A temporary lane closure on Wiley Canyon Road may be required as part of the construction activities. In order to minimize short-term construction-related impacts on local traffic, and potential traffic safety hazards, a traffic control plan should be prepared in accordance with the latest version of SCE's WATCH manual.

Would the project result in inadequate parking capacity?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.

The project is anticipated to involve a lane closure along Wiley Canyon Road, south of Lyons Avenue. However, since parking is currently not allowed on this segment of roadway, no impact to the parking capacity on Wiley Canyon Road is expected.

The project is also anticipated to shuttle construction workers between an off-site parking area and the site. In order to ensure that a parking deficiency does not occur, a site should be chosen that demonstrates that excess parking will be available to accommodate the construction workers.

Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

NO IMPACT.

The project would not conflict with adopted policies, plans, or programs that support alternative transportation in the project area since no physical alterations to alternative transportation facilities would occur.

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**APPENDIX A**

TRAFFIC COUNT WORKSHEETS

## TDSSW, Inc. Event Counts

**EventCount-290 -- English (ENU)**

**Datasets:**

**Site:** [12801] Lyons Ave - Btwn I-5 N/B Ramps & Wiley Canyon Rd  
**Input A:** 2 - East bound. - Added to totals. (1)  
**Input B:** 4 - West bound. - Excluded from totals. (0)  
**Survey Duration:** 13:18 Tuesday, April 28, 2009 => 11:54 Friday, May 01, 2009  
**File:** Z:\mcd\data\Crossroads\2009\128\1280101May2009.EC0 (Base)  
**Identifier:** A570G7NP MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 58230 / 60316 (96.54%)

**\* Tuesday, April 28, 2009=9836 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1210	1417	1516	1620	1210	966	795	510	374	218	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	386	392	502	323	259	237	149	114	84	37	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	292	331	344	400	296	258	191	140	97	53	25	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	314	360	376	359	302	244	184	106	90	52	29	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	326	340	404	359	289	205	183	115	73	29	20	

**\* Wednesday, April 29, 2009=17127, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
111	59	52	35	56	145	333	774	922	797	855	925	1087	1117	1304	1330	1451	1516	1315	987	787	556	377	236	
37	18	15	10	10	20	67	141	252	221	201	192	255	264	303	329	330	350	342	291	223	163	99	86	40
25	14	18	8	7	40	42	147	223	165	207	245	278	268	282	355	360	365	328	239	198	132	108	55	42
29	16	9	8	11	40	99	213	208	204	204	228	278	278	355	316	351	385	333	225	195	129	97	56	28
20	11	10	9	28	45	125	273	239	207	243	260	276	307	364	330	410	416	312	232	171	132	73	39	18

AM Peak 1145 - 1245 (1071), AM PHF=0.96 PM Peak 1700 - 1800 (1516), PM PHF=0.91

**\* Thursday, April 30, 2009=2352 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
128	55	53	34	49	138	347	719	829	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	20	15	6	10	31	53	121	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	6	14	9	9	27	58	151	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28	20	13	7	12	36	107	187	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	9	11	12	18	44	129	260	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

### EventCount-291 -- English (ENU)

**Datasets:**

**Site:** [12801] Lyons Ave - Btwn I-5 N/B Ramps & Wiley Canyon Rd  
**Input A:** 2 - East bound. - Excluded from totals. (0)  
**Input B:** 4 - West bound. - Added to totals. (1)  
**Survey Duration:** 13:18 Tuesday, April 28, 2009 => 11:54 Friday, May 01, 2009  
**File:** Z:\mcddata\Crossroads\2009\128\1280101May2009.EC0 (Base)  
**Identifier:** A570G7NP MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 58230 / 60316 (96.54%)

**\* Tuesday, April 28, 2009=8212 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1105	1149	1222	1300	1107	879	642	434	237	137	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	258	311	280	338	278	247	197	133	76	50	24	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	279	334	291	341	299	229	161	120	72	34	18	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	296	253	337	322	269	194	148	101	49	23	10	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	272	251	314	299	261	209	136	80	40	30	13	

**\* Wednesday, April 29, 2009=17161, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
65	38	24	43	121	425	695	1010	1204	925	902	1118	1236	1108	1072	1238	1138	1284	1101	840	675	494	277	128	
24	12	6	8	11	76	121	195	391	240	208	260	310	292	276	314	269	306	289	216	165	148	102	47	25
18	14	3	13	25	82	141	221	343	259	225	290	307	295	262	282	286	336	269	227	189	114	64	27	15
10	7	11	11	38	118	194	252	231	215	220	266	323	268	283	326	267	314	264	191	179	142	60	24	19
13	5	4	11	47	149	239	342	239	211	249	302	296	253	251	316	316	328	279	206	142	90	51	30	10

AM Peak 0730 - 0830 (1328), AM PHF=0.85 PM Peak 1700 - 1800 (1284), PM PHF=0.96

**\* Thursday, April 30, 2009=3541 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
69	54	28	48	100	394	651	990	1207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	12	7	9	13	62	138	199	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	14	8	13	14	85	140	197	341	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	18	7	11	29	118	163	260	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	10	6	15	44	129	210	334	275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

**EventCount-298 -- English (ENU)**

**Datasets:**

**Site:** [12802E] Calgrove Blvd - Btwn I-5 N/B Ramps & Wiley Canyon Rd  
**Input A:** 2 - East bound. - Added to totals. (1)  
**Input B:** 0 - Unused or unknown. - Excluded from totals. (0)  
**Survey Duration:** 13:47 Tuesday, April 28, 2009 => 11:47 Friday, May 01, 2009  
**File:** Z:\mcd\data\Crossroads\2009\128\12802E01May2009.EC0 (Base)  
**Identifier:** A5613NK0 MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 8251 / 8304 (99.36%)

**\* Tuesday, April 28, 2009=3166 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	313	376	504	604	505	313	203	184	108	56	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	92	107	127	132	82	55	51	31	17	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	94	116	156	130	78	52	45	32	13	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	84	137	153	113	74	54	42	21	13	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	106	144	168	130	79	42	46	24	13	7

**\* Wednesday, April 29, 2009=4636, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	16	12	6	8	22	65	148	140	116	154	166	207	260	313	390	529	597	519	309	266	187	120	53	
10	2	3	1	2	6	14	34	38	27	32	47	51	68	75	96	116	128	138	93	76	42	42	15	11
10	3	4	3	0	6	14	28	34	28	39	40	49	63	70	89	135	141	130	82	66	57	24	12	4
6	5	2	1	0	6	16	40	40	24	43	39	47	59	74	103	139	139	126	71	65	48	38	11	5
7	6	3	1	6	4	21	46	28	37	40	40	60	70	94	102	139	189	125	63	59	40	16	15	7

AM Peak 1145 - 1245 (187), AM PHF=0.92 PM Peak 1715 - 1815 (607), PM PHF=0.80

**\* Thursday, April 30, 2009=449 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	20	17	7	10	27	60	127	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	7	7	3	1	6	8	22	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	3	4	1	3	1	12	33	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	5	2	2	3	10	13	38	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	5	4	1	3	10	27	34	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

### EventCount-293 -- English (ENU)

**Datasets:**

**Site:** [12802W] Calgrove Blvd - Btwn I-5 N/B Ramps & Wiley Canyon Rd  
**Input A:** 0 - Unused or unknown. - Added to totals. (1)  
**Input B:** 0 - Unused or unknown. - Excluded from totals. (0)  
**Survey Duration:** 13:48 Tuesday, April 28, 2009 => 11:51 Friday, May 01, 2009  
**File:** Z:\mcd\Crossroads\2009\128\12802W01May2009.EC0 (Plus)  
**Identifier:** M278T7ZB MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 9442 / 9484 (99.56%)

**\* Tuesday, April 28, 2009=1765 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	229	285	243	229	203	124	103	71	36
-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	66	71	58	63	46	39	30	20	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	48	66	56	52	56	27	27	22	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	60	72	59	57	57	39	24	18	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	55	76	70	57	44	19	22	11	7

**\* Wednesday, April 29, 2009=5445, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
15	10	6	15	41	246	558	776	599	307	270	222	241	223	241	257	280	288	289	196	139	104	79	43
8	1	1	2	2	34	92	207	190	76	61	63	67	51	51	74	73	65	76	50	37	21	17	12
1	2	4	4	9	57	123	209	160	90	87	55	66	62	70	55	79	81	72	53	41	30	23	7
3	2	0	4	17	68	160	189	150	67	66	60	55	54	51	72	64	69	77	44	38	33	26	5
3	5	1	5	13	87	183	171	99	74	56	44	53	56	69	56	64	73	64	49	23	20	13	19

AM Peak 0645 - 0745 (786), AM PHF=0.94 PM Peak 1715 - 1815 (299), PM PHF=0.92

**\* Thursday, April 30, 2009=2232 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
18	13	11	16	55	256	514	772	577	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	3	2	6	35	87	193	205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	7	6	2	7	47	121	239	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	3	0	7	20	70	120	187	131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	2	2	5	22	104	186	153	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

**EventCount-294 -- English (ENU)**

**Datasets:**

**Site:** [12803N] Wiley Canyon Rd - S/O Lyons Ave  
**Input A:** 1 - North bound. - Added to totals. (1)  
**Input B:** 0 - Unused or unknown. - Excluded from totals. (0)  
**Survey Duration:** 13:34 Tuesday, April 28, 2009 => 11:53 Friday, May 01, 2009  
**File:** Z:\mcddata\Crossroads\2009\128\12803N01May2009.ECO (Plus)  
**Identifier:** M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 10982 / 11311 (97.09%)

**\* Tuesday, April 28, 2009=3598 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	422	492	581	659	545	420	203	134	95	47	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	126	145	149	155	119	57	33	29	16	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	111	116	133	161	133	109	51	37	32	11	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126	121	167	165	122	94	53	28	22	9	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99	129	136	184	135	98	42	36	12	11	9

**\* Wednesday, April 29, 2009=6348, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	17	6	10	21	74	175	398	359	309	263	310	331	319	417	490	571	625	616	396	293	171	99	45	
11	4	1	1	2	10	25	63	150	91	54	77	82	78	99	138	146	149	175	120	89	45	24	14	6
5	5	3	5	4	19	38	64	87	78	68	71	96	78	123	117	146	141	173	111	67	52	24	14	9
8	4	1	2	4	18	53	108	61	64	61	102	79	88	94	119	141	152	137	96	67	36	27	6	3
9	4	1	2	11	27	59	163	61	76	80	60	74	75	101	116	138	183	131	69	70	38	24	11	6

AM Peak 0730 - 0830 (508), AM PHF=0.78 PM Peak 1730 - 1830 (683), PM PHF=0.93

**\* Thursday, April 30, 2009=1036 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	24	10	7	18	62	169	351	371	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	6	5	3	3	8	27	47	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	9	3	1	6	10	27	57	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	8	1	1	3	14	44	98	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	1	1	2	6	30	71	149	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

**EventCount-295 -- English (ENU)**

**Datasets:**

**Site:** [12803S] Wiley Canyon Rd - S/O Lyons Ave  
**Input A:** 3 - South bound. - Added to totals. (1)  
**Input B:** 0 - Unused or unknown. - Excluded from totals. (0)  
**Survey Duration:** 13:35 Tuesday, April 28, 2009 => 11:50 Friday, May 01, 2009  
**File:** Z:\mcd\Crossroads\2009\128\12803S01May2009.EC0 (Plus)  
**Identifier:** 1387F8VW MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 10836 / 11137 (97.30%)

**\* Tuesday, April 28, 2009=2992 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	373	384	452	420	418	328	239	205	122	51	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	94	112	118	114	69	69	69	42	25	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	106	101	100	106	94	48	54	36	11	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	86	119	108	102	89	68	48	18	7	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	98	120	94	96	76	54	34	26	8	2

**\* Wednesday, April 29, 2009=6181, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	13	12	12	32	140	353	649	530	241	228	261	283	273	370	390	441	457	463	329	300	194	116	71	
11	4	2	1	2	20	52	135	181	56	47	53	68	70	102	101	102	105	132	91	62	47	38	22	11
3	4	5	2	6	34	83	172	149	75	60	56	61	66	96	91	93	119	120	67	80	49	40	19	12
7	1	2	4	12	42	112	157	117	58	54	75	76	64	68	100	123	108	116	90	88	42	20	18	5
2	4	3	5	12	44	106	185	83	52	67	77	78	73	104	98	123	125	95	81	70	56	18	12	4

AM Peak 0715 - 0815 (695), AM PHF=0.94 PM Peak 1745 - 1845 (493), PM PHF=0.83

**\* Thursday, April 30, 2009=1662 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
32	19	14	9	37	133	328	607	483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	4	5	2	4	18	54	126	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	8	3	1	4	21	84	170	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	3	1	1	12	36	75	157	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	4	5	5	17	58	115	154	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## TDSSW, Inc. Event Counts

**EventCount-296 -- English (ENU)**

**Datasets:**

**Site:** [12804] The Old Road - W/O I-5 S/B Ramps  
**Input A:** 2 - East bound. - Added to totals. (1)  
**Input B:** 4 - West bound. - Excluded from totals. (0)  
**Survey Duration:** 13:58 Tuesday, April 28, 2009 => 11:49 Friday, May 01, 2009  
**File:** Z:\mcd\data\Crossroads\2009\128\1280401May2009.EC0 (Plus)  
**Identifier:** M293M05F MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 19429 / 20088 (96.72%)

**\* Tuesday, April 28, 2009=3985 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	309	464	787	960	729	331	138	114	72	81
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	98	200	212	240	94	41	21	17	25
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	95	175	253	198	85	34	27	30	27
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	117	211	243	145	85	34	29	15	18
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99	154	201	252	146	67	29	37	10	11

**\* Wednesday, April 29, 2009=6034, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
41	26	20	20	18	66	104	181	158	191	204	233	233	238	305	459	842	1088	804	343	212	131	67	50
9	0	6	0	3	12	20	40	49	40	35	56	80	54	67	87	182	235	267	106	73	44	19	12
12	7	8	6	4	14	17	31	39	49	45	57	64	75	73	95	217	290	194	103	55	28	23	14
5	14	4	11	7	23	31	58	36	54	58	69	49	57	79	131	225	261	209	84	48	32	21	13
15	5	2	3	4	17	36	52	34	48	66	51	40	52	86	146	218	302	134	50	36	27	4	11

AM Peak 1130 - 1230 (264), AM PHF=0.82 PM Peak 1715 - 1815 (1120), PM PHF=0.93

**\* Thursday, April 30, 2009=575 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
17	11	6	5	16	46	110	179	185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	4	1	3	1	3	14	27	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	2	3	1	2	13	25	64	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	1	1	6	12	30	38	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	3	1	0	7	18	41	50	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## TDSSW, Inc. Event Counts

### EventCount-297 -- English (ENU)

**Datasets:**

**Site:** [12804] The Old Road - W/O I-5 S/B Ramps  
**Input A:** 2 - East bound. - Excluded from totals. (0)  
**Input B:** 4 - West bound. - Added to totals. (1)  
**Survey Duration:** 13:58 Tuesday, April 28, 2009 => 11:49 Friday, May 01, 2009  
**File:** Z:\mcd\data\Crossroads\2009\128\1280401May2009.EC0 (Plus)  
**Identifier:** M293M05F MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Event Count  
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** 14:00 Tuesday, April 28, 2009 => 9:00 Thursday, April 30, 2009  
**Name:** Factory default profile  
**Scheme:** Count events divided by two.  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Events = 19429 / 20088 (96.72%)

**\* Tuesday, April 28, 2009=1717 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	308	298	288	168	149	73	89	56	27	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	72	73	71	50	41	16	23	19	7	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	88	62	87	44	31	19	28	12	5	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	68	59	80	35	40	22	18	19	4	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	80	104	50	39	37	16	20	6	11	1

**\* Wednesday, April 29, 2009=5332, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	11	9	9	21	153	554	863	553	259	242	236	279	266	305	300	312	347	226	131	99	70	46	28	
3	2	0	3	2	12	92	201	169	71	68	68	66	70	66	73	65	88	55	43	25	18	16	5	5
7	1	3	1	2	29	117	238	170	72	74	51	65	85	85	76	81	97	52	20	27	21	10	6	5
2	5	4	3	11	54	165	214	134	65	42	55	75	54	67	77	76	76	53	30	27	14	13	9	3
1	3	2	2	6	58	180	210	80	51	58	62	73	57	87	74	90	86	66	38	20	17	7	8	1

AM Peak 0700 - 0800 (863), AM PHF=0.91 PM Peak 1630 - 1730 (351), PM PHF=0.90

**\* Thursday, April 30, 2009=1785 (Incomplete) , 15 minute drops**

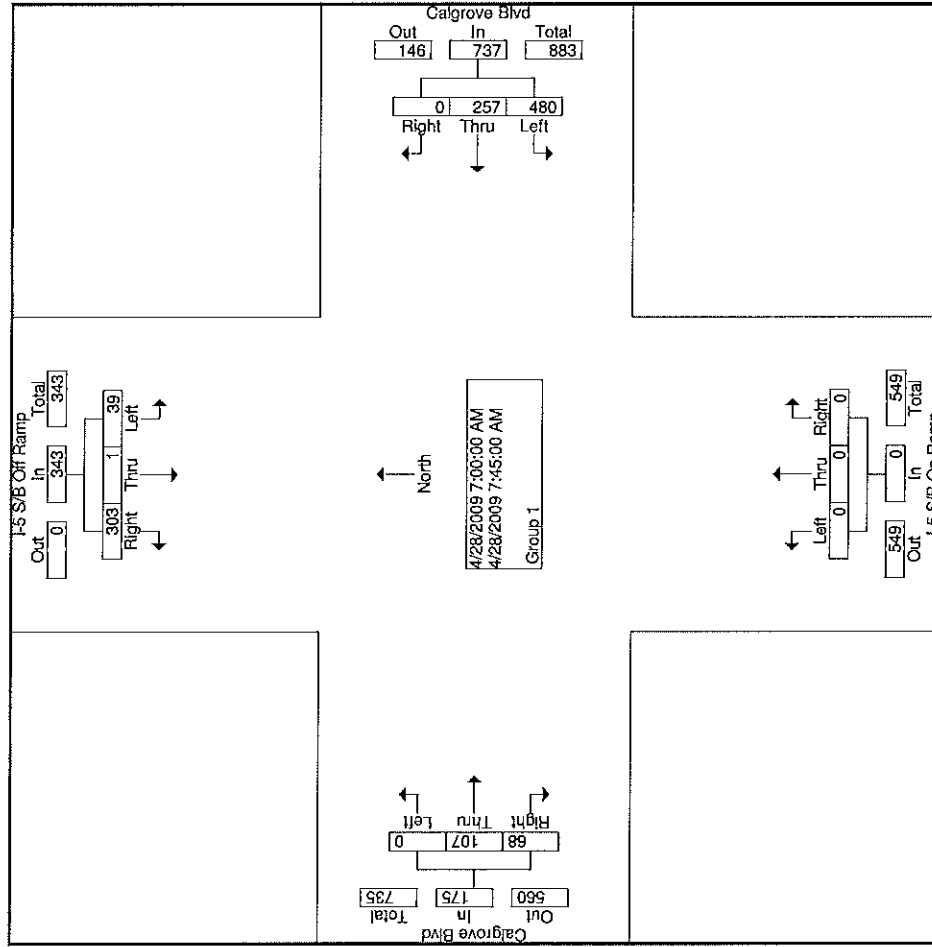
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	9	4	10	19	175	497	686	371	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	3	2	0	2	14	94	181	125	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	1	0	2	5	34	127	214	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	3	1	4	6	50	123	173	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	1	4	6	77	153	118	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



TDSSW, Inc.  
 PO Box 1544  
 Lakeside, CA 92040  
 (619) 390-8495 Fax (866) 768-1818

File Name : 09128040  
 Site Code : 00128040  
 Start Date : 4/28/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: M. Parish  
 Board No: D1-2278  
 Loc: I-5 S/B Ramps & Calgrove Blvd



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Lakeside, CA 92040  
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File Name : 09128030  
Site Code : 00128030  
Start Date : 4/28/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Hust  
Board No: D1-2278  
Loc: I-5 N/B Ramps & Calgrove Blvd

Start Time	I-5 N/B On Ramp Southbound						Calgrove Blvd Westbound						I-5 N/B Off Ramp Northbound						Calgrove Blvd Eastbound						Int. Total		
	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total		Exclu. Total	Inclu. Total
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0			0	0
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0	0
07:00	0	0	0	0	0	0	186	22	0	208	6	0	16	0	22	17	17	0	0	34	0	0	0	0	0	0	284
07:15	0	0	0	0	0	0	195	22	0	217	12	1	20	0	33	12	11	0	0	23	0	0	0	0	0	0	273
07:30	0	0	0	0	0	0	168	23	0	191	16	0	26	0	42	19	22	0	0	41	0	0	0	0	0	0	274
07:45	0	0	0	0	0	0	144	33	0	177	11	0	17	0	28	14	36	0	0	50	0	0	0	0	0	0	255
Total	0	0	0	0	0	0	693	100	0	793	45	1	79	0	125	62	86	0	0	148	0	0	0	0	0	0	1086
08:00	0	0	0	0	0	0	151	43	0	194	13	1	18	0	32	16	29	0	0	45	0	0	0	0	0	0	271
08:15	0	0	0	0	0	0	145	22	0	167	10	0	18	0	28	11	33	0	0	44	0	0	0	0	0	0	239
08:30	0	0	0	0	0	0	147	15	0	162	16	0	14	0	30	11	37	0	0	48	0	0	0	0	0	0	240
08:45	0	0	0	0	0	0	86	17	0	103	13	2	22	0	37	8	11	0	0	19	0	0	0	0	0	0	159
Total	0	0	0	0	0	0	529	97	0	626	52	3	72	0	127	46	110	0	0	156	0	0	0	0	0	0	909
Grand Total	0	0	0	0	0	0	1222	197	0	1419	97	4	151	0	252	108	196	0	0	304	0	0	0	0	0	0	1975
Approch %	0.0	0.0	0.0	0.0	0.0	0.0	86.1	13.9		38.5	1.6	59.9		12.8	35.5	64.5	0.0		15.4	0.0	0.0	0.0	0.0		0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	61.9	10.0		71.8	4.9	0.2	7.6		12.8	5.5	9.9	0.0		15.4	0.0	0.0	0.0	0.0		0.0	100.0

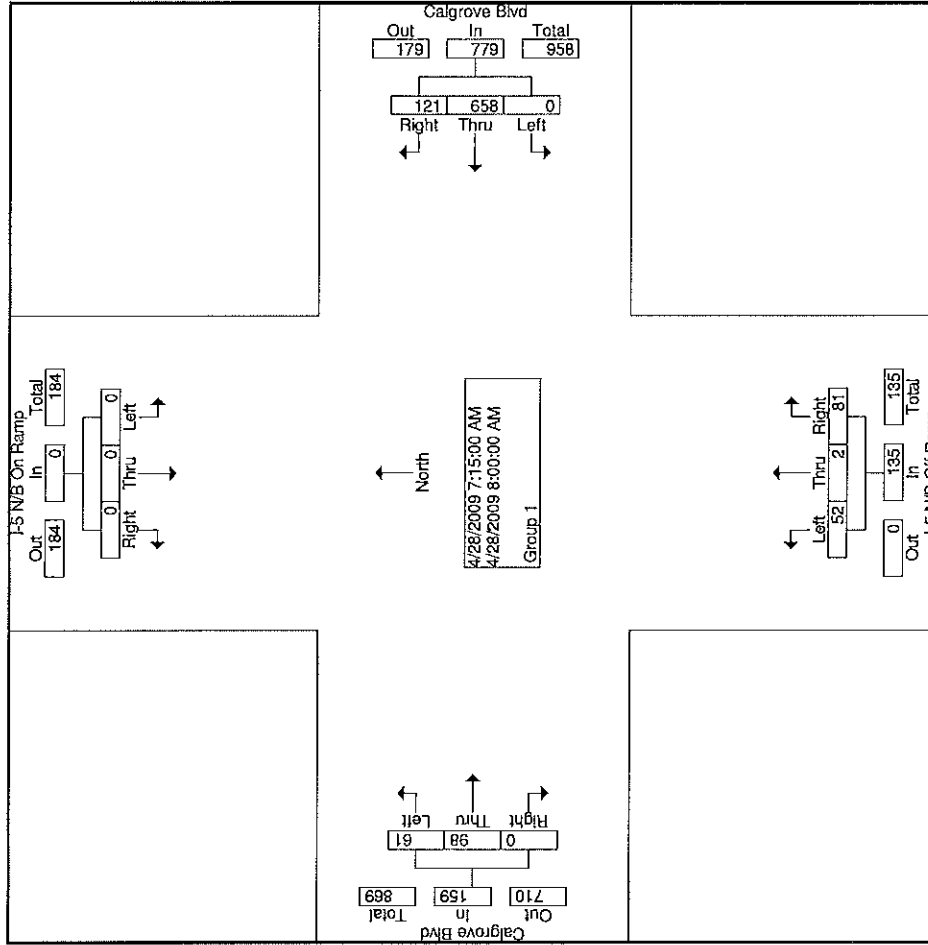
Start Time	I-5 N/B On Ramp Southbound						Calgrove Blvd Westbound						I-5 N/B Off Ramp Northbound						Calgrove Blvd Eastbound						Int. Total		
	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total		Exclu. Total	Inclu. Total
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	1.0
Factor	1.0	1.0	1.0	1.0	1.0	1.0 <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>0</td> <td>0</td>	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0	0
07:00	0	0	0	0	0	0	658	121	0	779	52	2	81	0	135	61	98	0	0	159	0	0	0	0	0	0	1073
07:15	0	0	0	0	0	0.0	84.5	15.5		38.5	1.5	60.0		42	38.4	61.6	0.0		0	0.0	0.0	0.0	0.0		0	274	
07:30	0	0	0	0	0	0	168	23	0	191	16	0	26	0	42	19	22	0	0	41	0	0	0	0	0	0	274
07:45	0	0	0	0	0	0	144	33	0	177	11	0	17	0	28	14	36	0	0	50	0	0	0	0	0	0	255
Total	0	0	0	0	0	0	693	100	0	793	45	1	79	0	125	62	86	0	0	148	0	0	0	0	0	0	1086
08:00	0	0	0	0	0	0	151	43	0	194	13	1	18	0	32	16	29	0	0	45	0	0	0	0	0	0	271
08:15	0	0	0	0	0	0	145	22	0	167	10	0	18	0	28	11	33	0	0	44	0	0	0	0	0	0	239
08:30	0	0	0	0	0	0	147	15	0	162	16	0	14	0	30	11	37	0	0	48	0	0	0	0	0	0	240
08:45	0	0	0	0	0	0	86	17	0	103	13	2	22	0	37	8	11	0	0	19	0	0	0	0	0	0	159
Total	0	0	0	0	0	0	529	97	0	626	52	3	72	0	127	46	110	0	0	156	0	0	0	0	0	0	909
Grand Total	0	0	0	0	0	0	1222	197	0	1419	97	4	151	0	252	108	196	0	0	304	0	0	0	0	0	0	1975
Approch %	0.0	0.0	0.0	0.0	0.0	0.0	86.1	13.9		38.5	1.6	59.9		12.8	35.5	64.5	0.0		15.4	0.0	0.0	0.0	0.0		0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	61.9	10.0		71.8	4.9	0.2	7.6		12.8	5.5	9.9	0.0		15.4	0.0	0.0	0.0	0.0		0.0	100.0

Start Time	I-5 N/B On Ramp Southbound						Calgrove Blvd Westbound						I-5 N/B Off Ramp Northbound						Calgrove Blvd Eastbound						Int. Total		
	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total	Left	Thru	Right	Peds	App. Total	App. Total		Exclu. Total	Inclu. Total
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	1.0
Factor	1.0	1.0	1.0	1.0	1.0	1.0 <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>0</td> <td>0</td>	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0	0
07:00	0	0	0	0	0	0	658	121	0	779	52	2	81	0	135	61	98	0	0	159	0	0	0	0	0	0	1073
07:15	0	0	0	0	0	0.0	84.5	15.5		38.5	1.5	60.0		42	38.4	61.6	0.0		0	0.0	0.0	0.0	0.0		0	274	
07:30	0	0	0	0	0	0	168	23	0	191	16	0	26	0	42	19	22	0	0	41	0	0	0	0	0	0	274
07:45	0	0	0	0	0	0	144	33	0	177	11	0	17	0	28	14	36	0	0	50	0	0	0	0	0	0	255
Total	0	0	0	0	0	0	693	100	0	793	45	1	79	0	125	62	86	0	0	148	0	0	0	0	0	0	1086
08:00	0	0	0	0	0	0	151	43	0	194	13	1	18	0	32	16	29	0	0	45	0	0	0	0	0	0	271
08:15	0	0	0	0	0	0	145	22	0	167	10	0	18	0	28	11	33	0	0	44	0	0	0	0	0	0	239
08:30	0	0	0	0	0	0	147	15	0	162	16	0	14	0	30	11	37	0	0	48	0	0	0	0	0	0	240
08:45	0	0	0	0	0	0	86	17	0	103	13	2	22	0	37	8	11	0	0	19	0	0	0	0	0	0	159
Total	0	0	0	0	0	0	529	97	0	626	52	3	72	0	127	46	110	0	0	156	0	0	0	0	0	0	909
Grand Total	0	0	0	0	0	0	1222	197	0	1419	97	4	151	0	252	108	196	0	0	304	0	0	0	0	0	0	1975
Approch %	0.0	0.0	0.0	0.0	0.0	0.0	86.1	13.9		38.5	1.6	59.9		12.8	35.5	64.5	0.0		15.4	0.0	0.0	0.0	0.0		0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	61.9	10.0		71.8	4.9	0.2	7.6		12.8	5.5	9.9	0.0		15.4	0.0	0.0	0.0	0.0		0.0	100.0

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File Name : 09128030  
 Site Code : 00128030  
 Start Date : 4/28/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Hust  
 Board No: D1-2278  
 Loc: I-5 N/B Ramps & Calgrove Blvd



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Lakeside, CA 92040  
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File Name : 09128020  
Site Code : 00128020  
Start Date : 4/29/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-2278  
Loc: Wiley Cyn Rd & Lyons Avenue

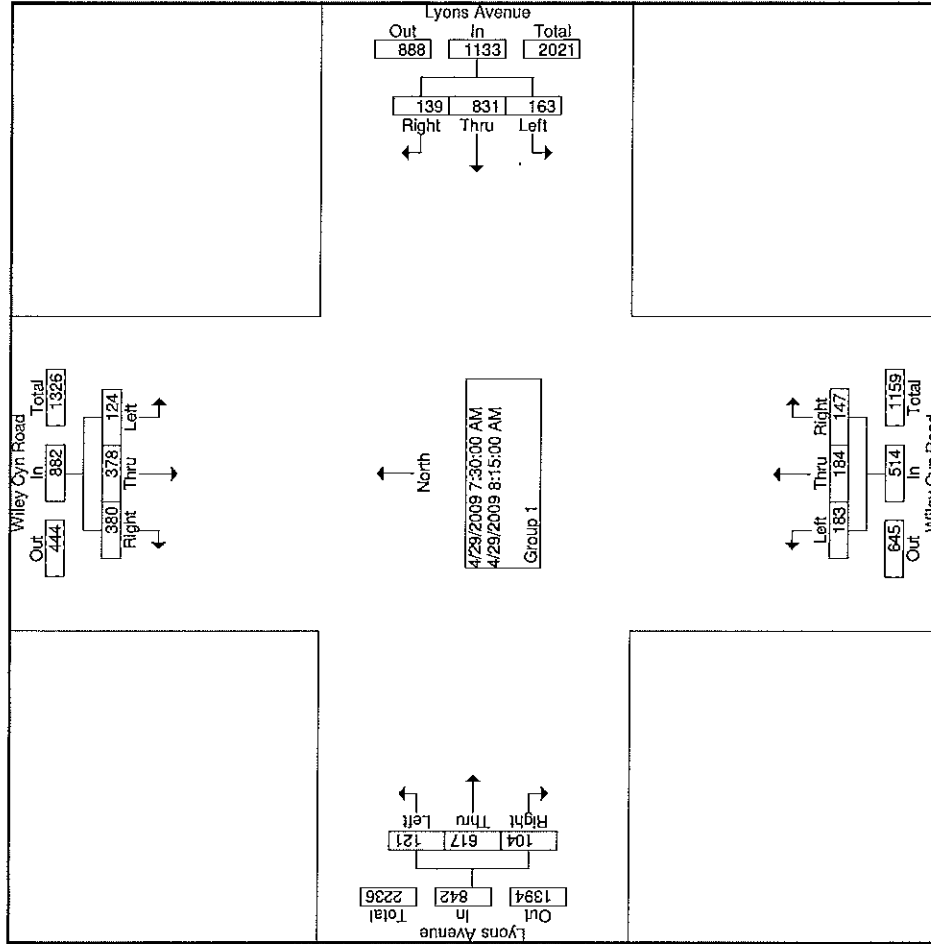
Start Time	Wiley Cyn Road Southbound						Lyons Avenue Westbound						Wiley Cyn Road Northbound						Lyons Avenue Eastbound					
	Left		Right		Peds		Left		Right		Peds		Left		Right		Peds		Left		Right		Peds	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
07:00	18	169	95	56	1	178	24	135	19	0	0	13	21	18	0	52	20	91	10	0	0	121	1	520
07:15	26	205	111	68	2	150	36	98	16	4	0	20	17	21	0	58	24	93	25	1	0	142	7	555
07:30	14	199	101	84	0	226	37	170	19	3	0	28	35	36	2	99	30	153	12	0	0	195	5	719
07:45	38	206	84	84	1	305	47	214	44	2	4	63	45	39	4	147	30	197	22	0	0	249	7	907
Total	96	779	391	292	4	859	144	617	98	9	6	124	118	114	6	356	104	534	69	1	1	707	20	2701
08:00	30	248	99	119	0	322	45	223	54	4	0	63	62	41	5	166	30	146	38	4	0	214	13	950
08:15	42	229	94	93	2	280	34	224	22	0	0	29	42	31	0	102	31	121	32	3	0	184	5	795
08:30	24	183	67	92	2	182	22	146	14	1	0	14	25	16	0	55	34	140	23	2	0	197	5	617
08:45	32	179	54	93	1	204	22	166	16	6	0	29	41	24	0	94	27	148	17	2	0	192	9	669
Total	128	839	314	397	5	988	123	759	106	11	6	135	170	112	5	417	122	555	110	11	11	787	32	3031
Grand Total	224	1618	705	689	9	1847	267	1376	204	20	11	259	288	226	11	773	226	1089	179	12	12	1494	52	5732
Approch %	13.8	43.6	42.6			33.5	14.5	74.5	11.0			33.5	37.3	29.2		13.5	15.1	72.9	12.0			26.1	0.9	99.1
Total %	3.9	12.3	12.0			32.2	4.7	24.0	3.6			4.5	5.0	3.9		13.5	3.9	19.0	3.1			26.1	0.9	99.1

Start Time	Wiley Cyn Road Southbound						Lyons Avenue Westbound						Wiley Cyn Road Northbound						Lyons Avenue Eastbound					
	Left		Right		Peds		Left		Right		Peds		Left		Right		Peds		Left		Right		Peds	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1	124	882	378	380		1133	163	831	139		183	184	147		514	14.4	73.3	12.4		121	104		617	104
Intersection 07:30	14.1	43.1	42.9		32.2	14.4	73.3	12.3		35.6	35.8	28.6		15.1	72.9	12.0	14.4	73.3	12.4		14.4	73.3	12.4	73.3
08:00 Volume	30	248	99	119		322	45	223	54		63	62	41		166	30	30	146	38		30	146	38	146
Peak Factor						0.880	0.800				0.800				0.774	0.745	0.745	0.745			0.745		0.745	0.887
High Int. Volume	30	248	99	119		322	45	223	54		63	62	41		166	30	30	197	22		30	197	22	249
Peak Factor		0.889				0.880	0.800				0.800				0.774	0.745	0.745	0.745			0.745		0.745	0.845

File Name : 09128020  
 Site Code : 00128020  
 Start Date : 4/29/2009  
 Page No : 2

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Weather: Clear & Dry  
 Counted by: S. Tillman  
 Board No: D1-2278  
 Loc: Wiley Cyn Rd & Lyons Avenue



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PO Box 1544

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File Name : 09128010  
Site Code : 00128010  
Start Date : 4/30/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Parish  
Board No: D1-1429  
Loc: Wiley Cyn Rd & Calgrove Blvd

Start Time	Wiley Canyon Road										Valley Oak Ct										Calgrove Blvd										Calgrove Blvd																													
	Southbound					Westbound					Northbound					Eastbound					Westbound					Eastbound					Westbound					Eastbound																								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total										
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0										
07:00	4	0	173	0	177	0	25	11	1	36	4	0	0	0	4	20	8	0	0	28	1	245	246	0	0	0	0	0	2	307	309	0	0	0	0	0	2	261	261	0	0	0	0	0	1	249	250	0	0	0	0	0	4	1062	1066	0	0	0	0	0
07:15	7	0	192	0	199	0	54	10	2	64	5	0	0	0	5	26	10	3	0	39	2	307	309	0	0	0	0	0	2	261	261	0	0	0	0	0	1	249	250	0	0	0	0	0	4	1062	1066	0	0	0	0	0								
07:30	2	0	155	0	157	2	37	20	0	59	1	1	1	0	3	35	5	2	0	42	0	261	261	0	0	0	0	0	0	249	250	0	0	0	0	0	1	249	250	0	0	0	0	0	4	1062	1066	0	0	0	0	0								
07:45	10	0	124	0	134	0	34	36	0	70	3	2	0	0	5	31	7	2	1	40	0	249	250	0	0	0	0	0	1	249	250	0	0	0	0	0	4	1062	1066	0	0	0	0	0	4	1062	1066	0	0	0	0	0								
Total	23	0	644	0	667	2	150	77	3	229	13	3	1	0	17	112	30	7	1	149	0	249	250	0	0	0	0	0	1	249	250	0	0	0	0	0	4	1062	1066	0	0	0	0	0	4	1062	1066	0	0	0	0	0								
08:00	15	1	162	0	178	2	57	21	0	80	2	4	0	0	6	25	19	2	0	46	0	310	310	0	0	0	0	0	0	227	227	0	0	0	0	0	4	1989	1993	0	0	0	0	0	4	1989	1993	0	0	0	0	0								
08:15	12	0	122	0	134	0	37	7	0	44	2	1	0	0	3	27	16	3	0	46	0	227	227	0	0	0	0	0	0	224	224	0	0	0	0	0	0	166	166	0	0	0	0	0	0	927	927	0	0	0	0	0								
08:30	13	3	109	0	125	0	34	10	0	44	0	0	0	0	0	36	19	0	0	55	0	224	224	0	0	0	0	0	0	166	166	0	0	0	0	0	0	927	927	0	0	0	0	0																
08:45	10	1	71	0	82	0	26	14	0	40	1	0	0	0	1	27	16	0	0	43	0	166	166	0	0	0	0	0	0	927	927	0	0	0	0	0	0	927	927	0	0	0	0	0																
Total	50	5	484	0	519	2	154	52	0	208	5	5	0	0	10	115	70	5	0	190	0	927	927	0	0	0	0	0	0	927	927	0	0	0	0	0	0	927	927	0	0	0	0	0																
Grand Total	73	5	1108	0	1186	4	304	129	3	437	18	8	1	0	27	227	100	12	1	339	4	1989	1993	0	0	0	0	0	4	1989	1993	0	0	0	0	0	4	1989	1993	0	0	0	0	0																
Approach %	6.2	0.4	93.4			0.9	69.6	29.5			66.7	29.6	3.7			67.0	29.5	3.5			17.0					0.2	99.8						0.2	99.8																										
Total %	3.7	0.3	55.7			0.2	15.3	6.5			0.9	0.4	0.1			11.4	5.0	0.6			17.0					0.2	99.8						0.2	99.8																										

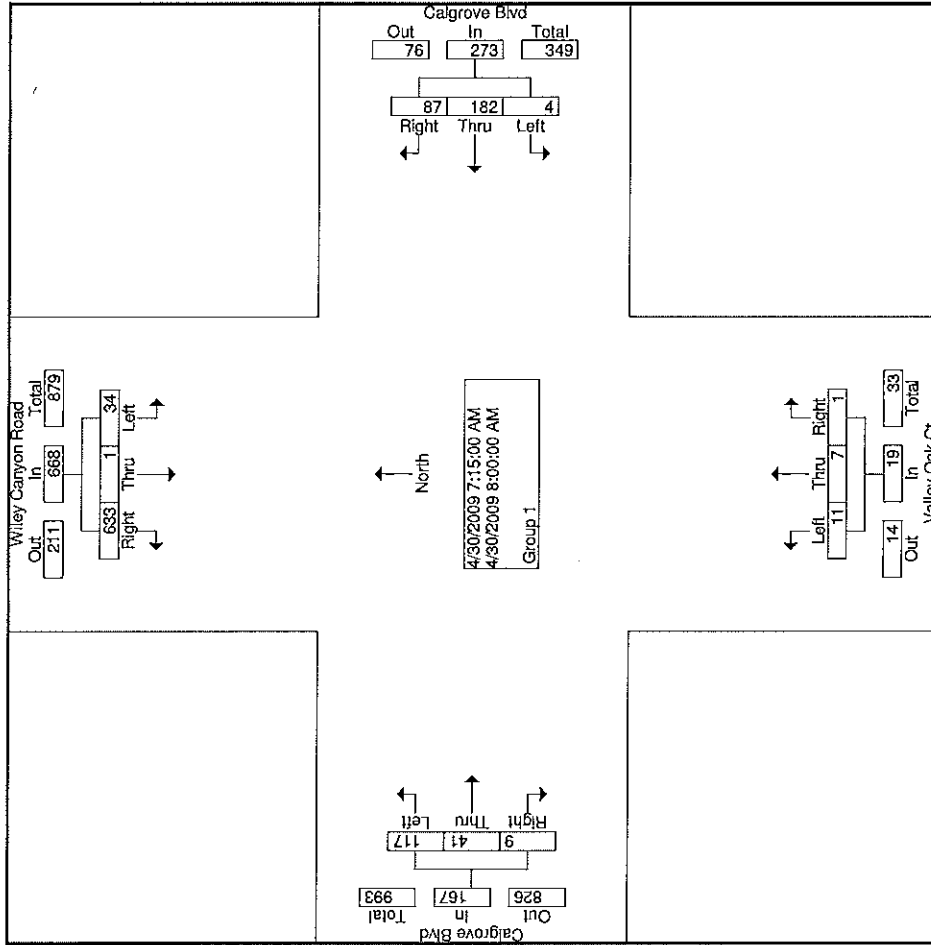
Start Time	Wiley Canyon Road										Calgrove Blvd										Valley Oak Ct										Calgrove Blvd																			
	Southbound					Westbound					Northbound					Eastbound					Westbound					Eastbound					Westbound					Eastbound														
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1	34	1	633		668	4	182	87		273	11	7	1		19	57.9	36.8	5.3		66.7	2	2	2		6	70.1	24.6	5.4		77.0	25	19	2		46	25	19	2		46	25	19	2		46	25	19	2		46
Intersection 07:15	34	1	633		668	4	182	87		273	11	7	1		19	57.9	36.8	5.3		66.7	2	2	2		6	70.1	24.6	5.4		77.0	25	19	2		46	25	19	2		46	25	19	2		46					
Volume	5.1	0.1	94.8		178	1.5	66.7	31.9		80	2	4	0		6	70.1	24.6	5.4		77.0	2	2	2		6	25	19	2		46	25	19	2		46	25	19	2		46										
Percent	15	1	162		178	2	57	21		80	2	4	0		6	70.1	24.6	5.4		77.0	2	2	2		6	25	19	2		46	25	19	2		46	25	19	2		46										
Peak Factor	0.715	0.015	0.948		0.839	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853										
High Int. Volume	7	0	192		199	2	57	21		80	2	4	0		6	70.1	24.6	5.4		77.0	2	2	2		6	25	19	2		46	25	19	2		46	25	19	2		46										
Peak Factor	0.715	0.015	0.948		0.839	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853	0.080	0.839	0.853		0.853										



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 (619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry  
 Counted by: C. Parish  
 Board No: D1-1429  
 Loc: Wiley Cyn Rd & Calgrove Blvd

File Name : 09128010  
 Site Code : 00128010  
 Start Date : 4/30/2009  
 Page No : 2



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Weather : Clear & Dry  
Counted By: M. Parish  
Board #: D1-1431

File Name : 09128050  
Site Code : 00128050  
Start Date : 5/5/2009  
Page No : 1

Loc: Loc: Tampa Ave & Sasnon Blvd

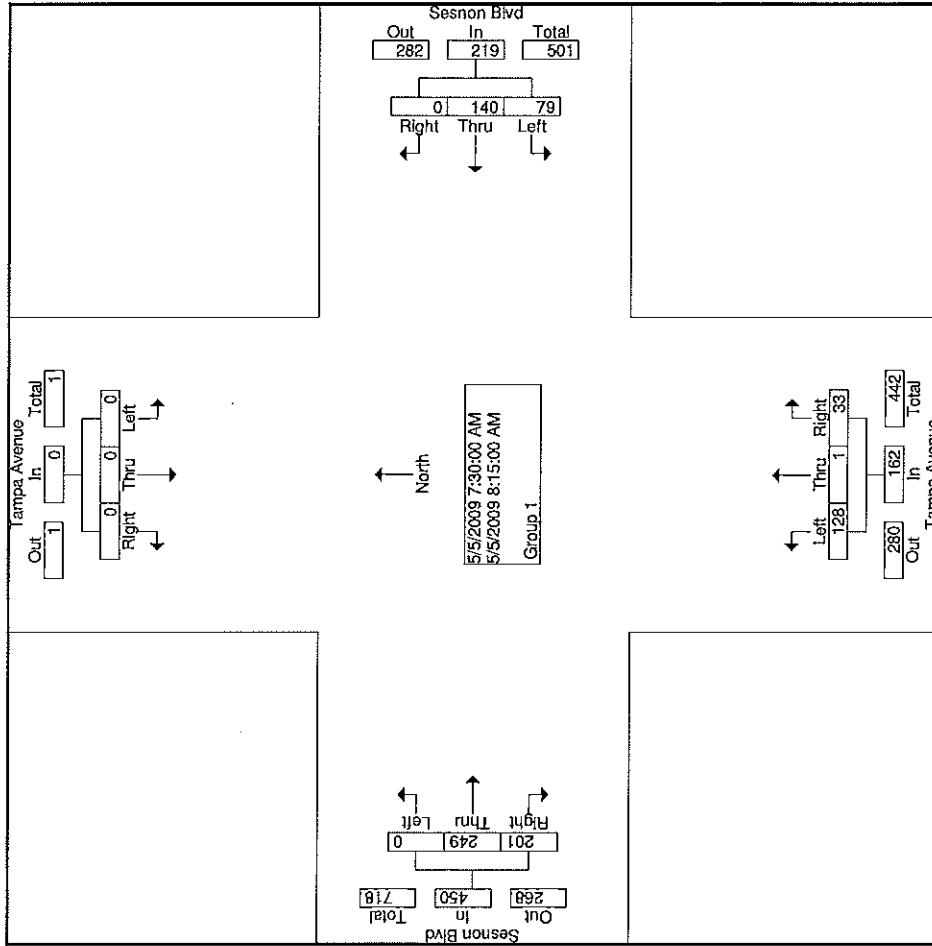
Start Time	Tampa Avenue Southbound						Sesonon Blvd Westbound						Tampa Avenue Northbound						Sesonon Blvd Eastbound						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
07:00	0	2	0	0	2	12	14	2	0	28	5	0	5	1	10	0	27	25	0	0	52	3	92	95	95
07:15	1	0	1	0	2	12	13	0	0	25	10	1	3	0	14	0	46	24	0	70	0	111	111	111	
07:30	0	0	0	2	0	9	17	0	0	26	17	0	8	1	25	0	45	35	0	80	3	131	134	134	
07:45	0	0	0	0	0	13	22	0	0	35	21	0	5	2	26	0	66	28	0	94	2	155	157	157	
Total	1	2	1	4	4	46	66	2	0	114	53	1	21	4	75	0	184	112	0	296	8	489	497	497	
08:00	0	0	0	0	0	28	37	0	0	65	38	0	12	0	50	0	100	94	0	194	0	309	309	309	
08:15	0	0	0	0	0	29	64	0	0	93	52	1	8	0	61	0	38	44	0	82	0	236	236	236	
08:30	0	0	1	0	1	10	18	2	0	30	23	2	7	2	32	0	23	31	0	54	2	117	119	119	
08:45	0	1	0	4	1	12	12	2	2	28	8	0	8	3	16	0	21	25	5	46	14	89	103	103	
Total	0	1	1	4	2	79	131	4	2	214	121	3	35	5	159	0	182	194	5	376	16	751	767	767	
Grand Total	1	3	2	8	6	125	197	6	2	328	174	4	56	9	234	0	366	306	5	672	24	1240	1264	1264	
Approach %	16.7	50.0	33.3			38.1	60.1	1.8		26.5	74.4	1.7	23.9		18.9	0.0	54.5	45.5		54.2	1.9	98.1			
Total %	0.1	0.2	0.2		0.5	10.1	15.9	0.5		26.5	14.0	0.3	4.5		18.9	0.0	29.5	24.7		54.2	1.9	98.1			

Start Time	Tampa Avenue Southbound						Sesonon Blvd Westbound						Tampa Avenue Northbound						Sesonon Blvd Eastbound						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Peak Hour From: 07:00 to 08:45 - Peak 1 of 1																									
Intersection																									
07:30																									
Volume	0	0	0	0	0	79	140	0	0	219	128	1	33		162	0	249	201		450	0	831			
Percent	0.0	0.0	0.0	0.0	0.0	36.1	63.9	0.0	0.0	74.4	79.0	0.6	20.4		50	0.0	55.3	44.7		194	0.0	0.672			
08:00 Volume	0	0	0	0	0	28	37	0	0	65	38	0	12		50	0	100	94		194	0	309			
Peak Factor																									
High Int.						08:15				08:15	08:15				08:00										
Volume	0	0	0	0	0	29	64	0	0	93	52	1	8		61	0	100	94		194	0	0.580			
Peak Factor										0.589					0.664										

File Name : 09128050  
 Site Code : 00128050  
 Start Date : 5/5/2009  
 Page No : 2

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 Lakeside, CA 92040  
 (619) 390-8495 Fax (866) 768-1818

Weather : Clear & Dry  
 Counted By: M. Parish  
 Board #: D1-1431  
 Loc: Tampa Ave & Sasnon Blvd



TDSSW, Inc.  
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Lakeside, CA 92040  
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Weather: Clear & Dry.  
Counted by: M. Parish  
Board No: D1-2278  
Loc: I-5 S/B Ramps & Calgrove Blvd

File Name : 09128041  
Site Code : 00128041  
Start Date : 4/28/2009  
Page No : 1

Start Time	I-5 S/B Off Ramp Southbound						Calgrove Blvd Westbound						I-5 S/B On Ramp Northbound						Calgrove Blvd Eastbound											
	Left		Right		Peds		Left		Right		Peds		Left		Right		Peds		Left		Right		Peds		Exclu. Total		Inclu. Total		Int. Total	
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Total	Total	Total	Total	Total	
16:00	16	0	15	0	31	0	21	16	0	0	0	37	0	0	0	0	0	0	0	146	21	0	167	0	235	0	241	241	235	
16:15	16	0	13	0	29	0	22	19	0	0	41	0	0	0	0	0	0	0	151	20	0	171	0	241	0	241	241	241	241	
16:30	18	0	12	2	30	0	29	53	0	0	82	0	0	0	0	0	0	0	200	18	0	218	0	330	2	330	332	330	332	
16:45	16	0	17	0	33	0	49	62	0	0	111	0	0	0	0	0	0	0	176	19	0	195	0	339	0	339	339	339	339	
Total	66	0	57	2	123	0	121	150	0	0	271	0	0	0	0	0	0	0	673	78	0	751	0	1145	2	1145	1147	1147	1147	
17:00	15	0	27	0	42	0	17	58	0	0	75	0	0	0	0	0	0	0	159	18	0	177	0	284	0	284	294	294	294	
17:15	18	0	28	0	46	0	24	50	0	0	74	0	0	0	0	0	0	0	267	15	0	282	0	402	0	402	402	402	402	
17:30	18	0	14	0	32	0	32	48	0	0	80	0	0	0	0	0	0	0	250	18	0	268	0	380	0	380	380	380	380	
17:45	32	0	15	1	47	0	38	43	0	0	81	0	0	0	0	0	0	0	212	12	0	224	0	352	1	352	353	353	353	
Total	83	0	84	1	167	0	111	199	0	0	310	0	0	0	0	0	0	0	888	63	0	951	0	1428	1	1428	1429	1429	1429	
Grand Total	149	0	141	3	290	0	232	349	0	0	581	0	0	0	0	0	0	0	1561	141	0	1702	0	2573	3	2573	2576	2576	2576	
Approch %	51.4	0.0	48.6			0.0	39.9	60.1	0.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.7	8.3		66.1		0.1		99.9		99.9		
Total %	5.8	0.0	5.5		11.3		9.0	13.6	0.0										60.7	5.5		66.1		0.1		99.9		99.9		

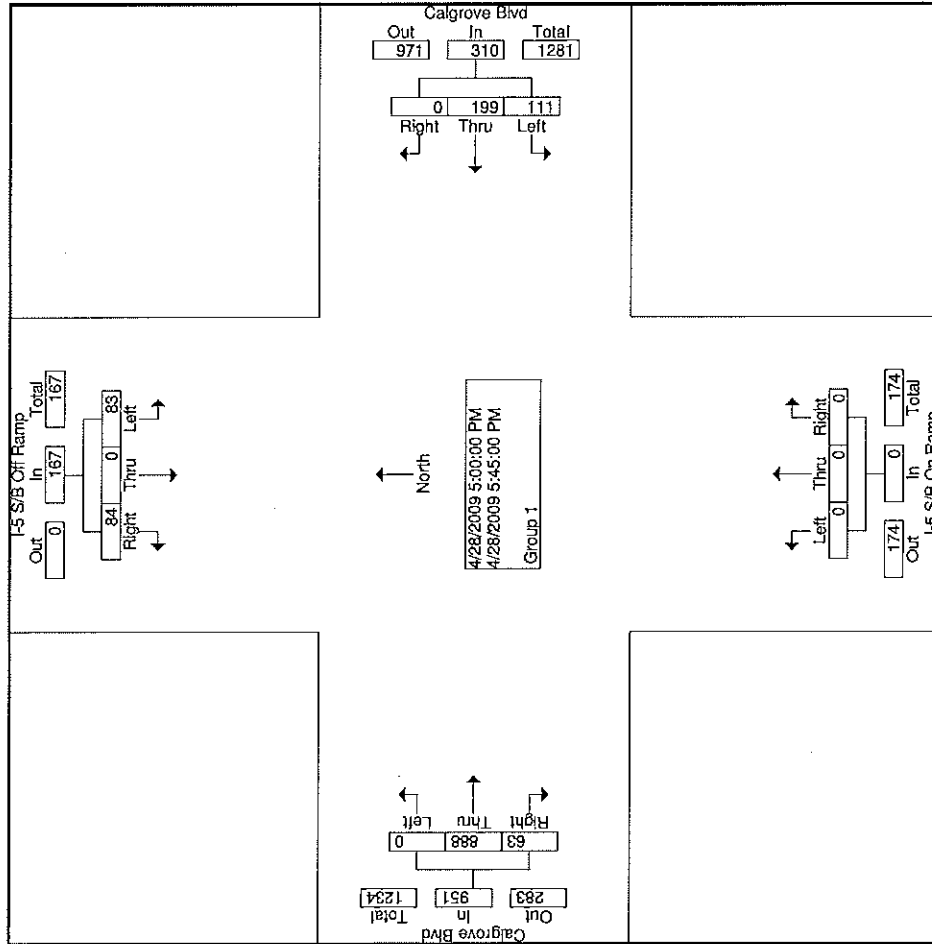
Start Time	I-5 S/B Off Ramp Southbound						Calgrove Blvd Westbound						I-5 S/B On Ramp Northbound						Calgrove Blvd Eastbound											
	Left		Right		Peds		Left		Right		Peds		Left		Right		Peds		Left		Right		Peds		Exclu. Total		Inclu. Total		Int. Total	
	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Thru	Total	Total	Total	Total	Total	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1	83	0	84	1	167	0	111	199	0	0	310	0	0	0	0	0	0	0	888	63	0	951	0	1428	1	1428	1429	1429	1429	
Intersection 17:00	83	0	84	1	167	0	111	199	0	0	310	0	0	0	0	0	0	0	888	63	0	951	0	1428	1	1428	1429	1429	1429	
Volume	49.7	0.0	50.3			0.0	35.8	64.2	0.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.7	8.3		66.1		0.1		99.9		99.9		
Percent	18	0	28		46		24	50		74									93.4	6.6		282		402		402	402	402	402	
Peak Factor	17:45	32	0	15	47	0	38	43	0	81	0	0	0	0	0	0	0	0	267	15	0	282	0	0.888		0.888	0.888	0.888	0.888	
High Int. Volume	32	0	15	15	47	0	38	43	0	81	0	0	0	0	0	0	0	0	267	15	0	282	0	0.888		0.888	0.888	0.888	0.888	
Peak Factor	17:45	32	0	15	47	0	38	43	0	81	0	0	0	0	0	0	0	0	267	15	0	282	0	0.888		0.888	0.888	0.888	0.888	

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 Lakeside, CA 92040

Weather: Clear & Dry  
 Counted by: M. Parish  
 Board No: D1-2278  
 Loc: I-5 S/B Ramps & Calgrove Blvd

File Name : 09128041  
 Site Code : 00128041  
 Start Date : 4/28/2009  
 Page No : 2

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Weather: Clear & Dry  
Counted by: C Hust  
Board No: D1-2278  
Loc: I-5 N/B Ramps & Calgrove Blvd

File Name : 09128031  
Site Code : 00128031  
Start Date : 4/28/2009  
Page No : 1

Start Time	I-5 N/B On Ramp Southbound						Calgrove Blvd Westbound						I-5 N/B Off Ramp Northbound						Calgrove Blvd Eastbound						
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
16:00	0	0	0	0	0		0	53	27	1	80		11	0	45	0	56		62	73	0	0	135		
16:15	0	0	0	0	0		1	55	25	0	81		21	1	57	0	79		73	88	0	0	161		
16:30	0	0	0	0	0		0	59	20	0	79		14	0	65	0	79		114	107	0	0	221		
16:45	0	0	0	0	0		0	71	9	0	80		22	2	60	0	84		100	108	0	0	208		
Total	0	0	0	0	0		1	238	81	1	320		68	3	227	0	298		349	376	0	0	725		
17:00	0	0	0	0	0		0	49	15	0	64		12	0	60	0	72		95	104	0	0	199		
17:15	0	0	0	0	0		0	47	20	0	67		10	0	75	0	85		126	122	0	0	248		
17:30	0	0	0	0	0		0	48	19	0	67		25	1	64	0	90		118	127	0	0	245		
17:45	0	0	0	0	0		0	50	20	0	70		20	1	71	0	92		128	144	0	0	272		
Total	0	0	0	0	0		0	194	74	0	268		67	2	270	0	339		467	497	0	0	964		
Grand Total	0	0	0	0	0		1	432	155	1	588		135	5	497	0	637		816	873	0	0	1689		
Approch %	0.0	0.0	0.0	0.0	0.0		0.2	73.5	26.4		21.2	0.8	78.0		48.3	51.7	0.0		28.0	30.0	0.0		58.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0		0.0	14.8	5.3		20.2	0.2	17.1		28.0	30.0	0.0		58.0	63.0	0.0		63.0	100.0	

Start Time	I-5 N/B On Ramp Southbound						Calgrove Blvd Westbound						I-5 N/B Off Ramp Northbound						Calgrove Blvd Eastbound						
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
17:00	0	0	0	0	0		0	194	74	0	268		67	2	270	0	339		467	497	0	0	964		
17:15	0	0	0	0	0		0	49	15	0	64		12	0	60	0	72		95	104	0	0	199		
17:30	0	0	0	0	0		0	47	20	0	67		10	0	75	0	85		126	122	0	0	248		
17:45	0	0	0	0	0		0	48	19	0	67		25	1	64	0	90		118	127	0	0	245		
Total	0	0	0	0	0		0	194	74	0	268		67	2	270	0	339		467	497	0	0	964		
Grand Total	0	0	0	0	0		1	432	155	1	588		135	5	497	0	637		816	873	0	0	1689		
Approch %	0.0	0.0	0.0	0.0	0.0		0.2	73.5	26.4		21.2	0.8	78.0		48.3	51.7	0.0		28.0	30.0	0.0		58.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0		0.0	14.8	5.3		20.2	0.2	17.1		28.0	30.0	0.0		58.0	63.0	0.0		63.0	100.0	

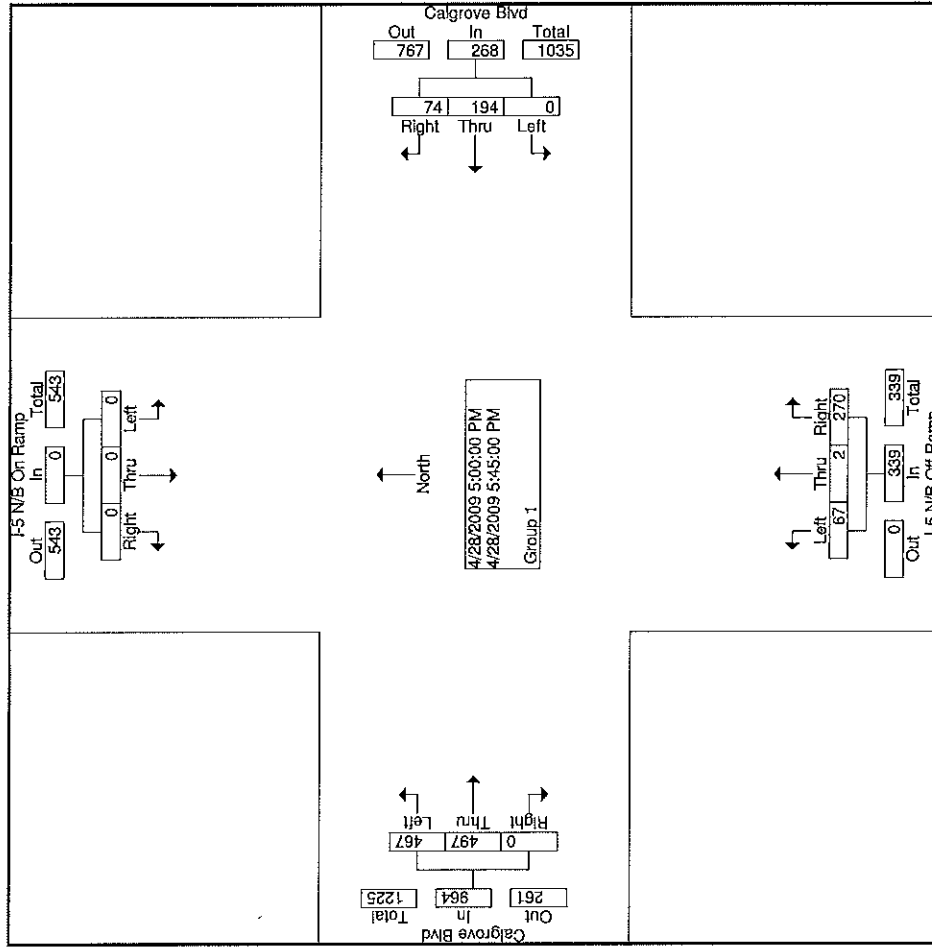
Start Time	I-5 N/B On Ramp Southbound						Calgrove Blvd Westbound						I-5 N/B Off Ramp Northbound						Calgrove Blvd Eastbound						
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
17:00	0	0	0	0	0		0	194	74	0	268		67	2	270	0	339		467	497	0	0	964		
17:15	0	0	0	0	0		0	49	15	0	64		12	0	60	0	72		95	104	0	0	199		
17:30	0	0	0	0	0		0	47	20	0	67		10	0	75	0	85		126	122	0	0	248		
17:45	0	0	0	0	0		0	48	19	0	67		25	1	64	0	90		118	127	0	0	245		
Total	0	0	0	0	0		0	194	74	0	268		67	2	270	0	339		467	497	0	0	964		
Grand Total	0	0	0	0	0		1	432	155	1	588		135	5	497	0	637		816	873	0	0	1689		
Approch %	0.0	0.0	0.0	0.0	0.0		0.2	73.5	26.4		21.2	0.8	78.0		48.3	51.7	0.0		28.0	30.0	0.0		58.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0		0.0	14.8	5.3		20.2	0.2	17.1		28.0	30.0	0.0		58.0	63.0	0.0		63.0	100.0	

Start Time	I-5 N/B On Ramp Southbound						Calgrove Blvd Westbound						I-5 N/B Off Ramp Northbound						Calgrove Blvd Eastbound						
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
17:00	0	0	0	0	0		0	194	74	0	268		67	2	270	0	339		467	497	0	0	964		
17:15	0	0	0	0	0		0	49	15	0	64		12	0	60	0	72		95	104	0	0	199		
17:30	0	0	0	0	0		0	47	20	0	67		10	0	75	0	85		126	122	0	0	248		
17:45	0	0	0	0	0		0	48	19	0	67		25	1	64	0	90		118	127	0	0	245		
Total	0	0	0	0	0		0	194	74	0	268		67	2	270	0	339		467	497	0	0	964		
Grand Total	0	0	0	0	0		1	432	155	1	588		135	5	497	0	637		816	873	0	0	1689		
Approch %	0.0	0.0	0.0	0.0	0.0		0.2	73.5	26.4		21.2	0.8	78.0		48.3	51.7	0.0		28.0	30.0	0.0		58.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0		0.0	14.8	5.3		20.2	0.2	17.1		28.0	30.0	0.0		58.0	63.0	0.0		63.0	100.0	

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Weather: Clear & Dry  
 Counted by: C Hust  
 Board No: D1-2278  
 Loc: I-5 N/B Ramps & Calgrove Blvd

File Name : 09128031  
 Site Code : 00128031  
 Start Date : 4/28/2009  
 Page No : 2



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File Name : 09128021  
Site Code : 00128021  
Start Date : 4/29/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: S. Tillman  
Board No: D1-2278  
Loc: Wiley Cyn Rd & Lyons Avenue

Groups Printed-Group 1																									
		Wiley Cyn Road Southbound						Lyons Avenue Westbound						Wiley Cyn Road Northbound						Lyons Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total		
16:00	44	56	59	1	159	33	145	24	4	202	40	88	49	4	177	75	219	31	5	325	14	863	877		
16:15	28	56	49	2	133	39	192	37	9	268	40	73	58	14	171	80	255	26	0	361	25	933	958		
16:30	44	64	53	1	161	36	152	27	4	215	38	95	66	6	199	69	226	29	3	324	14	899	913		
16:45	48	64	60	2	172	35	210	29	2	274	46	71	60	6	177	92	291	40	0	423	10	1046	1056		
Total	164	240	221	6	625	143	699	117	19	959	164	327	233	30	724	316	991	126	8	1433	63	3741	3804		
17:00	37	75	54	0	166	34	191	28	1	253	32	102	46	3	180	102	215	25	0	342	4	941	945		
17:15	31	53	65	4	149	30	229	27	2	286	51	87	52	2	190	82	235	39	0	356	8	981	989		
17:30	34	46	66	0	146	40	170	27	1	237	40	78	50	3	168	110	206	28	0	344	4	895	899		
17:45	44	57	68	2	169	41	207	23	4	271	53	98	42	12	193	76	270	37	4	383	22	1016	1038		
Total	146	231	253	6	630	145	797	105	8	1047	176	365	190	20	731	370	926	129	4	1425	38	3833	3871		
Grand Total	310	471	474	12	1255	288	1496	222	27	2006	340	692	423	50	1455	686	1917	255	12	2858	101	7574	7675		
Approch %	24.7	37.5	37.8			14.4	74.6	11.1			23.4	47.6	29.1			24.0	67.1	8.9							
Total %	4.1	6.2	6.3		16.6	3.8	19.8	2.9		26.5	4.5	9.1	5.6		19.2	9.1	25.3	3.4		37.7	1.3	98.7			

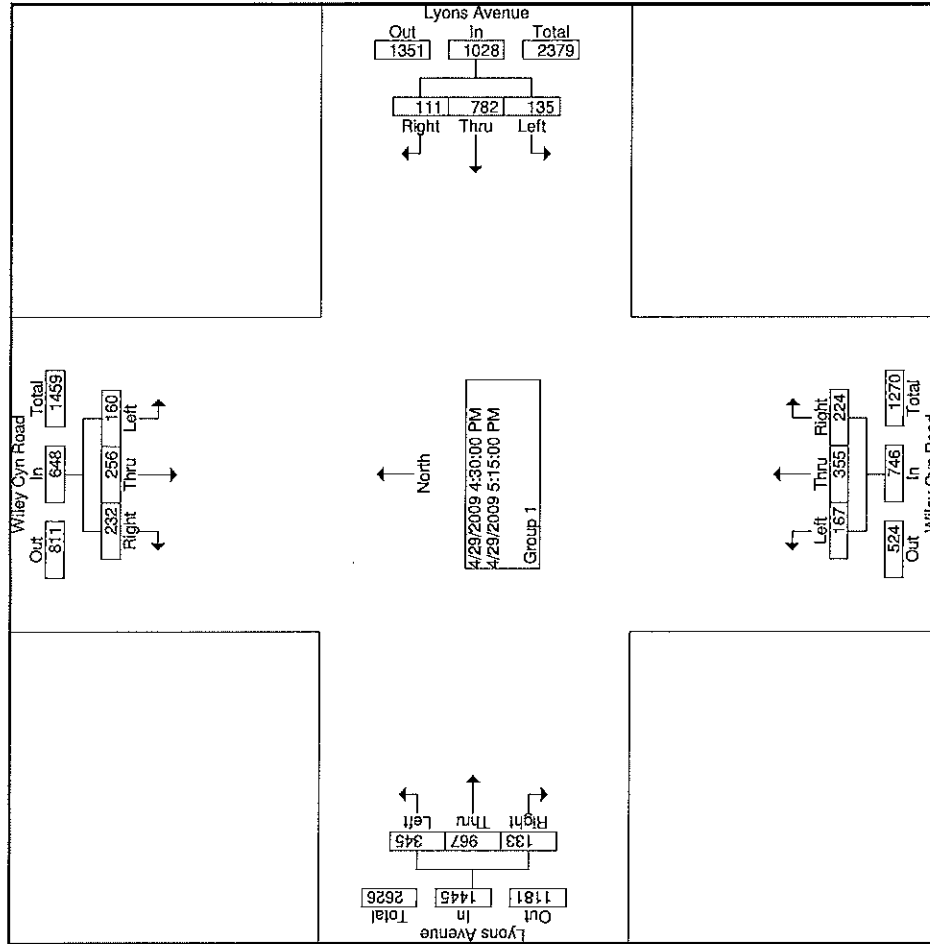
		Wiley Cyn Road Southbound						Lyons Avenue Westbound						Wiley Cyn Road Northbound						Lyons Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total		
Peak Hour From 16:00 to 17:45 - Peak 1 of 1	160	256	232		648	135	782	111		1028	167	355	224		746	345	967	133		1445			3867		
Intersection 16:30	24.7	39.5	35.8			13.1	76.1	10.8			22.4	47.6	30.0			23.9	66.9	9.2							
16:45 Volume	48	64	60		172	35	210	29		274	46	71	60		177	92	291	40		423			1046		
Peak Factor	16:45					17:15					16:30					16:45							0.924		
High Int. Volume	48	64	60		172	30	229	27		286	38	95	66		199	92	291	40		423					
Peak Factor					0.942					0.899					0.937								0.854		



File Name : 09128021  
 Site Code : 00128021  
 Start Date : 4/29/2009  
 Page No : 2

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Weather: Clear & Dry  
 Counted by: S. Tillman  
 Board No: D1-2278  
 Loc: Wiley Cyn Rd & Lyons Avenue



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Lakeside, CA 92040

File Name : 09128011  
Site Code : 00128011  
Start Date : 4/29/2009  
Page No : 1

Weather: Clear & Dry  
Counted by: C. Parish  
Board No: D1-1429

Loc: Wiley Cyn Rd & Calgrove Blvd

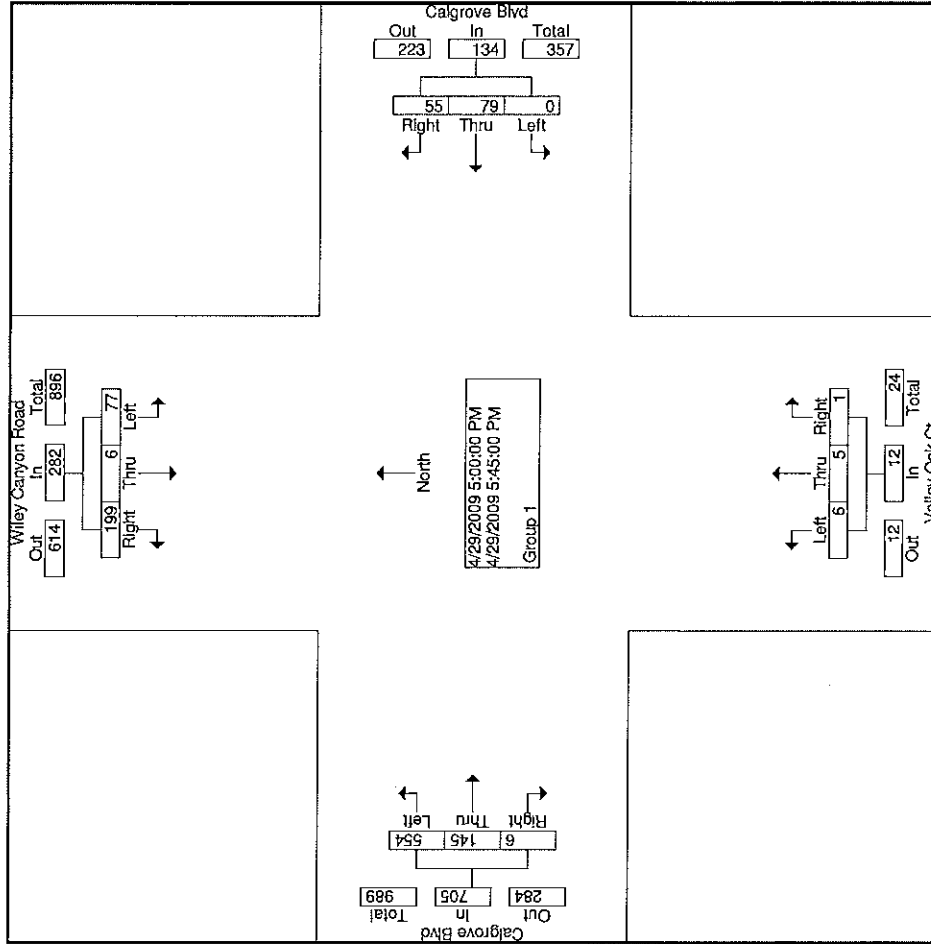
Start Time	Wiley Canyon Road Southbound						Calgrove Blvd Westbound						Valley Oak Ct Northbound						Calgrove Blvd Eastbound					
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
16:00	21	1	53	0	75	0	20	16	0	0	36	1	1	0	0	0	2	106	27	0	0	0	133	0
16:15	12	1	65	0	78	0	24	24	0	48	1	0	0	0	0	0	1	130	29	2	0	0	161	0
16:30	16	1	52	0	69	1	12	14	0	27	0	0	0	0	0	0	0	131	35	0	0	0	166	0
16:45	24	1	41	0	66	0	21	14	0	35	0	1	0	0	0	0	1	137	26	2	0	0	165	0
Total	73	4	211	0	288	1	77	68	0	146	2	2	0	0	0	0	4	504	117	4	0	0	625	0
17:00	17	1	44	0	62	0	17	12	0	29	1	2	0	0	0	0	3	123	34	0	0	0	157	0
17:15	16	2	62	0	80	0	19	13	0	32	1	2	0	0	0	0	3	128	35	3	0	0	166	0
17:30	24	0	45	0	69	0	21	18	0	39	3	1	0	0	0	0	4	135	34	3	0	0	172	0
17:45	20	3	48	0	71	0	22	12	3	34	1	0	1	0	1	0	2	168	42	0	0	0	210	3
Total	77	6	199	0	282	0	79	55	3	134	6	5	1	0	1	0	12	554	145	6	0	0	705	3
Grand Total	150	10	410	0	570	1	156	123	3	280	8	7	1	0	0	0	16	1058	262	10	0	0	1330	3
Approch %	26.3	1.8	71.9			0.4	55.7	43.9		12.8	50.0	43.8	6.3				79.5	19.7	0.8			60.6	0.1	
Total %	6.8	0.5	18.7		26.0	0.0	7.1	5.6		0.4	0.4	0.3	0.0				48.2	11.9	0.5			0.1	99.9	

Start Time	Wiley Canyon Road Southbound						Calgrove Blvd Westbound						Valley Oak Ct Northbound						Calgrove Blvd Eastbound					
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Peak Hour From 16:00 to 17:45 - Peak 1 of 1	77	6	199	0	282	0	79	55	3	134	6	5	1	0	1	0	12	554	145	6	0	0	705	3
Intersection 17:00	77	6	199	0	282	0	79	55	3	134	6	5	1	0	1	0	12	554	145	6	0	0	705	3
Volume	27.3	2.1	70.6		71	0	59.0	41.0		12	34	50.0	41.7	8.3			79.5	20.6	0.9			60.6	0.1	
Percent	20	3	48		71	0	22	12		34	1	0	0	0	0	0	4	48.2	42	0			0.1	99.9
Peak Factor	16	2	62		80	0	21	18		39	3	1	1	0	0	0	4	48.2	42	0			0.1	99.9
High Int. 17:15	16	2	62		80	0	21	18		39	3	1	1	0	0	0	4	48.2	42	0			0.1	99.9
Volume	16	2	62		80	0	21	18		39	3	1	1	0	0	0	4	48.2	42	0			0.1	99.9
Peak Factor	16	2	62		80	0	21	18		39	3	1	1	0	0	0	4	48.2	42	0			0.1	99.9

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File Name : 09128011  
 Site Code : 00128011  
 Start Date : 4/29/2009  
 Page No : 2

Weather: Clear & Dry  
 Counted by: C. Parish  
 Board No: D1-1429  
 Loc: Wiley Cyn Rd & Calgrove Blvd



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File Name : 09128051  
Site Code : 00128051  
Start Date : 5/5/2009  
Page No : 1

Weather : Clear & Dry  
Counted By: C. Hust  
Board #: D1-1431  
Loc: Tampa Ave & Sasnon Blvd

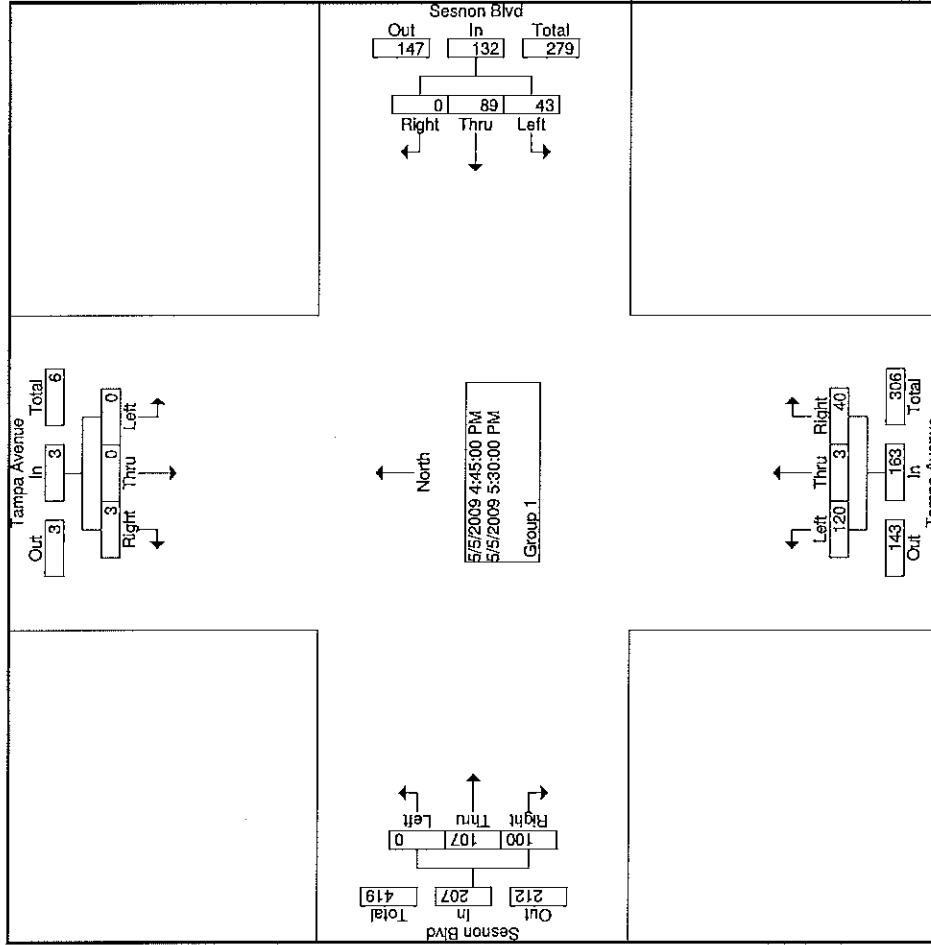
Start Time	Tampa Avenue Southbound						Sesnon Blvd Westbound						Tampa Avenue Northbound						Sesnon Blvd Eastbound								
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total				
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0				
16:00	0	0	1	0	1	12	23	0	0	35	21	14	1	1	36	0	16	26	0	42	0	16	26	0	42	1	114
16:15	0	0	0	0	0	4	19	0	0	23	22	0	15	1	37	0	21	14	0	35	0	21	14	0	35	1	95
16:30	0	0	0	0	0	12	24	0	0	36	36	0	11	1	47	0	21	12	0	33	0	21	12	0	33	1	116
16:45	0	0	1	0	1	14	20	0	0	34	22	3	12	1	37	0	28	27	0	55	0	28	27	0	55	1	127
Total	0	0	2	0	2	42	86	0	0	128	101	4	52	4	157	0	86	79	0	165	0	86	79	0	165	4	452
17:00	0	0	1	0	1	11	20	0	0	31	32	0	8	0	40	0	33	27	2	60	0	33	27	2	60	2	132
17:15	0	0	0	0	0	10	27	0	0	37	39	0	8	0	47	0	22	23	1	45	0	22	23	1	45	1	129
17:30	0	0	1	0	1	8	22	0	0	30	27	0	12	0	39	0	24	23	0	47	0	24	23	0	47	0	117
17:45	0	0	0	1	0	9	22	0	0	31	31	0	12	1	43	0	33	18	1	51	0	33	18	1	51	3	125
Total	0	0	2	1	2	38	91	0	0	129	129	0	40	1	169	0	112	91	4	203	0	112	91	4	203	6	503
Grand Total	0	0	4	1	4	80	177	0	0	257	230	4	92	5	326	0	198	170	4	368	0	198	170	4	368	10	955
Approch %	0.0	0.0	100.			31.1	68.9	0.0		70.6	1.2	28.2		34.1	0.0	53.8	46.2		38.5	0.0	53.8	46.2		38.5	1.0	99.0	
Total %	0.0	0.0	0.4		0.4	8.4	18.5	0.0		26.9	24.1	0.4	9.6		34.1	0.0	20.7	17.8		38.5	0.0	20.7	17.8		38.5	1.0	99.0

Start Time	Tampa Avenue Southbound						Sesnon Blvd Westbound						Tampa Avenue Northbound						Sesnon Blvd Eastbound					
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	
	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
16:00	0	0	0	0	0	43	89	0	0	132	120	3	40	0	107	100	0	163	0	107	100	0	207	
16:15	0.0	0.0	0.0	100.0	1	32.6	67.4	0.0	0.0	31	73.6	1.8	24.5	0.0	51.7	48.3	0	40	0.0	51.7	48.3	0	60	
16:30	0	0	0	0	0	11	20	0	0	31	32	0	8	0	33	27	0	40	0	33	27	0	60	
16:45	0	0	0	0	0	17:15	17:15	17:15	17:15	17:15	17:15	17:15	17:15	17:00	17:00	17:00	0	47	17:00	0	33	27	0	0.956
High Int. Volume	0	0	1		1	10	27	0	0	37	39	0	8	0	47	27	0	0.867	0	33	27	0	0.863	
Peak Factor					0.750					0.892					0.867									

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Weather : Clear & Dry  
 Counted By: C. Hust  
 Board #: D1-1431  
 Loc: Tampa Ave & Sasnon Blvd

File Name : 09128051  
 Site Code : 00128051  
 Start Date : 5/5/2009  
 Page No : 2



**APPENDIX B**

EXISTING CONDITIONS  
LEVEL OF SERVICE WORKSHEETS



ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing Conditions  
 AM Peak Hour

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

\*\*\*\*\*  
 Intersection #100 I-5 SB (NS)/ CALGROVE BLVD. (EW)  
 \*\*\*\*\*  
 Average Delay (sec/veh): 8.3 Worst Case Level Of Service: C[ 17.8]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	39	1	303	0	107	68	480	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	39	1	303	0	107	68	480	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	41	1	315	0	111	71	499	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	41	1	315	0	111	71	499	267	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	1412	1447	267	xxxx	xxxx	xxxxx	182	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	154	133	776	xxxx	xxxx	xxxxx	1405	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	111	86	776	xxxx	xxxx	xxxxx	1405	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.36	0.01	0.41	xxxx	xxxx	xxxx	0.36	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	111	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	56.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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



ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing Conditions  
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #200 I-5 NB (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[ 14.2]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled										
Rights:	Include			Include			Include			Include										
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	52	2	81	0	0	0	61	98	0	0	658	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	2	81	0	0	0	61	98	0	0	658	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	53	2	83	0	0	0	62	100	0	0	672	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	2	83	0	0	0	62	100	0	0	672	124

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	959	1020	100	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	288	238	961	xxxx	xxxx	xxxxx	835	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	271	221	961	xxxx	xxxx	xxxxx	835	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.20	0.01	0.09	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	269	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	21.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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 ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing Conditions  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #300 WILEY CANYON RD. (NS)/ LYONS AVENUE (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 54 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	2	0	2	0	1	0

Volume Module:

Base Vol:	183	184	147	124	378	380	121	617	104	163	831	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	184	147	124	378	380	121	617	104	163	831	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	206	207	166	140	426	428	136	696	117	184	937	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	207	166	140	426	428	136	696	117	184	937	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	207	166	140	426	428	136	696	117	184	937	157
OvlAdjVol:	360											

Saturation Flow Module:

Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.57	0.43
Final Sat.:	1750	3500	1750	1750	3500	1750	3500	3500	1750	1750	4498	752

Capacity Analysis Module:

Vol/Sat:	0.12	0.06	0.09	0.08	0.12	0.24	0.04	0.20	0.07	0.11	0.21	0.21
OvlAdjV/S:	0.21											
Crit Moves:	****					****	****			****		

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ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing Conditions  
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #400 WILEY CANYON RD. (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[ 14.4]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Ignore			Include			Include		
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	11	7	1	34	1	633	117	41	9	4	182	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	7	1	34	1	633	117	41	9	4	182	87
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	12	8	1	37	1	0	129	45	10	4	200	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	12	8	1	37	1	0	129	45	10	4	200	96

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	560	607	45	521	521	200	296	xxxx	xxxxx	55	xxxx	xxxxx
Potent Cap.:	442	413	1030	469	462	846	1277	xxxx	xxxxx	1563	xxxx	xxxxx
Move Cap.:	406	371	1030	425	415	846	1277	xxxx	xxxxx	1563	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.00	0.09	0.00	0.00	0.10	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	405	xxxxx	425	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.4	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:		14.4			14.3		xxxxxxx			xxxxxxx		
ApproachLOS:		B			B			*			*	

\*\*\*\*\*

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

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ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #500 Tampa Ave. (NS)/ Sesnon Boulevard (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 Average Delay (sec/veh): 13.0
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 14 rows including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing Conditions  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #100 I-5 SB (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: F[ 59.9]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	83	0	84	0	888	63	111	199	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	83	0	84	0	888	63	111	199	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	93	0	95	0	1000	71	125	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	93	0	95	0	1000	71	125	224	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1510	1545	224	xxxx	xxxx	xxxxx	1071	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	134	116	820	xxxx	xxxx	xxxxx	659	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	114	94	820	xxxx	xxxx	xxxxx	659	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.82	0.00	0.12	xxxx	xxxx	xxxx	0.19	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	A	*	*	*	B	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	114	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	4.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	110.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			59.9			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

\*\*\*\*\*

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

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ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing Conditions  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #200 I-5 NB (NS)/ CALGROVE BLVD. (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 21.7 Worst Case Level Of Service: F[ 87.2]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R										
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled												
Rights:	Include			Include			Include			Include												
Lanes:	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	67	2	270	0	0	0	467	497	0	0	194	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	2	270	0	0	0	467	497	0	0	194	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	74	2	298	0	0	0	516	549	0	0	214	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	2	298	0	0	0	516	549	0	0	214	82

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1836	1877	549	xxxx	xxxx	xxxxx	296	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	84	72	539	xxxx	xxxx	xxxxx	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	58	43	539	xxxx	xxxx	xxxxx	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.28	0.05	0.55	xxxx	xxxx	xxxx	0.40	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	3.3	xxxx	xxxx	xxxxx	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	19.6	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	57	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	6.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx			
Shrd ConDel:	351.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx			
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	87.2			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	F			*			*			*					

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #300 WILEY CANYON RD. (NS)/ LYONS AVENUE (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720  
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 53 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Ovl				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1	1	0	2	1	0

Volume Module:

Base Vol:	167	355	224	160	256	232	345	967	133	135	782	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	355	224	160	256	232	345	967	133	135	782	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	355	224	160	256	232	345	967	133	135	782	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	181	384	242	173	277	251	373	1047	144	146	846	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	384	242	173	277	251	373	1047	144	146	846	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	384	242	173	277	251	373	1047	144	146	846	120
OvlAdjVol:	64											

Saturation Flow Module:

Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.63	0.37
Final Sat.:	1750	3500	1750	1750	3500	1750	3500	3500	1750	1750	4597	653

Capacity Analysis Module:

Vol/Sat:	0.10	0.11	0.14	0.10	0.08	0.14	0.11	0.30	0.08	0.08	0.18	0.18
OvlAdjV/S:	0.04											
Crit Moves:	****				****				****			

\*\*\*\*\*

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing Conditions  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #400 WILEY CANYON RD. (NS)/ CALGROVE BLVD. (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 40.1 Worst Case Level Of Service: F[378.4]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Ignore			Include			Include		
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	6	5	1	77	6	199	554	145	6	0	79	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	5	1	77	6	199	554	145	6	0	79	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	7	6	1	86	7	0	620	162	7	0	88	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	6	1	86	7	0	620	162	7	0	88	62

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1524	1551	162	1497	1497	88	150	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	98	115	888	102	124	975	1444	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	61	65	888	64	71	975	1444	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	0.09	0.00	1.35	0.09	0.00	0.43	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	68	xxxxx	64	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	70.6	xxxxx	378.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	*	*	*
ApproachDel:		70.6		378.4			xxxxxxx			xxxxxxx		
ApproachLOS:		F		F			*			*		

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



ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing Conditions
PM Peak Hour

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

\*\*\*\*\*
Intersection #500 Tampa Ave. (NS)/ Sesnon Boulevard (EW)
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 0 Average Delay (sec/veh): 8.8
Optimal Cycle: 0 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing adjustment factors and saturation flow values for different lanes.

Capacity Analysis Module: Table with 13 columns showing delay, LOS, and other capacity-related metrics for each lane.

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

**APPENDIX C**

**TRAFFIC SIGNAL WARRANTS**



# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (AM Peak Hour)

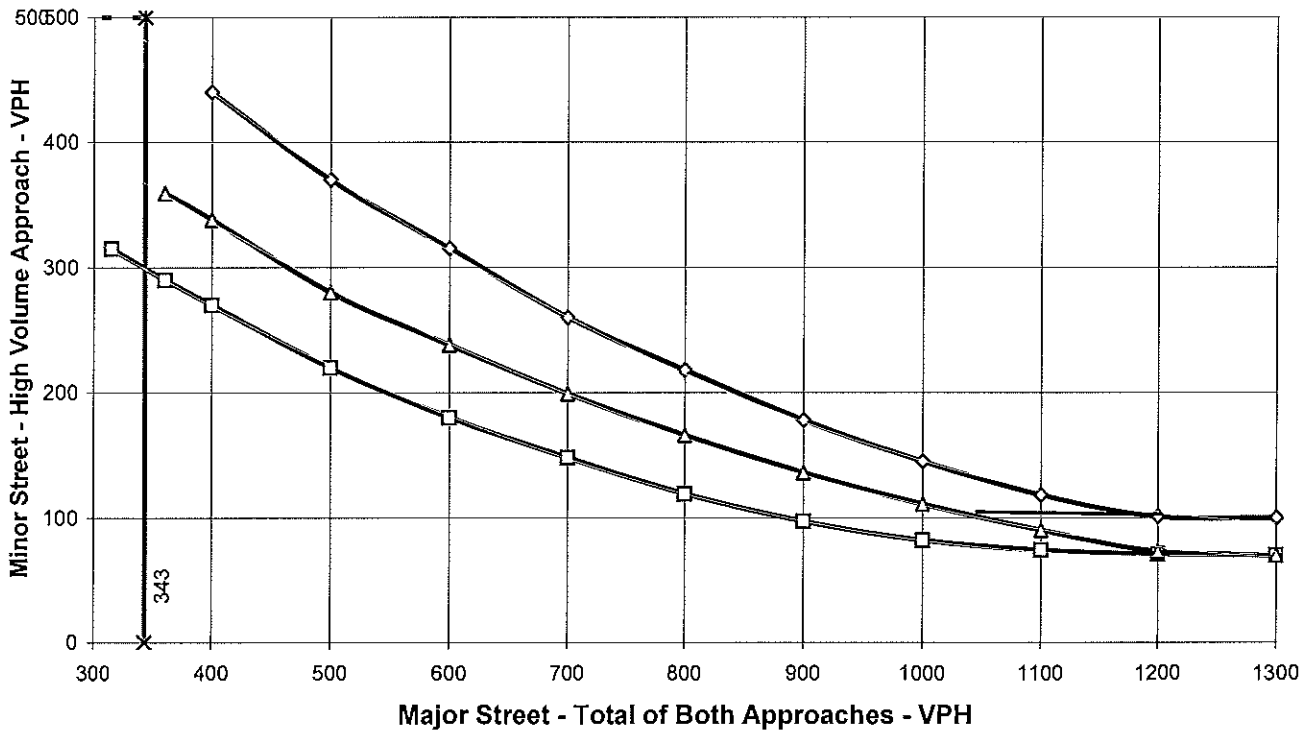
Major Street Name = **Calgrove**

Total of Both Approaches (VPH) = **343**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-5 SB Ramps**

High Volume Approach (VPH) = **912**  
Number of Approach Lanes Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- \* - Minor Street Approaches

**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Calgrove**

Total of Both Approaches (VPH) = **167**

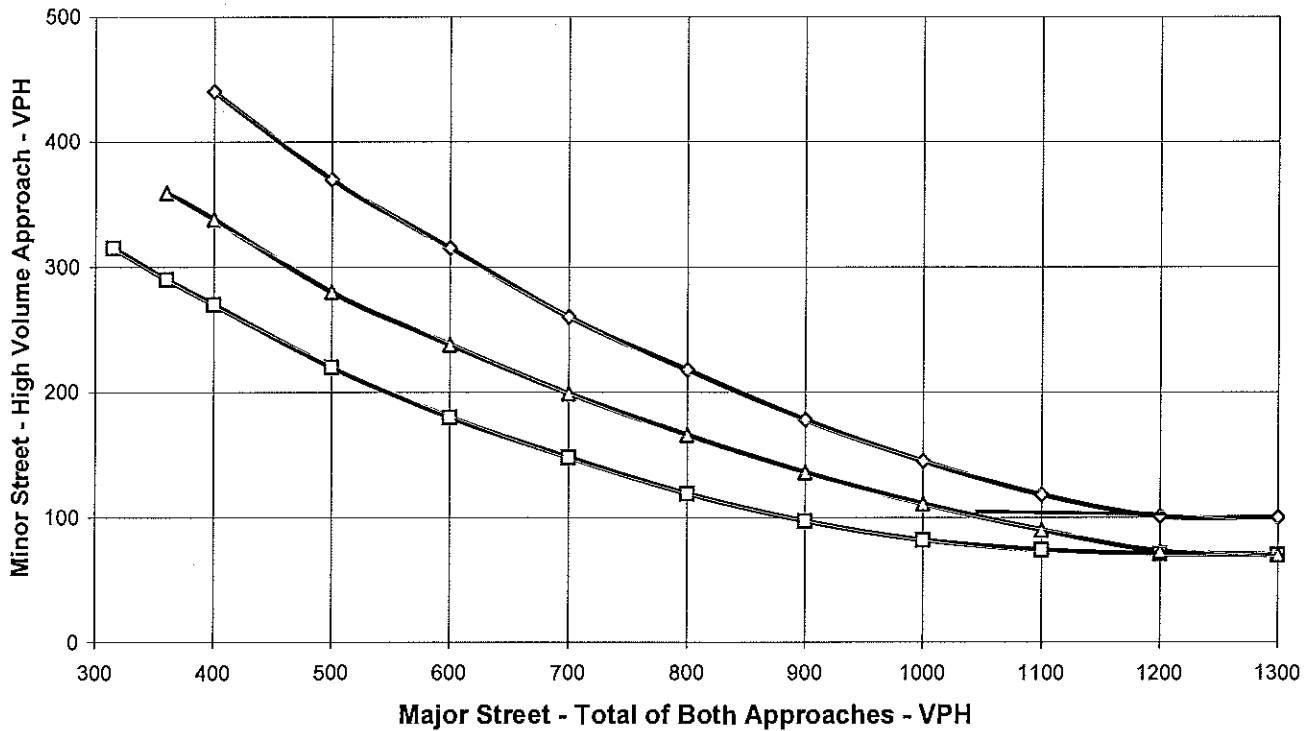
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-5 SB Ramps**

High Volume Approach (VPH) = **1261**

Number of Approach Lanes Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- \*— Minor Street Approaches

**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (AM Peak Hour)

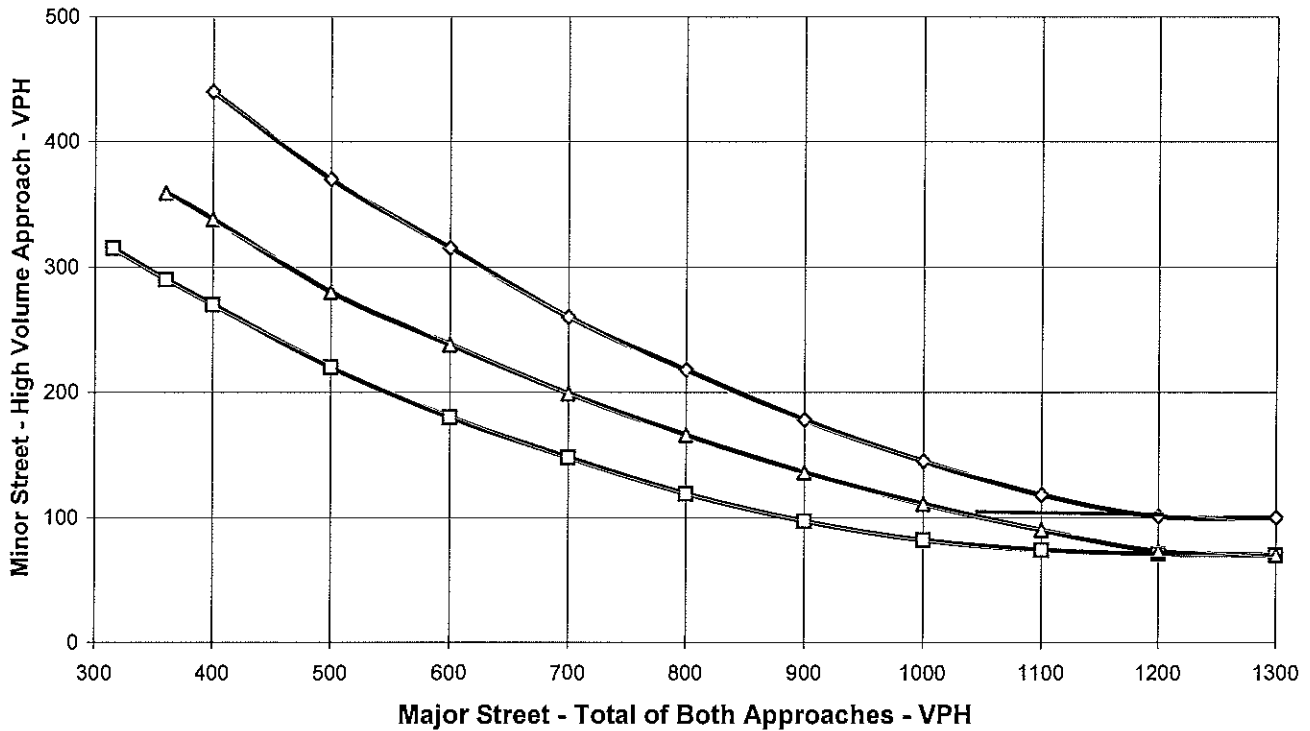
Major Street Name = **Calgrove**

Total of Both Approaches (VPH) = **135**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-5 NB Ramps**

High Volume Approach (VPH) = **938**  
Number of Approach Lanes Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- \*— Minor Street Approaches

**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (PM Peak Hour)

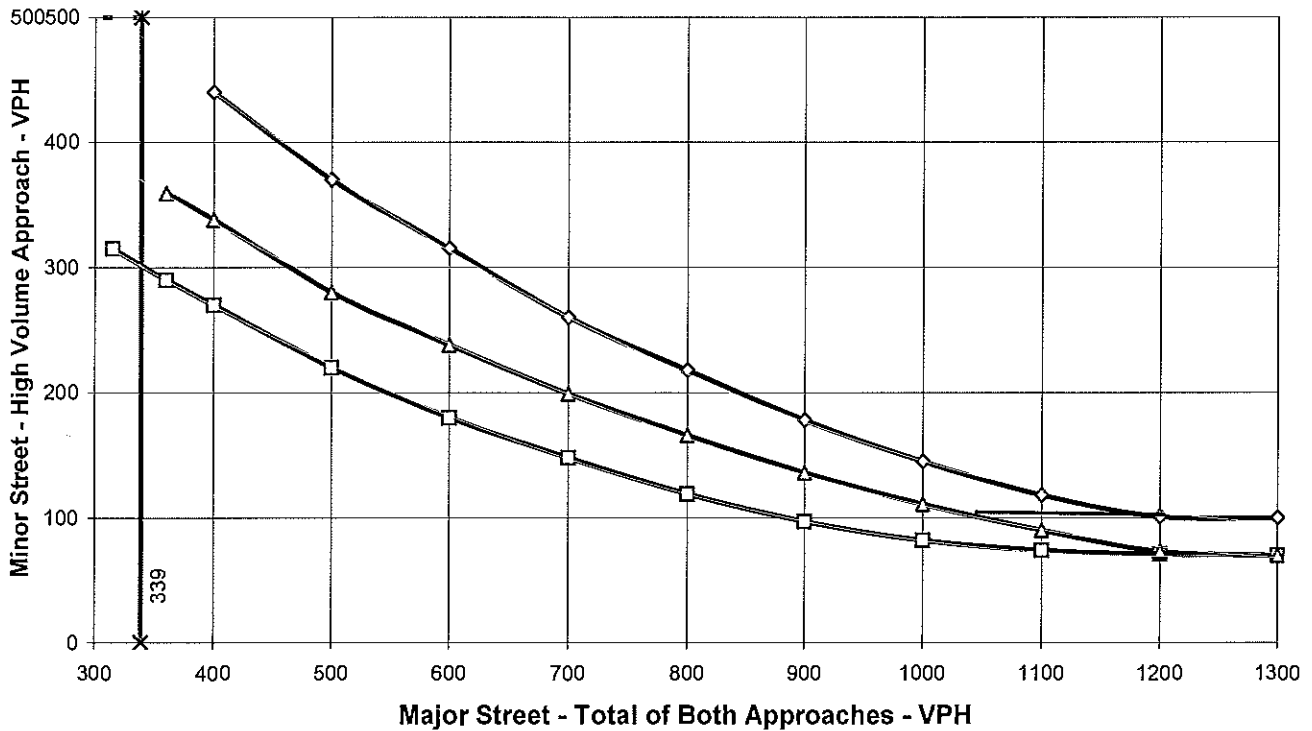
Major Street Name = **Calgrove**

Total of Both Approaches (VPH) = **339**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-5 NB Ramps**

High Volume Approach (VPH) = **1232**  
Number of Approach Lanes Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- \*— Minor Street Approaches

**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (AM Peak Hour)

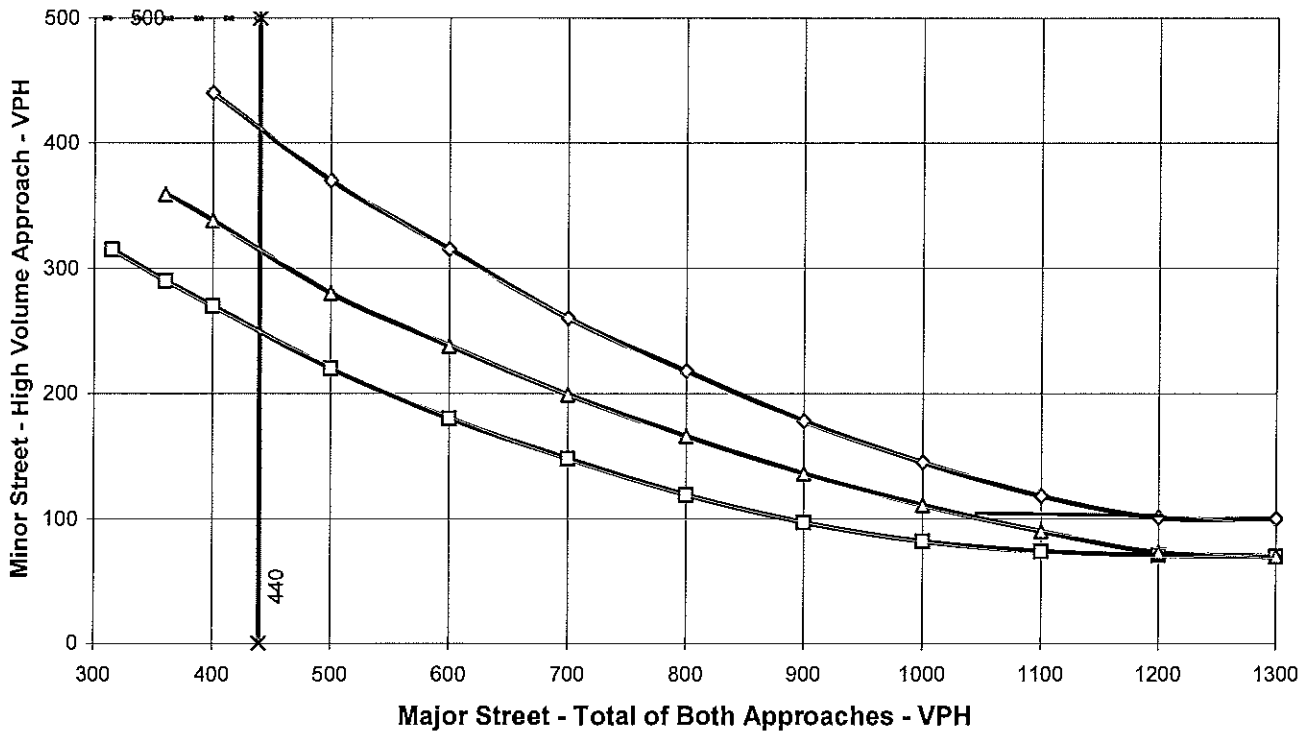
Major Street Name = **Calgrove**

Total of Both Approaches (VPH) = **440**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Wiley**

High Volume Approach (VPH) = **668**  
Number of Approach Lanes Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- X— Major Street Approaches
- \* - Minor Street Approaches

**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Calgrove**

Total of Both Approaches (VPH) = **839**

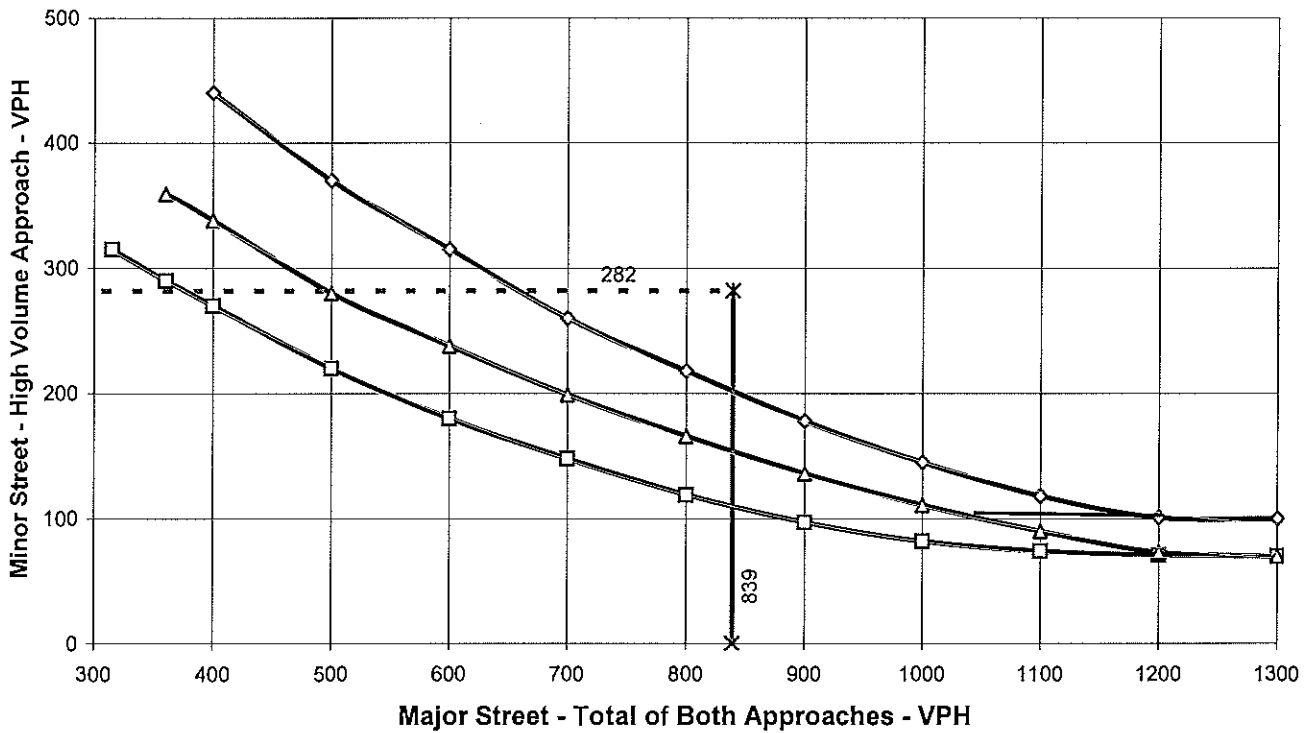
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Wiley**

High Volume Approach (VPH) = **282**

Number of Approach Lanes Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- \* - Minor Street Approaches

**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (AM Peak Hour)

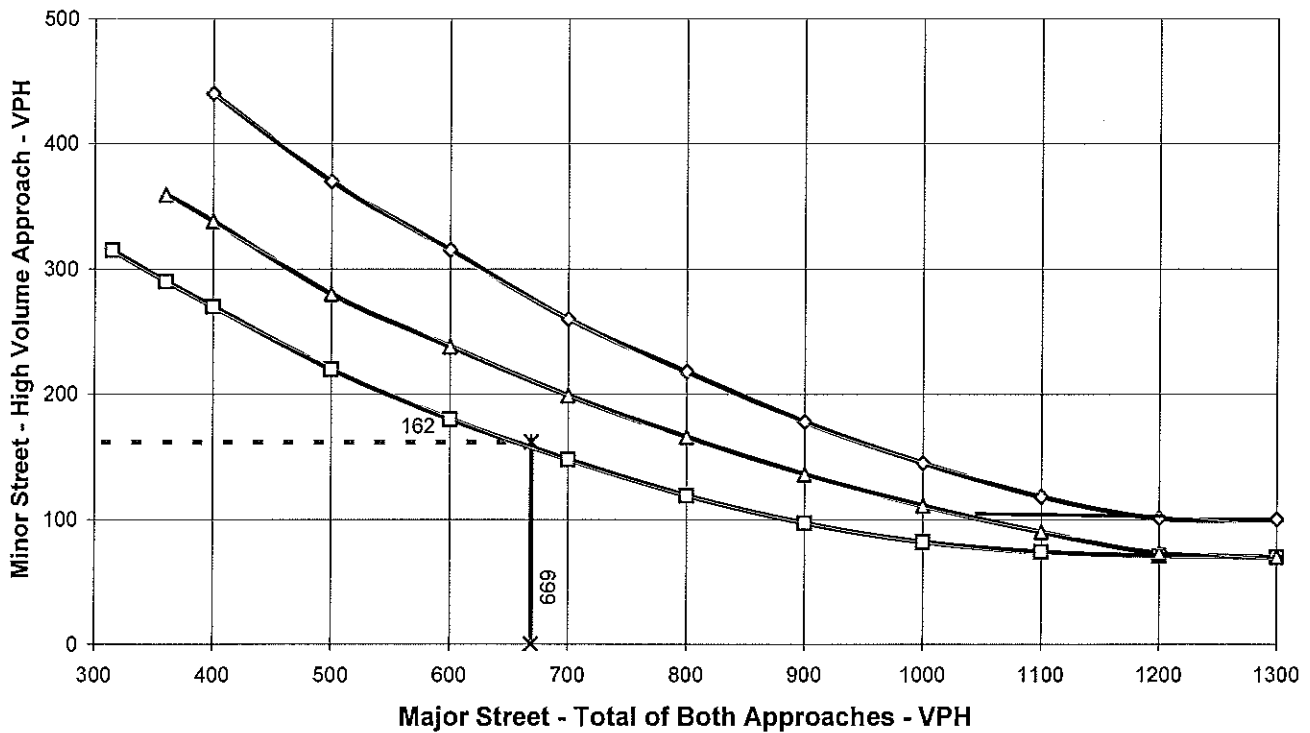
Major Street Name = **Sesnon**

Total of Both Approaches (VPH) = **669**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Tampa**

High Volume Approach (VPH) = **162**  
Number of Approach Lanes Minor Street = **1**

### WARRANTED FOR A SIGNAL



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- \* - Minor Street Approaches

**\*\* NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

# PEAK HOUR VOLUME WARRANT (Rural Areas)

## EXISTING CONDITIONS (PM Peak Hour)

Major Street Name = **Sesnon**

Total of Both Approaches (VPH) = **339**

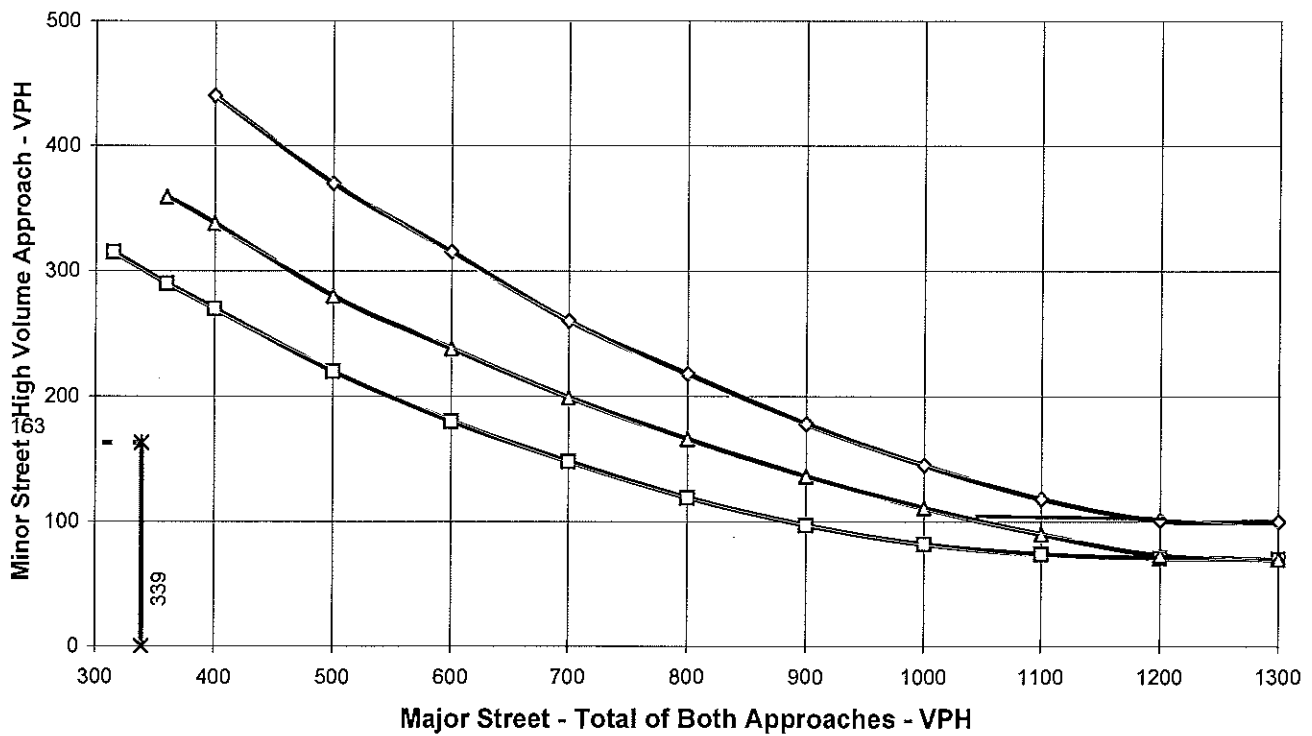
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Tampa**

High Volume Approach (VPH) = **163**

Number of Approach Lanes Minor Street = **1**

### SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- ×— Major Street Approaches
- \*— Minor Street Approaches

**\*\* NOTE:**

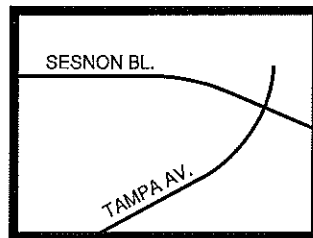
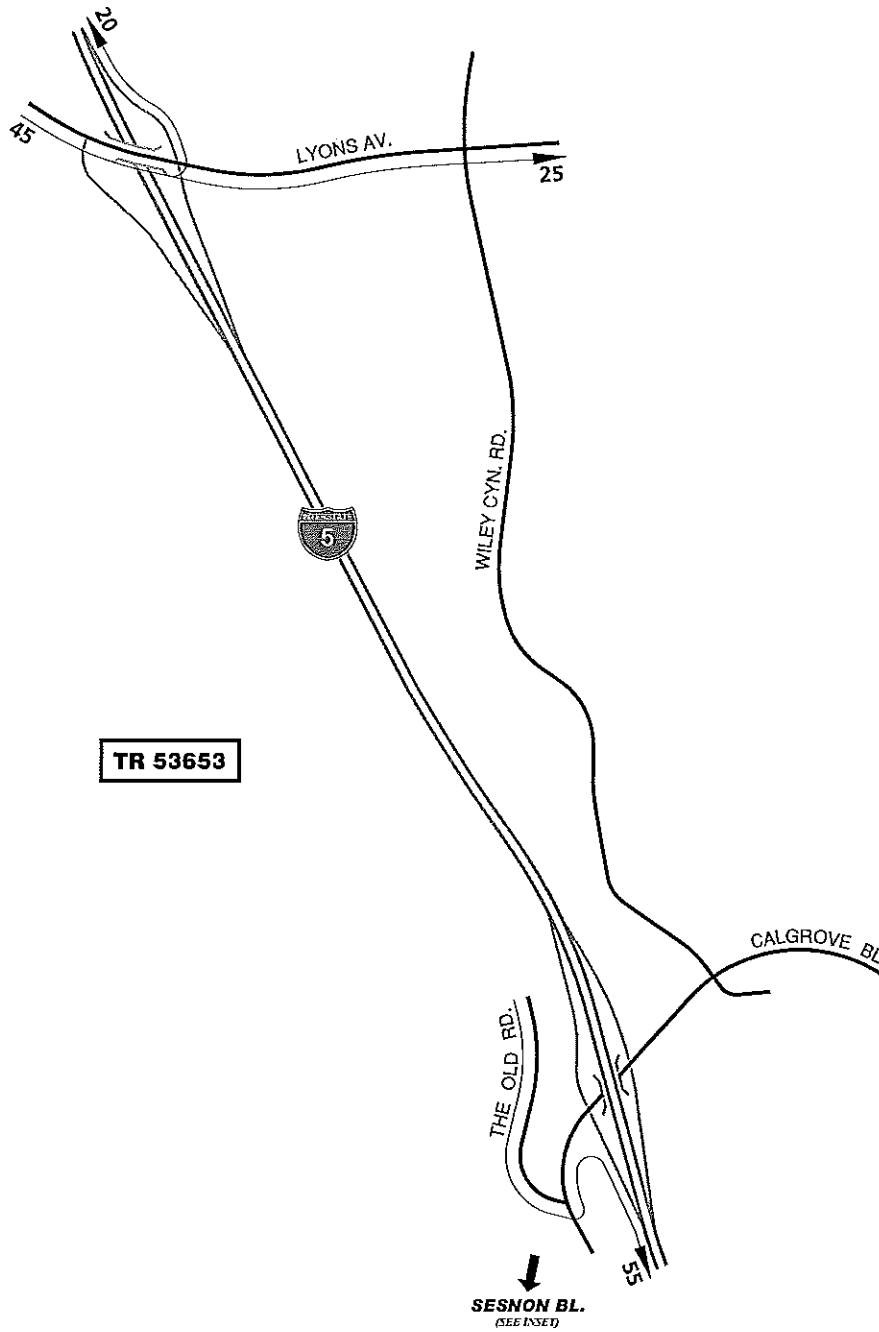
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

**APPENDIX D**

CUMULATIVE TRAFFIC



# TR 53653 TRIP DISTRIBUTION



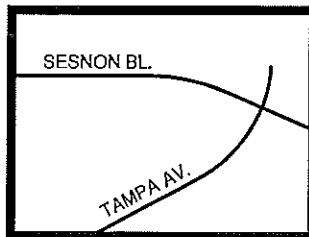
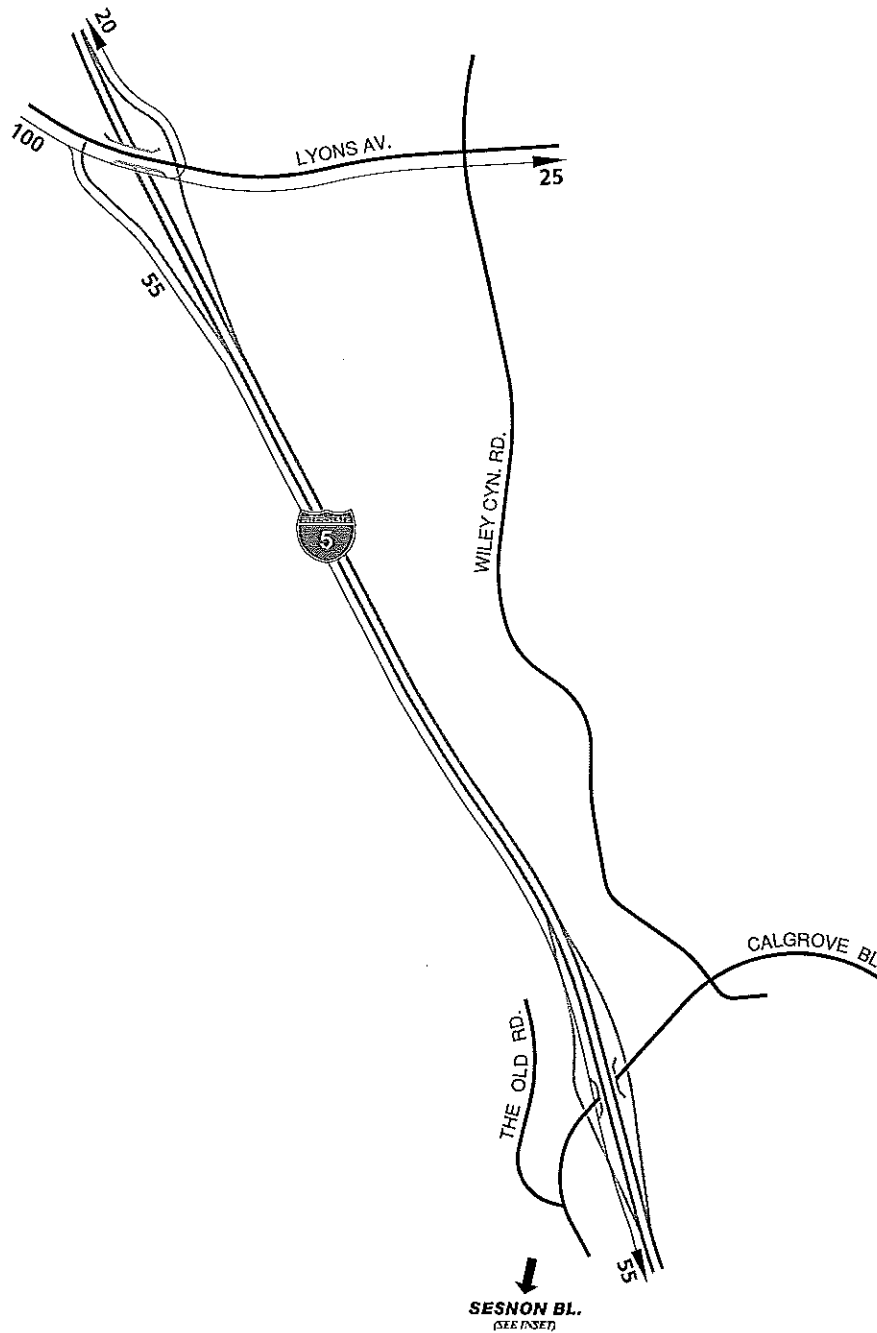
## LEGEND:

10 = PERCENT TO/FROM PROJECT



# TR 50242, TR 52905, AND TR 52796 TRIP DISTRIBUTION

TR 50242,  
TR 52905,  
& TR 52796



**LEGEND:**

10 = PERCENT TO/FROM PROJECT



**APPENDIX E**

EXISTING PLUS AMBIENT PLUS CUMULATIVE  
LEVEL OF SERVICE WORKSHEETS





ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Cumulative Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #100 I-5 SB (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 8.6 Worst Case Level of Service: C[ 20.3]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Table with 13 columns representing traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with 13 columns representing critical gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Table with 13 columns representing capacity and conflict volumes. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 13 columns representing level of service and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Cumulative Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #200 I-5 NB (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[ 16.5]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns for gap metrics like Critical Gp, FollowUpTim.

Capacity Module: Table with 12 columns for capacity metrics like Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS metrics like 2Way95thQ, Control Del, LOS by Move, etc.

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Cumulative Project Conditions  
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #300 WILEY CANYON RD. (NS)/ LYONS AVENUE (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 59 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	2	0	1	1	0	2	1	0

Volume Module:

Base Vol:	183	184	147	124	378	380	121	617	104	163	831	139
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	188	190	151	128	389	391	125	636	107	168	856	143
Added Vol:	0	0	0	0	0	0	0	47	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	190	151	128	389	391	125	683	107	168	872	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	213	214	171	144	439	441	141	769	121	189	983	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	214	171	144	439	441	141	769	121	189	983	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	214	171	144	439	441	141	769	121	189	983	161
OvlAdjVol:	371											

Saturation Flow Module:

Sat/Lane:	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.58	0.42
Final Sat.:	1750	3500	1750	1750	3500	1750	3500	3500	1750	1750	4510	740

Capacity Analysis Module:

Vol/Sat:	0.12	0.06	0.10	0.08	0.13	0.25	0.04	0.22	0.07	0.11	0.22	0.22	
OvlAdjV/S:	0.21												
Crit Moves:	****						****	****	****				

\*\*\*\*\*

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Cumulative Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #400 WILEY CANYON RD. (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[ 14.7]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns representing traffic flows and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with 13 columns and 3 rows of gap and follow-up time data.

Capacity Module table with 13 columns and 4 rows of capacity and volume data.

Level Of Service Module table with 13 columns and 10 rows of LOS data including 2Way95thQ, Control Del, LOS by Move, etc.

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Cumulative Project Conditions  
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #500 Tampa Ave. (NS)/ Sesnon Boulevard (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4

Optimal Cycle: 0 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	128	1	33	0	0	0	0	249	201	79	140	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	132	1	34	0	0	0	0	256	207	81	144	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1	34	0	0	0	0	256	207	81	144	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
PHF Volume:	196	2	51	0	0	0	0	382	308	121	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2	51	0	0	0	0	382	308	121	215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	2	51	0	0	0	0	382	308	121	215	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	0.00	2.00	0.00	0.00	1.11	0.89	0.72	1.28	0.00
Final Sat.:	475	312	214	0	899	0	0	683	610	388	717	0

Capacity Analysis Module:

Vol/Sat:	0.41	0.00	0.24	xxxx	0.00	xxxx	xxxx	0.56	0.51	0.31	0.30	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	14.6	9.8	9.8	0.0	0.0	0.0	0.0	15.3	12.9	12.0	11.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	9.8	9.8	0.0	0.0	0.0	0.0	15.3	12.9	12.0	11.5	0.0
LOS by Move:	B	A	A	*	*	*	*	C	B	B	B	*
ApproachDel:	13.6			xxxxxx			14.2			11.7		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	13.6			xxxxxx			14.2			11.7		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.6	0.1	0.1	0.0	0.0	0.0	1.2	0.9	0.9	0.4	0.4	0.4

\*\*\*\*\*

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Cumulative Project Conditions  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #100 I-5 SB (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: F[ 99.4]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	83	0	84	0	888	63	111	199	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	85	0	87	0	915	65	114	205	0
Added Vol:	0	0	0	0	0	0	0	0	38	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	87	0	915	103	114	270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	96	0	97	0	1030	116	129	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	96	0	97	0	1030	116	129	304	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1649	1707	304	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	110	92	740	xxxx	xxxx	xxxxx	617	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	92	73	740	xxxx	xxxx	xxxxx	617	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.04	0.00	0.13	xxxx	xxxx	xxxx	0.21	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx	12.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	92	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	6.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	189.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			99.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

\*\*\*\*\*

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

\*\*\*\*\*

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Cumulative Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #200 I-5 NB (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 88.5 Worst Case Level Of Service: F[348.4]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing traffic volumes and metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 13 columns showing critical gap values and follow-up times.

Capacity Module: Table with 13 columns showing conflict volumes, potential capacity, and volume/capacity ratios.

Level Of Service Module: Table with 13 columns showing LOS metrics like 2Way95thQ, Control Del, LOS by Move, etc.

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



ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Cumulative Project Conditions  
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #300 WILEY CANYON RD. (NS)/ LYONS AVENUE (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 57 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

Min. Green: 0

Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 2 0 1 1 0 2 1 0

Volume Module:

Base Vol: 167 355 224 160 256 232 345 967 133 135 782 111

Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03

Initial Bse: 172 366 231 165 264 239 355 996 137 139 805 114

Added Vol: 0 0 0 0 0 0 0 31 0 0 53 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 172 366 231 165 264 239 355 1027 137 139 858 114

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 186 396 250 178 285 259 385 1111 148 150 929 124

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 186 396 250 178 285 259 385 1111 148 150 929 124

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 186 396 250 178 285 259 385 1111 148 150 929 124

OvlAdjVol: 66

Saturation Flow Module:

Sat/Lane: 1750 1750 1750 1750 1750 1750 1750 1750 1750 1750 1750 1750

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 1.00 2.65 0.35

Final Sat.: 1750 3500 1750 1750 3500 1750 3500 3500 1750 1750 4633 617

Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.14 0.10 0.08 0.15 0.11 0.32 0.08 0.09 0.20 0.20

OvlAdjV/S: 0.04

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Cumulative Project Conditions  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #400 WILEY CANYON RD. (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 48.5 Worst Case Level Of Service: F[470.5]

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Ignore			Include			Include		
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	5	1	77	6	199	554	145	6	0	79	55
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	5	1	79	6	205	571	149	6	0	81	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	5	1	79	6	205	571	149	6	0	81	57
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	7	6	1	89	7	0	638	167	7	0	91	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	6	1	89	7	0	638	167	7	0	91	63

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1570	1598	167	1542	1542	91	154	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	91	107	882	95	116	972	1438	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	55	60	882	58	65	972	1438	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	0.10	0.00	1.54	0.11	0.00	0.44	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	62	xxxxx	58	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	79.4	xxxxx	470.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	*	*	*
ApproachDel:	79.4			470.5			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Cumulative Project Conditions  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #500 Tampa Ave. (NS)/ Sesnon Boulevard (EW)  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.219  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	120	3	40	0	0	3	0	107	100	43	89	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	124	3	41	0	0	3	0	110	103	44	92	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	3	41	0	0	3	0	110	103	44	92	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	129	3	43	0	0	3	0	115	108	46	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	3	43	0	0	3	0	115	108	46	96	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	3	43	0	0	3	0	115	108	46	96	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.51	0.49	0.00	1.00	1.00	0.00	1.03	0.97	0.65	1.35	0.00
Final Sat.:	591	348	335	0	607	689	0	709	756	413	893	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.01	0.13	xxxx	0.00	0.00	xxxx	0.16	0.14	0.11	0.11	xxxx
Crit Moves:	****				****		****			****		
Delay/Veh:	10.1	8.1	8.1	0.0	0.0	7.6	0.0	8.8	7.9	8.9	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	8.1	8.1	0.0	0.0	7.6	0.0	8.8	7.9	8.9	8.6	0.0
LOS by Move:	B	A	A	*	*	A	*	A	A	A	A	*
ApproachDel:	9.6				7.6			8.3			8.7	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	9.6				7.6			8.3			8.7	
LOS by Appr:	A				A			A			A	
AllWayAvgQ:	0.3	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1

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

**APPENDIX F**

**EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT  
LEVEL OF SERVICE WORKSHEETS**



ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Project + Other Development Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #100 I-5 SB (NS)/ CALGROVE BLVD. (EW)
\*\*\*\*\*

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: C[ 20.3]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for gap metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Project + Other Development Conditions  
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #200 I-5 NB (NS)/ CALGROVE BLVD. (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[ 16.5]  
 \*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	52	2	81	0	0	0	61	98	0	0	658	121
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	2	83	0	0	0	63	101	0	0	678	125
Added Vol:	19	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2	83	0	0	0	63	101	0	0	678	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	74	2	85	0	0	0	64	103	0	0	692	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	2	85	0	0	0	64	103	0	0	692	127

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	987	1051	103	xxxxx	xxxxx	xxxxx	820	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	277	229	957	xxxxx	xxxxx	xxxxx	818	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	260	211	957	xxxxx	xxxxx	xxxxx	818	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.29	0.01	0.09	xxxxx	xxxxx	xxxxx	0.08	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Control Del:	xxxxx	xxxxx	9.1	xxxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
LOS by Move:	*	*	A	*	*	*	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	258	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
ShredQueue:	1.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shrd ConDel:	24.7	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	16.5			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C			*			*			*					

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Project + Other Development Conditions  
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #300 WILEY CANYON RD. (NS)/ LYONS AVENUE (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 67 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

Min. Green: 0

Lanes: 1 0 2 0 1 1 0 1 0 1 2 0 2 0 1 1 0 2 1 0

Volume Module:

Base Vol: 183 184 147 124 378 380 121 617 104 163 831 139

Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03

Initial Bse: 188 190 151 128 389 391 125 636 107 168 856 143

Added Vol: 0 0 0 0 0 0 0 47 0 0 16 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 188 190 151 128 389 391 125 683 107 168 872 143

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89

PHF Volume: 213 214 171 144 439 441 141 769 121 189 983 161

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 213 214 171 144 439 441 141 769 121 189 983 161

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 213 214 171 144 439 441 141 769 121 189 983 161

OvlAdjVol: 371

Saturation Flow Module:

Sat/Lane: 1750 1750 1750 1750 1750 1750 1750 1750 1750 1750 1750 1750

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 2.00 2.00 1.00 1.00 2.58 0.42

Final Sat.: 1750 3500 1750 1750 1750 1750 3500 3500 1750 1750 4510 740

Capacity Analysis Module:

Vol/Sat: 0.12 0.06 0.10 0.08 0.25 0.25 0.04 0.22 0.07 0.11 0.22 0.22

OvlAdjV/S: 0.21

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Project + Other Development Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #400 WILEY CANYON RD. (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[ 14.7]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for traffic movements. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for traffic movements. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for traffic movements. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

\*\*\*\*\*

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)  
 Existing + Ambient + Project + Other Development Conditions  
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #500 Tampa Ave. (NS)/ Sesnon Boulevard (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6  
 Optimal Cycle: 0 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	128	1	33	0	0	0	0	249	201	79	140	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	132	1	34	0	0	0	0	256	207	81	144	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	75	0	0	0	0	0	0	0	75	0	0	0
Initial Fut:	207	1	34	0	0	0	0	256	282	81	144	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
PHF Volume:	308	2	51	0	0	0	0	382	420	121	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	2	51	0	0	0	0	382	420	121	215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	2	51	0	0	0	0	382	420	121	215	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	0.00	2.00	0.00	0.00	1.00	1.00	0.72	1.28	0.00
Final Sat.:	464	362	141	0	839	0	0	561	629	351	647	0

Capacity Analysis Module:

Vol/Sat:	0.66	0.00	0.36	xxxx	0.00	xxxx	xxxx	0.68	0.67	0.35	0.33	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	23.1	10.3	10.3	0.0	0.0	0.0	0.0	21.1	18.5	13.5	12.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	10.3	10.3	0.0	0.0	0.0	0.0	21.1	18.5	13.5	12.9	0.0
LOS by Move:	C	B	B	*	*	*	*	C	C	B	B	*
ApproachDel:	21.2			xxxxxx			19.7			13.1		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	21.2			xxxxxx			19.7			13.1		
LOS by Appr:	C			*			C			B		
AllWayAvgQ:	1.7	0.1	0.1	0.0	0.0	0.0	1.9	1.8	1.8	0.5	0.4	0.4

\*\*\*\*\*

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Project + Other Development Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #100 I-5 SB (NS)/ CALGROVE BLVD. (EW)
\*\*\*\*\*

Average Delay (sec/veh): 11.8 Worst Case Level Of Service: F[ 99.4]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns and 2 rows showing critical gap and follow-up time data.

Capacity Module: Table with 12 columns and 4 rows showing conflict volume, potential capacity, and volume/capacity ratios.

Level Of Service Module: Table with 12 columns and 10 rows showing delay, LOS, and queue data for different movements.

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Project + Other Development Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #200 I-5 NB (NS)/ CALGROVE BLVD. (EW)
\*\*\*\*\*

Average Delay (sec/veh): 88.5 Worst Case Level Of Service: F[348.4]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0-1).

Volume Module: Table with 13 columns for traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 13 columns for gap metrics. Rows include Critical Gap and FollowUp Time.

Capacity Module: Table with 13 columns for capacity metrics. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Project + Other Development Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #300 WILEY CANYON RD. (NS)/ LYONS AVENUE (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 61 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 3 rows of data including Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Project + Other Development Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #400 WILEY CANYON RD. (NS)/ CALGROVE BLVD. (EW)

\*\*\*\*\*

Average Delay (sec/veh): 48.5 Worst Case Level Of Service: F[470.5]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity and volume/capacity. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

\*\*\*\*\*

ALISO CANYON TURBINE REPLACEMENT TRAFFIC IMPACT ANALYSIS (JN 06677)
Existing + Ambient + Project + Other Development Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #500 Tampa Ave. (NS)/ Sesnon Boulevard (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for various categories like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns showing adjustment factors and final saturation values for different movements.

Capacity Analysis Module: Table with 12 columns showing volume-to-saturation ratios, delay per vehicle, and other performance metrics.

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





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## Memorandum

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Date: September 26, 2011  
From: Mike Arizabal, AECOM  
To: Nadia Aftab, Southern California Gas Company  
Cc: Greg Wolffe, AECOM  
Subject: Aliso Canyon Supplemental Traffic Analysis

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AECOM is pleased to submit this supplemental traffic analysis in support of the June 23, 2009 *Aliso Canyon Turbine Replacement Project Traffic Impact Study* (herein referred to as the "Traffic Study" by Urban Crossroads) in the cities of Santa Clarita and Los Angeles, California. Aliso Canyon is Southern California Gas Company's (SCG) largest underground natural storage field and one of the largest in the United States. The project proposes an upgraded replacement of the turbine control system and an expansion of the existing compression equipment. As discussed in the Traffic Study, typical daily operations of the project would generate a nominal amount of trips. As such, the traffic analysis focuses on the potential impacts due to construction activity. The Traffic Study was reviewed by an independent consultant, in which comments were provided.

This supplemental traffic analysis was prepared to address the peer review comments and is based on the following action items:

1. Provide information on the duration, distance, and location(s) of any potential parking lane or travel lane closure on Wiley Canyon Road;
2. Based on information for Wiley Canyon, provide an analysis that shows that the impacts are less than significant;
3. Provide further discussion regarding potential to close I-5 and SR-118 for reconductoring the 66kV and telecom lines, respectively. This discussion should include duration of the closure, extent of the closure, areas that could potentially be closed, and more details about what SCE will actually be doing during the closure;
4. Analyze and collect count data at additional intersections to account for worker commute trips. SCE is proposing to establish off-site parking for workers, who would then be shuttled to and from the daily job sites. Additional evaluation is needed to determine if these worker trips would cause localized impacts.
5. Provide a discussion of telecom activities and provide a descriptive analysis for significance (e.g., 2-person crews, bucket lifts, etc.).
6. Incorporate an Existing plus Project scenario into the analysis, consistent with the Sunnyvale decision.

The following sections present the assessment associated with each of the five requests above.

**1. Provide information on the duration, distance, and location(s) of any potential parking lane or travel lane closure on Wiley Canyon**

Tower replacement along Wiley Canyon Road may require the closure of parking, travel lanes, and potential road closures. Wiley Canyon Road is located east of the I-5 freeway and provides parallel north-south travel adjacent to the I-5 freeway. Wiley Road is currently constructed as a two-lane undivided roadway with intermittent on-street parking south of Lyons Avenue to Calgrove Boulevard.

SCE estimates that tower replacement activities will take approximately three (3) days per tower, but which may not be consecutive days. The primary equipment that would need to be accommodated that has a potential impact on traffic will be the crane used for both the removal of the existing towers and installation of the new tubular steel poles (TSPs). The crane footprint is in excess of 30 feet. Due to its size and weight, the crane will be set up in the street and not on the sidewalk or customers property. There will also be several other vehicles, including pick-up trucks, flatbed delivery trucks, and off-road construction equipment such as back hoes and loaders in addition to the crane, at each structure site to support the crews as well.

In order to accommodate these activities, the parking lane and/or traveled lane will be closed for all towers located within 30 feet of a roadway, independent of the size of the tower footprint. In areas of Wiley Canyon Rd that narrow to a single lane in each direction, between Fourl Rd and Canerwell St, lanes in both directions may require closure. The length of road subject to potential lane closures will depend in part on the staging of the tower replacements. For areas where parking and lane closure may occur, these closures would likely extend approximately 20 feet to either side of the activity area, or for a total of up to 70 feet of curb distance. The distance of road along the narrowing portion of Wiley Canyon that may have potential road closure is approximately 1,200 feet in length. Depending on the staging of these tower replacement activities, the road closure may consist of part or of that entire distance. In either case, the expected closure distance for any given tower replacement is expected to be no less than 70 linear feet.

**2. Based on information for Wiley Canyon, provide an analysis that shows that the impacts are less than significant**

As part of the tower replacements potential parking lane, driving lane and road closures may be required along Wiley Canyon as discussed in Item 1 above. Per CEQA guidelines, the significance of any impact to traffic would be based on whether the Proposed Project causes an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). In addition, significance would be determined based on if the Proposed Project would exceed, either individually or cumulatively, a level of service (LOS) standard established by the county congestion management agency for designated roads or highways.

Closures due to construction of the towers would be isolated, temporary, short in duration, and coordinated with other agencies. SCE would employ commonly used traffic control measures consistent with those published in the California Joint Utility Traffic Control Manual (CJUTCM) by the California Joint Utility Traffic Control Committee (CJUJCTCC, 2010).

**3. Provide further discussion regarding potential to close I-5 and SR-118 for reconductoring the 66kV and telecom lines, respectively. This discussion should include duration of the closure, extent of the closure, areas that could potentially be closed, and more details about what SCE will actually be doing during the closure**

Reconductoring the sub-transmission line will likely require the temporary partial closing of the I-5 freeway for operational and/or safety reasons. Activities such as pulling a sub-transmission line across a major freeway are planned and coordinated extensively with many agencies to minimize closure time and

reduce any impact to the public. In general, these types of activities are scheduled on days and at times where there is the lowest traffic volume (i.e., late night and weekend hours).

The time duration of the closure is typically preset to a matter of a few hours and the work is coordinated within that time. If additional time is required, the activity is typically stopped at a point that protects public safety and continues at another low impact time, rather than continue into a peak travel period. Because of the location of the crossing, any closure of I-5 would be between the 14 interchange and Calgrove. Closure of SR-118 will not be necessary because the telecom is planned to be routed under the freeway overpass.

The total duration of closures on I-5 will depend on the length of the pull and how many phases SCE will string during one closure. All closures would be done according to the Caltrans inspector's direction.

**4. Analyze and collect count data at additional intersections to account for worker commute trips. SCE is proposing to establish off-site parking for workers, who would then be shuttled to and from the daily job sites. Additional evaluation is needed to determine if these worker trips would cause localized impacts**

As part of the construction of the project, the project is conditioned to provide a shuttle service to accommodate the 150 construction workers that would be parked at an off-site location south of the project site, close to the 118 Freeway between Porter Ranch Road and Tampa Avenue. Currently, seven potential off-site parking lots may be available for use of the construction workers. In order to analyze the potential affect of construction workers driving to these off-site parking facilities, new intersection count data was collected at intersections most likely to be utilized by construction workers, based on the location of the seven potential lots. These intersections include:

- Porter Ranch Drive/118 Eastbound Ramps
- Porter Ranch Drive/118 Westbound Ramps
- Porter Ranch Drive/Rinaldi Street
- Porter Ranch Drive/Corbin Street
- Porter Ranch Drive/Sesnon Boulevard
- Tampa Avenue/Sesnon Boulevard
- Tampa Avenue/Rinaldi Street
- Tampa Avenue/118 Westbound Ramps
- Tampa Avenue/118 Eastbound Ramps
- Corbin Avenue/Rinaldi Street

Existing Levels of Service

Existing intersection AM peak period (7:00 am to 9:00 am) and PM peak period (4:00 pm to 6:00 pm) count data was collected on Thursday, September 8, 2011 and on Tuesday, September 13, 2011. Based on the count data, the AM peak hour was defined to occur from 7:15 am to 8:15 am and the PM peak hour was observed to occur between 4:30 pm and 5:30 pm. Traffic count worksheets are provided as an attachment.

Since the ten study area intersections lie within the City of Los Angeles, existing peak hour traffic operations at signalized intersections were evaluated using the Circular 212 Critical Movement Analysis (CMA) Planning Method (Transportation Research Board). CMA is a method that determines the volume to capacity (V/C) ratio on a critical lane basis and LOS associated with each V/C ratio at a signalized intersection. V/C ratios are measured on a scale of 0 to 100 percent, as described below:

- LOS A: volume is 0-60% of capacity
- LOS B: volume is 61-70% of capacity
- LOS C: volume is 71-80% of capacity

- LOS D: volume is 81-90% of capacity
- LOS E: volume is 91-100% of capacity
- LOS F: volume is over 100% of capacity

For unsignalized intersections, the 2000 Highway Capacity Manual (HCM) methodology was used consistent with the June 2009 Traffic Study.

Table A below summarizes the results of the existing intersection level of service analysis. As shown in the table, all study area intersections are operating at an acceptable LOS, defined as level C or better, under existing conditions during both the weekday AM and PM peak hours.

**Table A: Existing Level of Service Analysis**

Intersection	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS
1 Porter Ranch Dr/118 EB Ramps	0.376	A	0.436	A
2 Porter Ranch Dr/118 WB Ramps	0.651	B	0.502	A
3 Porter Ranch Dr/Rinaldi St	0.594	A	0.569	A
4 Porter Ranch Dr/Corbin St	0.149	A	0.130	A
5 Porter Ranch Dr/Sesnon Blvd+	9.5	A	10.1	B
6 Tampa Ave/Sesnon Blvd+	12.3	B	9.1	A
7 Tampa Ave/Rinaldi St	0.505	A	0.612	B
8 Tamp Ave/118 WB Ramps	0.639	B	0.546	A
9 Tampa Ave/118 EB Ramps	0.609	B	0.648	B
10 Corbin Ave/Rinaldi St	0.540	A	0.557	A

Notes:

+ = unsignalized intersection.

<sup>1</sup> Per City of Los Angeles Traffic Study Policies and Procedures (August 2011), the Circ 212 CMA method is used to determine signalized level of service using volume to capacity ratios. For unsignalized intersections, delay (expressed in terms of seconds per vehicle) has been calculated using the HCM methodology. Level of service calculated using the Traffix 8.0 analysis software.

#### Existing plus Ambient Growth plus Cumulative Traffic Conditions

To assess the potentially significant impacts of the project, future traffic volumes at the study area intersections are determined by adding traffic generated by approved and/or pending development projects and ambient growth to existing traffic volumes. Consistent with the Traffic Study (see Section 4.0 in Appendix B.3 of the PEA), cumulative project lists were obtained from the City of Santa Clarita, City of Los Angeles, and the County of Los Angeles. Based on a review of these lists, none of the projects are anticipated to use any of the additional study area intersections. Therefore, no additional manual assignment of traffic through the analysis locations was necessary for this analysis.

With the absence of substantial cumulative projects near the study area intersections, a general ambient growth rate would be appropriate for capturing and estimating future traffic conditions. As such, only an ambient growth rate of 3 percent per year (consistent with the June 2009 Traffic Study) was applied to existing traffic volumes to forecast future traffic volumes. Table B below summarizes the results of the Existing plus Ambient Growth traffic conditions.

**Table B: Existing plus Ambient Growth Level of Service Summary**

Intersection	Existing + Ambient Growth Conditions			
	AM Peak Hour		PM Peak Hour	
	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS
1 Porter Ranch Dr/118 EB Ramps	0.388	A	0.449	A
2 Porter Ranch Dr/118 WB Ramps	0.670	B	0.517	A
3 Porter Ranch Dr/Rinaldi St	0.612	B	0.586	A
4 Porter Ranch Dr/Corbin St	0.154	A	0.134	A
5 Porter Ranch Dr/Sesnon Blvd +	9.6	A	10.3	B
6 Tampa Ave/Sesnon Blvd +	12.7	B	9.1	A
7 Tampa Ave/Rinaldi St	0.520	A	0.631	B
8 Tamp Ave/118 WB Ramps	0.658	B	0.562	A
9 Tampa Ave/118 EB Ramps	0.628	B	0.668	B
10 Corbin Ave/Rinaldi St	0.556	A	0.574	A

Notes:

+ = unsignalized intersection.

<sup>1</sup> Per City of Los Angeles Traffic Study Policies and Procedures (August 2011), the Circ 212 CMA method is used to determine signalized level of service using volume to capacity ratios. For unsignalized intersections, delay (expressed in terms of seconds per vehicle) has been calculated using the HCM methodology. Level of service calculated using the Traffix 8.0 analysis software.

As shown in Table B, all ten study area intersections continue to operate at acceptable LOS under Existing plus Ambient Growth conditions.

Existing plus Ambient Growth plus Project-Related Construction Traffic

Since construction hours are from 7:00 am to 5:00 pm, it is assumed that the 150 construction related vehicles would arrive at the off-site location before 7:00 am, which would be prior to the AM peak hour; as such, the AM peak hour analysis only reflects any potential impacts due to the operation of the shuttle to and from the project site and the off-site parking location. The PM peak hour analysis reflects all 150 construction workers leaving the off-site parking facility in addition to the shuttle trips (75 trips according to the Traffic Study) as all the outbound workforce trips would be captured by the PM peak hour as defined previously.

Based on the locations of the off-site parking facilities (most concentrated around Porter Ranch Drive), approximately 80 percent of the construction workforce is anticipated to use Porter Ranch Drive to access the 118 Freeway eastbound and westbound ramps and approximately 20 percent is expected to use Tampa Avenue to access the 118 Freeway eastbound and westbound ramps, regardless of which off-site parking location is chosen.

Since the final location of the off-site parking facility has not been determined at this time, the most conservative approach was utilized to analyze potential impacts to intersections. For the intersections north of the SR-118 ramps (Porter Ranch Drive/Rinaldi Street, Corbin Avenue/Rinaldi Street, and Tampa Avenue/Rinaldi Street), both shuttle traffic and construction workforce traffic was added to every potential movement to account for the variability of the off-site parking location. Because the exact location is unknown, traffic volumes from the construction workforce and shuttle service was added to every likely movement, effectively double counting to provide the worst-case, most conservative analysis. That way, once a final location is selected, the traffic will have already been accounted for in this supplemental analysis.

For example, at the intersection of Porter Ranch Drive and Rinaldi Street, with off-site parking options located on the northwest, northeast, and southwest quadrants, the 75 shuttle trips were assigned to the northbound through/southbound through movements, the westbound right/southbound left movements, and the eastbound left/southbound right movements to account for all possible movements. In addition, construction workforce traffic leaving the site was assigned to both the eastbound right-turn movement and the westbound left-turn movement to account for a potential off-site parking lot on either side of Porter Ranch Drive.

Shuttle-only trips were assigned to the northbound and southbound throughs at Porter Ranch Drive/Corbin Avenue, the northbound right and westbound left Porter Ranch Drive/Sesnon Boulevard, and the northbound left and eastbound right at Tampa Avenue/Sesnon Boulevard to account for all possible shuttle routes to the project site.

The final assignment of both construction workforce and shuttle trips were added to the existing plus ambient growth traffic volumes. Table C below summarizes the results of the Existing plus Ambient Growth plus Project-Related Construction Traffic conditions.

**Table C: Existing plus Ambient Growth plus Construction Traffic LOS Summary**

Intersection	Existing + Ambient				Existing + Ambient + Construction				
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS	
<i>Signalized Intersections</i>									
1	Porter Ranch Dr/118 EB Ramps	0.388	A	0.449	A	0.388	A	0.470	A
2	Porter Ranch Dr/118 WB Ramps	0.670	B	0.517	A	0.670	B	0.535	A
3	Porter Ranch Dr/Rinaldi St	0.612	B	0.586	A	0.662	B	0.642	B
4	Porter Ranch Dr/Corbin St	0.154	A	0.134	A	0.154	A	0.158	A
5	Tampa Ave/Rinaldi St	0.520	A	0.631	B	0.606	B	0.631	B
6	Tamp Ave/118 WB Ramps	0.658	B	0.562	A	0.658	B	0.562	A
7	Tampa Ave/118 EB Ramps	0.628	B	0.668	B	0.628	B	0.673	B
8	Corbin Ave/Rinaldi St	0.556	A	0.574	A	0.583	A	0.617	B
<i>Unsignalized Intersections</i>									
9	Porter Ranch Dr/Sesnon Blvd	9.6	A	10.3	B	11.3	B	12.9	B
10	Tampa Ave/Sesnon Blvd	12.7	B	9.1	A	17.0	C	10.4	B

Notes:

<sup>1</sup> Per City of Los Angeles Traffic Study Policies and Procedures (August 2011), the Circ 212 CMA method is used to determine signalized level of service using volume to capacity ratios. For unsignalized intersections, delay (expressed in terms of seconds per vehicle) has been calculated using the HCM methodology. Level of service calculated using the Traffix 8.0 analysis software.

**Significance Criteria**

As shown in Table C, all intersections within the study area continue to operate at acceptable levels of service with the addition project-related construction traffic to the existing plus ambient growth conditions. Significance criteria for unsignalized intersections are that they be maintained at a LOS of C or better. The two unsignalized intersections shown in Table C meet this LOS requirement.

For signalized intersections, the City of Los Angeles defines a transportation impact based on the V/C ratio as described in Table D below.

**Table D: City of Los Angeles Significant Transportation Impact for Signalized Intersections**

<b>Final Level of Service</b>	<b>Final V/C Ratio</b>	<b>Project-Related Increase in V/C</b>
C	> 0.701 – 0.800	equal to or greater than 0.040
D	> 0.801 – 0.900	equal to or greater than 0.020
E	> 0.901 – 0.1000	equal to or greater than 0.010
F	> 1.000	equal to or greater than 0.010

All intersections evaluated would maintain an A or B LOS, therefore based on the significance criteria shown in Table D the Proposed Project would not result in a Final LOS that could be considered significant. Because project-related construction trips are not expected to result in any deterioration of the LOS for any of the intersections evaluated, the impact to intersection operations is considered less than significant.

**5. Provide a discussion of telecom activities and provide a descriptive analysis for significance**

Installing new or replacing existing telecom lines is an activity routinely performed by SCE using a four-person crew operating a utility bed truck equipped with scissor lift or bucket lift for access to the pole lines. Prior to installing telecom line, SCE field crews survey the route for access to the pole line. Where possible, crews access poles from parking lanes or other easements that allows the work to be completed without any disruption to traffic.

If lane closure is required, SCE has an established procedure that implements the California Joint Utility Traffic Control Manual (April 2010) for working in public areas, which includes obtaining all necessary temporary encroachment permits. See response to Data Request 139 for more information on the roads and intersections along the telecom route and the methods used to comply with all local jurisdictions. The work on each pole to install telecom is one day or less per pole.

The following significance criteria were used to evaluate traffic impacts due to telecom activities:

- *Would the Project result in change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?*

Installation of telecom line will be entirely from the ground and not affect any air traffic.
- *Would the Project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

Based on the policies in place by SCE and in accordance with the CJUTCM as stated above, installation of telecom would not cause an increase in traffic in relation to the existing street system.
- *Would the Project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

As stated above, based on the policies in place by SCE and in accordance with the CJUTCM, installation of telecom would not cause a significant change in the LOS standard. Any impact to LOS based on a lane closure would be temporary in nature.
- *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

There are no changes to the road system of design configurations at any location along the telecom route.

- *Would the Project result in inadequate emergency access?*  
Installation of telecom does not affect access to hospital, fire, or any other emergency resource.
- *Would the Project result in inadequate parking capacity?*  
Parking will not be affected by the installation of telecom wire.
- *Would the Project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*  
No plans of policies regarding alternative transportation will be affected by the installation of telecom wire.

Based on the significance criteria and the activities associated with installing telecom wire to existing substations, the impact to traffic from this activity will be less than significant.

**6. Incorporate an Existing + Project scenario, consistent with the Sunnyvale decision.**

In response to the *Sunnyvale West Neighborhood Association et al v. City of Sunnyvale*, 190 Cal. App. 4<sup>th</sup> 1351 (2010) court case, the environmental impacts of a proposed project is required per CEQA to be compared to baseline existing conditions. As such, the project-related construction traffic discussed in action item 4 was added to the existing traffic volumes at the study area intersections. Based on this analysis, as evidenced in Table E, the addition of project-related construction traffic to existing traffic volumes would not result in impacts to any of the study area intersections.

**Table E: Existing plus Project-Related Construction Traffic LOS Summary**

Intersection	Existing				Existing + Project-Related Construction Traffic			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS	V/C or Delay <sup>1</sup>	LOS
1 Porter Ranch Dr/118 EB Ramps	0.376	A	0.436	A	0.376	A	0.457	A
2 Porter Ranch Dr/118 WB Ramps	0.651	B	0.502	A	0.651	B	0.520	A
3 Porter Ranch Dr/Rinaldi St	0.594	A	0.569	A	0.644	B	0.625	B
4 Porter Ranch Dr/Corbin St	0.149	A	0.130	A	0.149	A	0.154	A
5 Porter Ranch Dr/Sesnon Blvd+	9.5	A	10.1	B	11.1	B	12.6	B
6 Tampa Ave/Sesnon Blvd+	12.3	B	9.1	A	16.3	C	10.3	A
7 Tampa Ave/Rinaldi St	0.505	A	0.612	B	0.591	A	0.612	B
8 Tamp Ave/118 WB Ramps	0.639	B	0.546	A	0.639	B	0.546	A
9 Tampa Ave/118 EB Ramps	0.609	B	0.648	B	0.609	B	0.654	B
10 Corbin Ave/Rinaldi St	0.540	A	0.557	A	0.567	A	0.600	B

Notes:

+ = unsignalized intersection.

<sup>1</sup> Per City of Los Angeles Traffic Study Policies and Procedures (August 2011), the Circ 212 CMA method is used to determine signalized level of service using volume to capacity ratios. For unsignalized intersections, delay (expressed in terms of seconds per vehicle) has been calculated using the HCM methodology. Level of service calculated using the Traffix 8.0 analysis software.



**EXISTING AM AND PM PEAK HOUR LOS WORKSHEETS**

Aliso Canyon Storage Field Turbine Replacement
Supplemental Traffic Analysis
Existing Conditions

Level of Service Computation Report
Circular 212 Operations Method (Base Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level of Service: A

\*\*\*\*\*

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Porter Ranch Dr and 118 EB Ramps with sub-columns for North, South, East, and West bounds.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various parameters.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat and Crit Moves values.

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 57 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	1

Volume Module:

Base Vol:	9	353	0	0	710	187	0	0	0	14	0	1266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	353	0	0	710	187	0	0	0	14	0	1266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	10	374	0	0	753	198	0	0	0	15	0	1343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	374	0	0	753	198	0	0	0	15	0	1343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	10	374	0	0	753	218	0	0	0	15	0	1477

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.01	0.01	1.98
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	34	0	3416

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.00	0.00	0.22	0.13	0.00	0.00	0.00	0.43	0.00	0.43
Crit Moves:					****						****	

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.594  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	973	128	522	20	332	74	24	276	414	136	423	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	973	128	522	20	332	74	24	276	414	136	423	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1030	135	552	21	351	78	25	292	438	144	448	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1030	135	552	21	351	78	25	292	438	144	448	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1133	135	552	23	351	78	28	292	438	158	448	14

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.34	0.04	0.33	0.01	0.11	0.05	0.01	0.09	0.27	0.05	0.14	0.01
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.149  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	27	88	23	93	159	132	64	79	113	37	47	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	88	23	93	159	132	64	79	113	37	47	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	30	96	25	102	174	145	70	87	124	41	52	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	96	25	102	174	145	70	87	124	41	52	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	96	25	102	174	145	70	87	124	41	52	59

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.01	0.06	0.05	0.08	0.04	0.02	0.07	0.02	0.03	0.03
Crit Moves:						****			****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.270  
 Loss Time (sec): 0 Average Delay (sec/veh): 9.5  
 Optimal Cycle: 0 Level Of Service: A

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Street Name:	Porter Ranch Rd						Sesnon Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	1	0	0

Volume Module:

Base Vol:	23	65	162	14	127	0	5	30	88	133	14	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	65	162	14	127	0	5	30	88	133	14	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	26	73	181	16	142	0	6	34	98	149	16	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	73	181	16	142	0	6	34	98	149	16	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	73	181	16	142	0	6	34	98	149	16	6

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.20	1.80	0.00	0.08	0.92	1.00	1.00	0.74	0.26
Final Sat.:	159	450	712	118	1084	0	47	532	660	551	451	161

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.25	0.13	0.13	xxxx	0.12	0.06	0.15	0.27	0.03	0.03
Crit Moves:			****	****					****	****		
Delay/Veh:	9.4	9.4	9.1	9.3	9.2	0.0	8.9	8.9	8.6	11.1	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.1	9.3	9.2	0.0	8.9	8.9	8.6	11.1	8.4	8.4
LOS by Move:	A	A	A	A	A	*	A	A	A	B	A	A
ApproachDel:		9.2			9.2			8.7			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.2			8.7			10.8	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.3	0.1	0.1	0.1	0.1	0.2	0.2	0.3	0.0	0.0

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

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Aliso Canyon Storage Field Turbine Replacement
Supplemental Traffic Analysis
Existing Conditions

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 Average Delay (sec/veh): 12.3
Optimal Cycle: 0 Level of Service: B
\*\*\*\*\*

Table with columns for Street Name (Tampa Ave, Sesnon Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Note: Queue reported is the number of cars per lane.
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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #7 Tampa Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.505  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	200	180	132	96	395	160	80	373	122	285	708	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	180	132	96	395	160	80	373	122	285	708	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	220	198	145	105	434	176	88	409	134	313	777	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	198	145	105	434	176	88	409	134	313	777	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	241	198	145	116	434	176	88	409	134	344	777	38

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	3145	155

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.09	0.04	0.13	0.11	0.05	0.12	0.08	0.10	0.25	0.25
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.639  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 55 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	293	426	0	0	645	111	0	0	0	1495	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	426	0	0	645	111	0	0	0	1495	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	312	454	0	0	687	118	0	0	0	1592	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	454	0	0	687	118	0	0	0	1592	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	343	454	0	0	687	118	0	0	0	1751	0	239

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.41	0.59	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3450	3450	0	0	5887	1013	0	0	0	3450	0	1725

Capacity Analysis Module:

Vol/Sat:	0.10	0.13	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.51	0.00	0.14
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #9 Tampa Ave/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.609  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 88 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 EB Ramps													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	2	1	1	2	0	3	0	0	0	0	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	627	885	289	1855	0	99	6	554	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	627	885	289	1855	0	99	6	554	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	676	954	311	1999	0	107	6	597	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	676	954	311	1999	0	107	6	597	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	676	1049	343	1999	0	107	6	657	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.28	0.02	1.70	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	478	29	2943	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.30	0.10	0.39	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:					****			****				

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.540  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: A  
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Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	164	116	143	133	182	15	34	264	384	302	516	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	116	143	133	182	15	34	264	384	302	516	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	180	127	157	146	200	16	37	289	421	331	566	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	127	157	146	200	16	37	289	421	331	566	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	127	157	160	200	16	41	289	421	331	566	196

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.06	0.04	0.10	0.05	0.06	0.01	0.01	0.09	0.26	0.20	0.17	0.12
Crit Moves:			****	****					****	****		

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Aliso Canyon Storage Field Turbine Replacement  
Supplemental Traffic Analysis  
Existing Conditions  
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Scenario Report

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

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.436  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
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Street Name:	Porter Ranch Dr						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	1	0	1	0	1	0	0	0

Volume Module:

Base Vol:	0	59	21	810	26	0	342	3	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	59	21	810	26	0	342	3	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	64	23	877	28	0	370	3	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	64	23	877	28	0	370	3	15	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	64	23	964	28	0	407	3	15	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.94	0.06	0.00	1.91	0.02	0.07	0.00	0.00	0.00
Final Sat.:	0	2544	906	3352	98	0	3301	26	123	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.29	0.29	0.00	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.502  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: A  
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Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	1

Volume Module:

Base Vol:	38	384	0	0	783	308	0	0	0	25	1	788
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	384	0	0	783	308	0	0	0	25	1	788
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	39	397	0	0	809	318	0	0	0	26	1	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	397	0	0	809	318	0	0	0	26	1	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	39	397	0	0	809	350	0	0	0	26	1	895

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.05	0.01	1.94
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	97	4	3350

Capacity Analysis Module:

Vol/Sat:	0.02	0.11	0.00	0.00	0.23	0.20	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:					****							****

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.569  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A  
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Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	399	305	424	42	154	56	93	700	440	419	358	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	305	424	42	154	56	93	700	440	419	358	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	427	327	454	45	165	60	100	749	471	449	383	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	327	454	45	165	60	100	749	471	449	383	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	470	327	454	49	165	60	110	749	471	493	383	73

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.14	0.10	0.28	0.01	0.05	0.04	0.03	0.23	0.29	0.15	0.12	0.04
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.130  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 Level Of Service: A  
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Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	95	194	10	65	87	50	64	48	36	20	59	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	194	10	65	87	50	64	48	36	20	59	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	113	231	12	77	104	60	76	57	43	24	70	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	231	12	77	104	60	76	57	43	24	70	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	231	12	77	104	60	76	57	43	24	70	118

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.01	0.04	0.03	0.03	0.04	0.02	0.02	0.01	0.04	0.07
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.390  
 Loss Time (sec): 0 Average Delay (sec/veh): 10.1  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Porter Ranch Rd						Sesnon Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	1	0	0

Volume Module:

Base Vol:	50	115	179	9	47	2	1	17	51	66	4	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	115	179	9	47	2	1	17	51	66	4	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
PHF Volume:	76	176	274	14	72	3	2	26	78	101	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	176	274	14	72	3	2	26	78	101	6	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	176	274	14	72	3	2	26	78	101	6	28

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.31	1.62	0.07	0.03	0.97	1.00	1.00	0.18	0.82
Final Sat.:	196	451	764	181	964	42	16	535	620	521	112	502

Capacity Analysis Module:

Vol/Sat:	0.39	0.39	0.36	0.08	0.07	0.07	0.10	0.05	0.13	0.19	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	11.5	11.5	9.7	9.0	8.9	8.8	9.1	9.1	8.8	10.7	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	9.7	9.0	8.9	8.8	9.1	9.1	8.8	10.7	8.5	8.5
LOS by Move:	B	B	A	A	A	A	A	A	A	B	A	A
ApproachDel:	10.6			8.9			8.9			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			8.9			8.9			10.1		
LOS by Appr:	B			A			A			B		
AllWayAvgQ:	0.6	0.6	0.5	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.1	0.1

Note: Queue reported is the number of cars per lane.  
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Aliso Canyon Storage Field Turbine Replacement
Supplemental Traffic Analysis
Existing Conditions

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 0 Average Delay (sec/veh): 9.1
Optimal Cycle: 0 Level Of Service: A

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Table with columns for Street Name (Tampa Ave, Sesnon Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Note: Queue reported is the number of cars per lane.
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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #7 Tampa Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.612  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 52 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	313	320	461	71	172	91	143	915	156	203	512	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	320	461	71	172	91	143	915	156	203	512	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	330	338	486	75	181	96	151	965	165	214	540	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	338	486	75	181	96	151	965	165	214	540	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	363	338	486	82	181	96	151	965	165	236	540	82

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	2864	436

Capacity Analysis Module:

Vol/Sat:	0.11	0.10	0.29	0.02	0.05	0.06	0.09	0.29	0.10	0.07	0.19	0.19
Crit Moves:			***	***			***			***		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.546  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 44 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	338	727	0	0	536	131	0	0	0	972	2	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	727	0	0	536	131	0	0	0	972	2	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	353	760	0	0	560	137	0	0	0	1016	2	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	760	0	0	560	137	0	0	0	1016	2	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	389	760	0	0	560	137	0	0	0	1117	2	440

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.21	0.79	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3450	3450	0	0	5545	1355	0	0	0	3433	17	1725

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.33	0.12	0.26
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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 Intersection #9 Tampa Ave/118 EB Ramps  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.648  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	3	0	0	0	0

Volume Module:

Base Vol:	0	953	1152	221	1270	0	122	1	374	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	953	1152	221	1270	0	122	1	374	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1043	1260	242	1389	0	133	1	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1043	1260	242	1389	0	133	1	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	1043	1386	266	1389	0	133	1	450	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.45	0.01	1.54	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	788	6	2656	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.40	0.08	0.27	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:			***	***					***			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Base Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.557  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	254	191	355	155	113	51	23	692	238	88	661	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	191	355	155	113	51	23	692	238	88	661	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	267	201	373	163	119	54	24	728	250	93	695	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	201	373	163	119	54	24	728	250	93	695	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	201	373	179	119	54	27	728	250	93	695	165

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.09	0.06	0.23	0.05	0.04	0.03	0.01	0.22	0.15	0.06	0.21	0.10
Crit Moves:			***	***			***			***		

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**EXISTING + AMBIENT GROWTH AM AND PM PEAK HOUR LOS WORKSHEETS**

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.388  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0

Volume Module:

Base Vol:	0	23	21	702	14	0	333	4	21	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	24	22	723	14	0	343	4	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	24	22	723	14	0	343	4	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	25	23	768	15	0	364	4	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	23	768	15	0	364	4	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	23	845	15	0	401	4	23	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.05	0.95	1.96	0.04	0.00	1.87	0.02	0.11	0.00	0.00	0.00
Final Sat.:	0	1803	1647	3389	61	0	3230	35	185	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.25	0.25	0.00	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.670  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 61 Level Of Service: B  
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Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	0

Volume Module:

Base Vol:	9	353	0	0	710	187	0	0	0	14	0	1266
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	364	0	0	731	193	0	0	0	14	0	1304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	364	0	0	731	193	0	0	0	14	0	1304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	10	386	0	0	776	204	0	0	0	15	0	1383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	386	0	0	776	204	0	0	0	15	0	1383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	10	386	0	0	776	225	0	0	0	15	0	1521

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	34	0	3416

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.00	0.00	0.22	0.13	0.00	0.00	0.00	0.45	0.00	0.45
Crit Moves:					****						****	

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.612  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: B  
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Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	973	128	522	20	332	74	24	276	414	136	423	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1002	132	538	21	342	76	25	284	426	140	436	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1002	132	538	21	342	76	25	284	426	140	436	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1061	140	569	22	362	81	26	301	451	148	461	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1061	140	569	22	362	81	26	301	451	148	461	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1167	140	569	24	362	81	29	301	451	163	461	14

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.35	0.04	0.34	0.01	0.11	0.05	0.01	0.09	0.27	0.05	0.14	0.01
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.154  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	27	88	23	93	159	132	64	79	113	37	47	54
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	91	24	96	164	136	66	81	116	38	48	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Shuttle:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	91	24	96	164	136	66	81	116	38	48	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	30	99	26	105	180	149	72	89	128	42	53	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	99	26	105	180	149	72	89	128	42	53	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	99	26	105	180	149	72	89	128	42	53	61

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.01	0.06	0.05	0.08	0.04	0.02	0.07	0.02	0.03	0.03
Crit Moves:						****			****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.280  
 Loss Time (sec): 0 Average Delay (sec/veh): 9.6  
 Optimal Cycle: 0 Level of Service: A

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Street Name:	Porter Ranch Rd						Sesnon Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	1	0	0

Volume Module:	Porter Ranch Rd			Porter Ranch Rd			Sesnon Blvd			Sesnon Blvd		
Base Vol:	23	65	162	14	127	0	5	30	88	133	14	5
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	24	67	167	14	131	0	5	31	91	137	14	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Shuttle:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	67	167	14	131	0	5	31	91	137	14	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	26	75	186	16	146	0	6	35	101	153	16	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	75	186	16	146	0	6	35	101	153	16	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	75	186	16	146	0	6	35	101	153	16	6

Saturation Flow Module:	Porter Ranch Rd			Porter Ranch Rd			Sesnon Blvd			Sesnon Blvd		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.20	1.80	0.00	0.08	0.92	1.00	1.00	0.74	0.26
Final Sat.:	158	447	705	117	1075	0	47	528	653	547	447	160

Capacity Analysis Module:	Porter Ranch Rd			Porter Ranch Rd			Sesnon Blvd			Sesnon Blvd		
Vol/Sat:	0.17	0.17	0.26	0.14	0.14	xxxx	0.12	0.07	0.16	0.28	0.04	0.04
Crit Moves:			****	****					****	****		
Delay/Veh:	9.5	9.5	9.2	9.4	9.3	0.0	9.0	9.0	8.7	11.3	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.2	9.4	9.3	0.0	9.0	9.0	8.7	11.3	8.5	8.5
LOS by Move:	A	A	A	A	A	*	A	A	A	B	A	A
ApproachDel:		9.3			9.3			8.8			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.3			8.8			10.9	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.3	0.1	0.1	0.1	0.1	0.2	0.2	0.3	0.0	0.0

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.558  
 Loss Time (sec): 0 Average Delay (sec/veh): 12.7  
 Optimal Cycle: 0 Level of Service: B  
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Street Name: Tampa Ave Sesnon Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 103 3 39 1 2 0 1 239 226 65 134 1  
 Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03  
 Initial Bse: 106 3 40 1 2 0 1 246 233 67 138 1  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 0: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 106 3 40 1 2 0 1 246 233 67 138 1  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68 0.68  
 PHF Volume: 155 5 59 2 3 0 2 360 341 98 202 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 155 5 59 2 3 0 2 360 341 98 202 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 155 5 59 2 3 0 2 360 341 98 202 2  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.46 0.54 0.67 1.33 0.00 0.01 1.02 0.97 0.65 1.34 0.01  
 Final Sat.: 477 248 289 295 609 0 3 649 692 358 767 6  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.33 0.02 0.20 0.01 0.00 xxxx 0.56 0.56 0.49 0.27 0.26 0.26  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 Delay/Veh: 13.1 9.8 9.8 10.2 9.9 0.0 15.0 14.9 12.2 11.3 10.9 10.7  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 13.1 9.8 9.8 10.2 9.9 0.0 15.0 14.9 12.2 11.3 10.9 10.7  
 LOS by Move: B A A B A \* B B B B B B  
 ApproachDel: 12.1 10.0 13.6 11.0  
 Delay Adj: 1.00 1.00 1.00  
 ApprAdjDel: 12.1 10.0 13.6 11.0  
 LOS by Appr: B B B B  
 AllWayAvgQ: 0.4 0.1 0.1 0.0 0.0 0.0 1.2 0.9 0.9 0.3 0.3 0.3  
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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #7 Tampa Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.520  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	200	180	132	96	395	160	80	373	122	285	708	35
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	206	185	136	99	407	165	82	384	126	294	729	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	185	136	99	407	165	82	384	126	294	729	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	226	204	149	109	447	181	90	422	138	322	800	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	204	149	109	447	181	90	422	138	322	800	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	249	204	149	119	447	181	90	422	138	354	800	40

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	3145	155

Capacity Analysis Module:

Vol/Sat:	0.08	0.06	0.09	0.04	0.14	0.11	0.05	0.13	0.08	0.11	0.25	0.25
Crit Moves:	***			***			***			***		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.658  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: B  
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Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	293	426	0	0	645	111	0	0	0	1495	0	204
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	302	439	0	0	664	114	0	0	0	1540	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	439	0	0	664	114	0	0	0	1540	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	321	467	0	0	708	122	0	0	0	1640	0	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	467	0	0	708	122	0	0	0	1640	0	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	354	467	0	0	708	122	0	0	0	1804	0	246

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.41	0.59	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3450	3450	0	0	5887	1013	0	0	0	3450	0	1725

Capacity Analysis Module:

Vol/Sat:	0.10	0.14	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.52	0.00	0.14
Crit Moves:	****									****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #9 Tampa Ave/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.628  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 101 Level Of Service: B

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Street Name:	Tampa Ave						118 EB Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	2	1	1	2	0	3	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	627	885	289	1855	0	99	6	554	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	646	912	298	1911	0	102	6	571	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	646	912	298	1911	0	102	6	571	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	696	982	321	2059	0	110	7	615	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	696	982	321	2059	0	110	7	615	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	696	1081	353	2059	0	110	7	676	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.28	0.02	1.70	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	478	29	2943	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.31	0.10	0.40	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Crit Moves:					****				****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.556  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	164	116	143	133	182	15	34	264	384	302	516	179
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	169	119	147	137	187	15	35	272	396	311	531	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	119	147	137	187	15	35	272	396	311	531	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	185	131	162	150	206	17	38	298	434	341	583	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	131	162	150	206	17	38	298	434	341	583	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	131	162	165	206	17	42	298	434	341	583	202

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.06	0.04	0.10	0.05	0.06	0.01	0.01	0.09	0.26	0.21	0.18	0.12
Crit Moves:			****	****					****	****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.449  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 36 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	1	0	1	0	1	0	0	0

Volume Module:

Base Vol:	0	59	21	810	26	0	342	3	14	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	61	22	834	27	0	352	3	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	61	22	834	27	0	352	3	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	66	23	903	29	0	381	3	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	23	903	29	0	381	3	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	23	993	29	0	419	3	16	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.94	0.06	0.00	1.91	0.02	0.07	0.00	0.00	0.00
Final Sat.:	0	2544	906	3352	98	0	3301	26	123	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.30	0.30	0.00	0.13	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.517  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	1

Volume Module:

Base Vol:	38	384	0	0	783	308	0	0	0	25	1	788
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	39	396	0	0	806	317	0	0	0	26	1	812
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	396	0	0	806	317	0	0	0	26	1	812
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	40	409	0	0	833	328	0	0	0	27	1	838
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	409	0	0	833	328	0	0	0	27	1	838
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	40	409	0	0	833	361	0	0	0	27	1	922

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.05	0.01	1.94
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	97	4	3350

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.00	0.00	0.24	0.21	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:					****					****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.586  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	399	305	424	42	154	56	93	700	440	419	358	68
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	411	314	437	43	159	58	96	721	453	432	369	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	314	437	43	159	58	96	721	453	432	369	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	440	336	468	46	170	62	103	772	485	462	395	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	336	468	46	170	62	103	772	485	462	395	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	336	468	51	170	62	113	772	485	508	395	75

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.15	0.10	0.28	0.02	0.05	0.04	0.03	0.23	0.29	0.15	0.12	0.05
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.134  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	95	194	10	65	87	50	64	48	36	20	59	99
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	98	200	10	67	90	52	66	49	37	21	61	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	200	10	67	90	52	66	49	37	21	61	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	116	238	12	80	107	61	78	59	44	25	72	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	238	12	80	107	61	78	59	44	25	72	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	238	12	80	107	61	78	59	44	25	72	121

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.01	0.04	0.03	0.03	0.04	0.02	0.02	0.01	0.04	0.07
Crit Moves:	****			****								

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.404  
 Loss Time (sec): 0 Average Delay (sec/veh): 10.3  
 Optimal Cycle: 0 Level of Service: B  
 \*\*\*\*\*

Street Name: Porter Ranch Rd Sesnon Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 0 1 0 1 0 1 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 50 115 179 9 47 2 1 17 51 66 4 18  
 Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03  
 Initial Bse: 52 118 184 9 48 2 1 18 53 68 4 19  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 52 118 184 9 48 2 1 18 53 68 4 19  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65  
 PHF Volume: 79 181 282 14 74 3 2 27 80 104 6 28  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 79 181 282 14 74 3 2 27 80 104 6 28  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 79 181 282 14 74 3 2 27 80 104 6 28  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.30 0.70 1.00 0.31 1.62 0.07 0.03 0.97 1.00 1.00 0.18 0.82  
 Final Sat.: 195 449 759 180 956 41 16 531 615 517 111 498  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.40 0.40 0.37 0.08 0.08 0.08 0.10 0.05 0.13 0.20 0.06 0.06  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 Delay/Veh: 11.7 11.7 9.9 9.1 9.0 8.9 9.2 9.2 8.9 10.8 8.5 8.5  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 11.7 11.7 9.9 9.1 9.0 8.9 9.2 9.2 8.9 10.8 8.5 8.5  
 LOS by Move: B B A A A A A A A B A A  
 ApproachDel: 10.8 9.0 10.2  
 Delay Adj: 1.00 1.00 1.00  
 ApprAdjDel: 10.8 9.0 10.2  
 LOS by Appr: B A A B  
 AllWayAvgQ: 0.6 0.6 0.5 0.1 0.1 0.1 0.0 0.1 0.1 0.2 0.1 0.1  
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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.276  
 Loss Time (sec): 0 Average Delay (sec/veh): 9.1  
 Optimal Cycle: 0 Level of Service: A

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Street Name:	Tampa Ave						Sesnon Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	148	1	37	0	1	4	4	108	80	31	77	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	152	1	38	0	1	4	4	111	82	32	79	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1	38	0	1	4	4	111	82	32	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	165	1	41	0	1	4	4	121	89	35	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1	41	0	1	4	4	121	89	35	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1	41	0	1	4	4	121	89	35	86	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.00	1.00	1.00	0.04	1.13	0.83	0.57	1.43	0.00
Final Sat.:	598	412	272	0	611	694	28	764	625	358	920	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.15	xxxx	0.00	0.01	0.16	0.16	0.14	0.10	0.09	xxxx
Crit Moves:	****					****	****			****		
Delay/Veh:	10.6	8.1	8.1	0.0	8.3	7.6	8.9	8.8	8.1	8.9	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	8.1	8.1	0.0	8.3	7.6	8.9	8.8	8.1	8.9	8.6	0.0
LOS by Move:	B	A	A	*	A	A	A	A	A	A	A	*
ApproachDel:		10.1			7.7			8.5			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			7.7			8.5			8.7	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.3	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #7 Tampa Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.631  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 54 Level Of Service: B  
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Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	313	320	461	71	172	91	143	915	156	203	512	78
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	322	330	475	73	177	94	147	942	161	209	527	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	330	475	73	177	94	147	942	161	209	527	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	340	348	501	77	187	99	155	994	169	221	556	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	348	501	77	187	99	155	994	169	221	556	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	374	348	501	85	187	99	155	994	169	243	556	85

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	2864	436

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.30	0.03	0.06	0.06	0.09	0.30	0.10	0.07	0.19	0.19
Crit Moves:			****	****			****		****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.562  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	338	727	0	0	536	131	0	0	0	972	2	383
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	348	749	0	0	552	135	0	0	0	1001	2	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	749	0	0	552	135	0	0	0	1001	2	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	364	782	0	0	577	141	0	0	0	1046	2	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	782	0	0	577	141	0	0	0	1046	2	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	400	782	0	0	577	141	0	0	0	1151	2	453

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.21	0.79	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3450	3450	0	0	5545	1355	0	0	0	3433	17	1725

Capacity Analysis Module:

Vol/Sat:	0.12	0.23	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.34	0.12	0.26
Crit Moves:	****									****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #9 Tampa Ave/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.668  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 52 Level Of Service: B  
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Street Name:	Tampa Ave						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	3	0	0	0	0

Volume Module:

Base Vol:	0	953	1152	221	1270	0	122	1	374	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	982	1187	228	1308	0	126	1	385	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	982	1187	228	1308	0	126	1	385	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1074	1298	249	1431	0	137	1	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1074	1298	249	1431	0	137	1	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	1074	1428	274	1431	0	137	1	464	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.45	0.01	1.54	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	788	6	2656	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.41	0.08	0.28	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:		****	****				****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative (Existing + Ambient Growth) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.574  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	254	191	355	155	113	51	23	692	238	88	661	157
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	262	197	366	160	116	53	24	713	245	91	681	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	197	366	160	116	53	24	713	245	91	681	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	207	384	168	122	55	25	749	258	95	716	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	207	384	168	122	55	25	749	258	95	716	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	207	384	185	122	55	27	749	258	95	716	170

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.09	0.06	0.23	0.06	0.04	0.03	0.01	0.23	0.16	0.06	0.22	0.10
Crit Moves:			****	****				****		****		

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**EXISTING + AMBIENT + PROJECT-RELATED CONSTRUCTION TRAFFIC AM AND PM  
PEAK HOUR LOS WORKSHEETS**

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.388  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: A  
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Street Name:	Porter Ranch Dr						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0

Volume Module:

Base Vol:	0	23	21	702	14	0	333	4	21	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	24	22	723	14	0	343	4	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	24	22	723	14	0	343	4	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	25	23	768	15	0	364	4	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	23	768	15	0	364	4	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	23	845	15	0	401	4	23	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.05	0.95	1.96	0.04	0.00	1.87	0.02	0.11	0.00	0.00	0.00
Final Sat.:	0	1803	1647	3389	61	0	3230	35	185	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.25	0.25	0.00	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.670  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 61 Level of Service: B  
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Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	1

Volume Module:

Base Vol:	9	353	0	0	710	187	0	0	0	14	0	1266
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	364	0	0	731	193	0	0	0	14	0	1304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	364	0	0	731	193	0	0	0	14	0	1304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	10	386	0	0	776	204	0	0	0	15	0	1383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	386	0	0	776	204	0	0	0	15	0	1383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	10	386	0	0	776	225	0	0	0	15	0	1521

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	34	0	3416

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.00	0.00	0.22	0.13	0.00	0.00	0.00	0.45	0.00	0.45
Crit Moves:					****					****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.662  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: B  
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Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	973	128	522	20	332	74	24	276	414	136	423	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1002	132	538	21	342	76	25	284	426	140	436	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	75	75	75	75	0	0	0	0	75
Initial Fut:	1002	207	538	96	417	151	100	284	426	140	436	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1061	219	569	101	441	160	106	301	451	148	461	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1061	219	569	101	441	160	106	301	451	148	461	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1167	219	569	111	441	160	116	301	451	163	461	94

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.35	0.07	0.34	0.03	0.13	0.10	0.04	0.09	0.27	0.05	0.14	0.06
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.154  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A  
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Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	27	88	23	93	159	132	64	79	113	37	47	54
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	91	24	96	164	136	66	81	116	38	48	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Shuttle:	0	75	0	0	75	0	0	0	0	0	0	0
Initial Fut:	28	166	24	96	239	136	66	81	116	38	48	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	30	182	26	105	262	149	72	89	128	42	53	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	182	26	105	262	149	72	89	128	42	53	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	182	26	105	262	149	72	89	128	42	53	61

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.01	0.06	0.07	0.08	0.04	0.02	0.07	0.02	0.03	0.03
Crit Moves:						****			****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.449  
 Loss Time (sec): 0 Average Delay (sec/veh): 11.3  
 Optimal Cycle: 0 Level of Service: B  
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Street Name: Porter Ranch Rd Sesnon Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol: 23 65 162 14 127 0 5 30 88 133 14 5  
 Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03  
 Initial Bse: 24 67 167 14 131 0 5 31 91 137 14 5  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Shuttle: 0 0 75 0 0 0 0 0 0 75 0 0  
 Initial Fut: 24 67 242 14 131 0 5 31 91 212 14 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 26 75 270 16 146 0 6 35 101 237 16 6  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 26 75 270 16 146 0 6 35 101 237 16 6  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 26 75 270 16 146 0 6 35 101 237 16 6

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.26 0.74 1.00 0.20 1.80 0.00 0.08 0.92 1.00 1.00 0.74 0.26  
 Final Sat.: 149 422 662 108 986 0 43 489 599 527 428 153

Capacity Analysis Module:  
 Vol/Sat: 0.18 0.18 0.41 0.15 0.15 xxxx 0.13 0.07 0.17 0.45 0.04 0.04  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 Delay/Veh: 10.0 10.0 11.2 10.0 9.9 0.0 9.5 9.5 9.3 14.1 8.8 8.8  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 10.0 10.0 11.2 10.0 9.9 0.0 9.5 9.5 9.3 14.1 8.8 8.8  
 LOS by Move: A A B A A \* A A A B A A  
 ApproachDel: 10.9 9.9 9.4 13.7  
 Delay Adj: 1.00 1.00 1.00  
 ApprAdjDel: 10.9 9.9 9.4 13.7  
 LOS by Appr: B A A B  
 AllWayAvgQ: 0.2 0.2 0.6 0.2 0.2 0.2 0.1 0.2 0.2 0.7 0.0 0.0

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.701  
 Loss Time (sec): 0 Average Delay (sec/veh): 17.0  
 Optimal Cycle: 0 Level of Service: C  
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Street Name:	Tampa Ave						Sesnon Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	103	3	39	1	2	0	1	239	226	65	134	1
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	106	3	40	1	2	0	1	246	233	67	138	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Shuttle:	75	0	0	0	0	0	0	0	75	0	0	0
Initial Fut:	181	3	40	1	2	0	1	246	308	67	138	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	265	5	59	2	3	0	2	360	451	98	202	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	5	59	2	3	0	2	360	451	98	202	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	5	59	2	3	0	2	360	451	98	202	2

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.67	1.33	0.00	0.01	0.99	1.00	0.65	1.34	0.01
Final Sat.:	466	328	183	276	569	0	2	577	654	324	692	5

Capacity Analysis Module:

Vol/Sat:	0.57	0.01	0.32	0.01	0.01	xxxx	0.70	0.62	0.69	0.30	0.29	0.29
Crit Moves:	****			****			****			****		
Delay/Veh:	19.0	10.3	10.3	10.8	10.5	0.0	18.2	18.2	18.9	12.6	12.1	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	10.3	10.3	10.8	10.5	0.0	18.2	18.2	18.9	12.6	12.1	11.9
LOS by Move:	C	B	B	B	B	*	C	C	C	B	B	B
ApproachDel:	17.3			10.6			18.6			12.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.3			10.6			18.6			12.3		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	1.1	0.1	0.1	0.0	0.0	0.0	1.5	2.0	2.0	0.4	0.4	0.4

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #7 Tampa Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.606  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: B  
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Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	200	180	132	96	395	160	80	373	122	285	708	35
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	206	185	136	99	407	165	82	384	126	294	729	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	75	0	0	75	75	75	0	0	0	0	0
Initial Fut:	236	260	136	99	482	240	157	384	126	294	729	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	259	286	149	109	529	263	173	422	138	322	800	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	286	149	109	529	263	173	422	138	322	800	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	285	286	149	119	529	263	173	422	138	354	800	40

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	3145	155

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.09	0.04	0.16	0.16	0.10	0.13	0.08	0.11	0.25	0.25
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.658  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: B  
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Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	293	426	0	0	645	111	0	0	0	1495	0	204
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	302	439	0	0	664	114	0	0	0	1540	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	439	0	0	664	114	0	0	0	1540	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	321	467	0	0	708	122	0	0	0	1640	0	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	467	0	0	708	122	0	0	0	1640	0	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	354	467	0	0	708	122	0	0	0	1804	0	246

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.41	0.59	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3450	3450	0	0	5887	1013	0	0	0	3450	0	1725

Capacity Analysis Module:

Vol/Sat:	0.10	0.14	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.52	0.00	0.14
Crit Moves:	****									****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #9 Tampa Ave/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.628  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 101 Level Of Service: B

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Street Name:	Tampa Ave						118 EB Ramps													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	2	1	1	2	0	3	0	0	0	0	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	627	885	289	1855	0	99	6	554	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	646	912	298	1911	0	102	6	571	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	646	912	298	1911	0	102	6	571	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	696	982	321	2059	0	110	7	615	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	696	982	321	2059	0	110	7	615	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	696	1081	353	2059	0	110	7	676	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.28	0.02	1.70	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	478	29	2943	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.31	0.10	0.40	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Crit Moves:				****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.583  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	164	116	143	133	182	15	34	264	384	302	516	179
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	169	119	147	137	187	15	35	272	396	311	531	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	75	75	75	75	75	0	0	75	75
Initial Fut:	169	194	147	212	262	90	110	347	396	311	606	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	185	213	162	232	288	99	121	380	434	341	665	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	213	162	232	288	99	121	380	434	341	665	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	213	162	256	288	99	133	380	434	341	665	284

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.10	0.08	0.09	0.06	0.04	0.12	0.26	0.21	0.20	0.17
Crit Moves:			****	****					****	****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.470  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	1	0	0	0	0

Volume Module:

Base Vol:	0	59	21	810	26	0	342	3	14	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	61	22	834	27	0	352	3	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	60	0	0	0	0	0	0	0	0
Initial Fut:	0	61	22	894	27	0	352	3	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	66	23	968	29	0	381	3	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	23	968	29	0	381	3	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	23	1065	29	0	419	3	16	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.95	0.05	0.00	1.91	0.02	0.07	0.00	0.00	0.00
Final Sat.:	0	2544	906	3359	91	0	3301	26	123	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.32	0.32	0.00	0.13	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.535  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	1

Volume Module:

Base Vol:	38	384	0	0	783	308	0	0	0	25	1	788
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	39	396	0	0	806	317	0	0	0	26	1	812
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	60	60	0	0	0	0	0	0
Initial Fut:	39	396	0	0	866	377	0	0	0	26	1	812
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	40	409	0	0	895	390	0	0	0	27	1	838
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	409	0	0	895	390	0	0	0	27	1	838
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	40	409	0	0	895	429	0	0	0	27	1	922

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.05	0.01	1.94
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	97	4	3350

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.00	0.00	0.26	0.25	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:					****					****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.642  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: B

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Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	399	305	424	42	154	56	93	700	440	419	358	68
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	411	314	437	43	159	58	96	721	453	432	369	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	75	75	75	75	0	60	60	0	75
Initial Fut:	411	389	437	118	234	133	171	721	513	492	369	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	440	417	468	127	250	142	183	772	549	526	395	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	417	468	127	250	142	183	772	549	526	395	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	484	417	468	139	250	142	201	772	549	579	395	155

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.15	0.13	0.28	0.04	0.08	0.09	0.06	0.23	0.33	0.18	0.12	0.09
Crit Moves:	****					****	****		****	****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.158  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	95	194	10	65	87	50	64	48	36	20	59	99
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	98	200	10	67	90	52	66	49	37	21	61	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	75	0	0	0	0	0	0	0
Initial Fut:	98	275	10	67	165	52	66	49	37	21	61	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	116	327	12	80	196	61	78	59	44	25	72	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	327	12	80	196	61	78	59	44	25	72	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	327	12	80	196	61	78	59	44	25	72	121

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.09	0.01	0.04	0.05	0.03	0.04	0.02	0.02	0.01	0.04	0.07
Crit Moves:	****			****								

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.570  
 Loss Time (sec): 0 Average Delay (sec/veh): 12.9  
 Optimal Cycle: 0 Level of Service: B  
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Street Name: Porter Ranch Rd Sesnon Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 0 1 0 1 0 0 1 0 0

Volume Module:  
 Base Vol: 50 115 179 9 47 2 1 17 51 66 4 18  
 Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03  
 Initial Bse: 52 118 184 9 48 2 1 18 53 68 4 19  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 75 0 0 0 0 0 0 75 0 0  
 Initial Fut: 52 118 259 9 48 2 1 18 53 143 4 19  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65  
 PHF Volume: 79 181 397 14 74 3 2 27 80 219 6 28  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 79 181 397 14 74 3 2 27 80 219 6 28  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 79 181 397 14 74 3 2 27 80 219 6 28

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.30 0.70 1.00 0.31 1.62 0.07 0.03 0.97 1.00 1.00 0.18 0.82  
 Final Sat.: 181 415 696 160 851 37 15 488 560 499 106 475

Capacity Analysis Module:  
 Vol/Sat: 0.44 0.44 0.57 0.09 0.09 0.09 0.11 0.05 0.14 0.44 0.06 0.06  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 Delay/Veh: 13.0 13.0 14.0 9.9 9.7 9.6 9.8 9.8 9.6 14.5 8.9 8.9  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 13.0 13.0 14.0 9.9 9.7 9.6 9.8 9.8 9.6 14.5 8.9 8.9  
 LOS by Move: B B B A A A A A A B A A  
 ApproachDel: 13.6 9.8 9.6 13.8  
 Delay Adj: 1.00 1.00 1.00  
 ApprAdjDel: 13.6 9.8 9.6 13.8  
 LOS by Appr: B A A B  
 AllWayAvgQ: 0.7 0.7 1.2 0.1 0.1 0.1 0.1 0.1 0.1 0.7 0.1 0.1

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.426  
 Loss Time (sec): 0 Average Delay (sec/veh): 10.4  
 Optimal Cycle: 0 Level of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						Sesnon Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	148	1	37	0	1	4	4	108	80	31	77	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	152	1	38	0	1	4	4	111	82	32	79	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	75	0	0	0	0	0	0	0	75	0	0	0
Initial Fut:	227	1	38	0	1	4	4	111	157	32	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	246	1	41	0	1	4	4	121	171	35	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1	41	0	1	4	4	121	171	35	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1	41	0	1	4	4	121	171	35	86	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.71	0.29	0.00	1.00	1.00	0.03	0.97	1.00	0.57	1.43	0.00
Final Sat.:	578	462	185	0	570	640	19	610	719	332	852	0

Capacity Analysis Module:

Vol/Sat:	0.43	0.00	0.22	xxxx	0.00	0.01	0.23	0.20	0.24	0.10	0.10	xxxx
Crit Moves:	****					****			****	****		
Delay/Veh:	12.9	8.4	8.4	0.0	8.6	7.9	9.5	9.5	8.9	9.3	9.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	8.4	8.4	0.0	8.6	7.9	9.5	9.5	8.9	9.3	9.1	0.0
LOS by Move:	B	A	A	*	A	A	A	A	A	A	A	*
ApproachDel:	12.2				8.1			9.2			9.1	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	12.2				8.1			9.2			9.1	
LOS by Appr:	B				A			A			A	
AllWayAvgQ:	0.7	0.1	0.1	0.0	0.0	0.0	0.2	0.3	0.3	0.1	0.1	0.1

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #7 Tampa Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.631  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 54 Level Of Service: B  
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Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	313	320	461	71	172	91	143	915	156	203	512	78
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	322	330	475	73	177	94	147	942	161	209	527	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	75	75	75	0	30	0	0	0
Initial Fut:	322	405	475	73	252	169	222	942	191	209	527	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	340	427	501	77	266	178	234	994	201	221	556	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	427	501	77	266	178	234	994	201	221	556	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	374	427	501	85	266	178	234	994	201	243	556	85

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	2864	436

Capacity Analysis Module:

Vol/Sat:	0.11	0.13	0.30	0.03	0.08	0.11	0.14	0.30	0.12	0.07	0.19	0.19
Crit Moves:			****	****			****		****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.562  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A

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Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	338	727	0	0	536	131	0	0	0	972	2	383
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	348	749	0	0	552	135	0	0	0	1001	2	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	15	15	0	0	0	0	0	0
Initial Fut:	348	749	0	0	567	150	0	0	0	1001	2	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	364	782	0	0	593	157	0	0	0	1046	2	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	782	0	0	593	157	0	0	0	1046	2	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	400	782	0	0	593	157	0	0	0	1151	2	453

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.16	0.84	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3450	3450	0	0	5457	1443	0	0	0	3433	17	1725

Capacity Analysis Module:

Vol/Sat:	0.12	0.23	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.34	0.12	0.26
Crit Moves:	****									****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #9 Tampa Ave/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.673  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 1	2	0	3 0 0	0	0	1! 0 1	0	0	0 0 0

Volume Module:

Base Vol:	0	953	1152	221	1270	0	122	1	374	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	982	1187	228	1308	0	126	1	385	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	15	0	0	0	0	0	0	0	0
Initial Fut:	0	982	1187	243	1308	0	126	1	385	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1074	1298	265	1431	0	137	1	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1074	1298	265	1431	0	137	1	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	1074	1428	292	1431	0	137	1	464	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.45	0.01	1.54	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	788	6	2656	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.41	0.08	0.28	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:		****	****				****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Cumulative + Project Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.574  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	254	191	355	155	113	51	23	692	238	88	661	157
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	262	197	366	160	116	53	24	713	245	91	681	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	197	366	160	116	53	24	713	245	91	681	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	207	384	168	122	55	25	749	258	95	716	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	207	384	168	122	55	25	749	258	95	716	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	207	384	185	122	55	27	749	258	95	716	170

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.09	0.06	0.23	0.06	0.04	0.03	0.01	0.23	0.16	0.06	0.22	0.10
Crit Moves:			****	****			****			****		

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**EXISTING + PROJECT-RELATED CONSTRUCTION TRAFFIC AM AND PM PEAK HOUR  
LOS WORKSHEETS**

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.376  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 32 Level Of Service: A  
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Street Name:	Porter Ranch Dr						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	1	0	1	0	1	0	0	0

Volume Module:

Base Vol:	0	23	21	702	14	0	333	4	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	21	702	14	0	333	4	21	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	21	702	14	0	333	4	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	24	22	746	15	0	354	4	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	22	746	15	0	354	4	22	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	24	22	821	15	0	389	4	22	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.05	0.95	1.96	0.04	0.00	1.87	0.02	0.11	0.00	0.00	0.00
Final Sat.:	0	1803	1647	3389	61	0	3230	35	185	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.24	0.24	0.00	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.651  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 57 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	1

Volume Module:

Base Vol:	9	353	0	0	710	187	0	0	0	14	0	1266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	353	0	0	710	187	0	0	0	14	0	1266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	353	0	0	710	187	0	0	0	14	0	1266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	10	374	0	0	753	198	0	0	0	15	0	1343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	374	0	0	753	198	0	0	0	15	0	1343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	10	374	0	0	753	218	0	0	0	15	0	1477

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.01	0.01	1.98
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	34	0	3416

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.00	0.00	0.22	0.13	0.00	0.00	0.00	0.43	0.00	0.43
Crit Moves:					****						****	

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.644  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: B  
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Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	973	128	522	20	332	74	24	276	414	136	423	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	973	128	522	20	332	74	24	276	414	136	423	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	75	75	75	75	0	0	0	0	75
Initial Fut:	973	203	522	95	407	149	99	276	414	136	423	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1030	215	552	101	431	158	105	292	438	144	448	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1030	215	552	101	431	158	105	292	438	144	448	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	1133	215	552	111	431	158	115	292	438	158	448	93

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.34	0.07	0.33	0.03	0.13	0.10	0.03	0.09	0.27	0.05	0.14	0.06
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.149  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	27	88	23	93	159	132	64	79	113	37	47	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	88	23	93	159	132	64	79	113	37	47	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Shuttle:	0	75	0	0	75	0	0	0	0	0	0	0
Initial Fut:	27	163	23	93	234	132	64	79	113	37	47	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	30	179	25	102	257	145	70	87	124	41	52	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	179	25	102	257	145	70	87	124	41	52	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	179	25	102	257	145	70	87	124	41	52	59

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.01	0.06	0.07	0.08	0.04	0.02	0.07	0.02	0.03	0.03
Crit Moves:						****			****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
 Loss Time (sec): 0 Average Delay (sec/veh): 11.1  
 Optimal Cycle: 0 Level of Service: B  
 \*\*\*\*\*

Street Name: Porter Ranch Rd Sesnon Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol: 23 65 162 14 127 0 5 30 88 133 14 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 23 65 162 14 127 0 5 30 88 133 14 5  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Shuttle: 0 0 75 0 0 0 0 0 0 75 0 0  
 Initial Fut: 23 65 237 14 127 0 5 30 88 208 14 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 26 73 265 16 142 0 6 34 98 232 16 6  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 26 73 265 16 142 0 6 34 98 232 16 6  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 26 73 265 16 142 0 6 34 98 232 16 6

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.26 0.74 1.00 0.20 1.80 0.00 0.08 0.92 1.00 1.00 0.74 0.26  
 Final Sat.: 150 425 667 109 994 0 44 494 606 531 432 154

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.17 0.40 0.14 0.14 xxxx 0.13 0.07 0.16 0.44 0.04 0.04  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 Delay/Veh: 9.9 9.9 11.0 9.9 9.8 0.0 9.4 9.4 9.2 13.8 8.7 8.7  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 9.9 9.9 11.0 9.9 9.8 0.0 9.4 9.4 9.2 13.8 8.7 8.7  
 LOS by Move: A A B A A \* A A A B A A  
 ApproachDel: 10.7 9.8 9.3 13.4  
 Delay Adj: 1.00 1.00 1.00  
 ApprAdjDel: 10.7 9.8 9.3 13.4  
 LOS by Appr: B A A B  
 AllWayAvgQ: 0.2 0.2 0.6 0.1 0.1 0.1 0.1 0.2 0.2 0.7 0.0 0.0

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.679  
 Loss Time (sec): 0 Average Delay (sec/veh): 16.3  
 Optimal Cycle: 0 Level of Service: C  
 \*\*\*\*\*

Street Name:	Tampa Ave						Sesnon Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	103	3	39	1	2	0	1	239	226	65	134	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	3	39	1	2	0	1	239	226	65	134	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Shuttle:	75	0	0	0	0	0	0	0	75	0	0	0
Initial Fut:	178	3	39	1	2	0	1	239	301	65	134	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	261	4	57	1	3	0	1	350	441	95	196	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	4	57	1	3	0	1	350	441	95	196	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	4	57	1	3	0	1	350	441	95	196	1

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.65	0.35	0.67	1.33	0.00	0.01	0.99	1.00	0.65	1.34	0.01
Final Sat.:	469	333	183	278	574	0	2	581	659	327	698	5

Capacity Analysis Module:

Vol/Sat:	0.56	0.01	0.31	0.01	0.01	xxxx	0.68	0.60	0.67	0.29	0.28	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	18.4	10.2	10.2	10.7	10.4	0.0	17.3	17.3	17.9	12.3	11.9	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	10.2	10.2	10.7	10.4	0.0	17.3	17.3	17.9	12.3	11.9	11.7
LOS by Move:	C	B	B	B	B	*	C	C	C	B	B	B
ApproachDel:	16.8			10.5			17.6			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.8			10.5			17.6			12.0		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	1.1	0.1	0.1	0.0	0.0	0.0	1.4	1.8	1.8	0.4	0.4	0.4

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #7 Tampa Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.591  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: A  
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Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	200	180	132	96	395	160	80	373	122	285	708	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	180	132	96	395	160	80	373	122	285	708	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	75	0	0	75	75	75	0	0	0	0	0
Initial Fut:	230	255	132	96	470	235	155	373	122	285	708	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	252	280	145	105	516	258	170	409	134	313	777	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	280	145	105	516	258	170	409	134	313	777	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	278	280	145	116	516	258	170	409	134	344	777	38

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	3145	155

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.09	0.04	0.16	0.16	0.10	0.12	0.08	0.10	0.25	0.25
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.639  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 55 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	293	426	0	0	645	111	0	0	0	1495	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	426	0	0	645	111	0	0	0	1495	0	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	426	0	0	645	111	0	0	0	1495	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	312	454	0	0	687	118	0	0	0	1592	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	454	0	0	687	118	0	0	0	1592	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	343	454	0	0	687	118	0	0	0	1751	0	239

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.41	0.59	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3450	3450	0	0	5887	1013	0	0	0	3450	0	1725

Capacity Analysis Module:

Vol/Sat:	0.10	0.13	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.51	0.00	0.14
Crit Moves:	****									****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #9 Tampa Ave/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.609  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 88 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 EB Ramps													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted			Protected			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	2	1	1	2	0	3	0	0	0	0	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	627	885	289	1855	0	99	6	554	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	627	885	289	1855	0	99	6	554	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	627	885	289	1855	0	99	6	554	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	676	954	311	1999	0	107	6	597	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	676	954	311	1999	0	107	6	597	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	676	1049	343	1999	0	107	6	657	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.28	0.02	1.70	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	478	29	2943	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.30	0.10	0.39	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:				****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing + Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	164	116	143	133	182	15	34	264	384	302	516	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	116	143	133	182	15	34	264	384	302	516	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	75	75	75	75	75	0	0	75	75
Initial Fut:	164	191	143	208	257	90	109	339	384	302	591	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	180	209	157	228	282	99	120	372	421	331	648	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	209	157	228	282	99	120	372	421	331	648	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	209	157	251	282	99	131	372	421	331	648	279

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.10	0.08	0.09	0.06	0.04	0.11	0.26	0.20	0.20	0.17
Crit Moves:			****	****					****	****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #1 Porter Ranch Dr/118 EB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.457  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 37 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	1	0	1	0	1	0	0	0

Volume Module:

Base Vol:	0	59	21	810	26	0	342	3	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	59	21	810	26	0	342	3	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	60	0	0	0	0	0	0	0	0
Initial Fut:	0	59	21	870	26	0	342	3	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	64	23	942	28	0	370	3	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	64	23	942	28	0	370	3	15	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	64	23	1036	28	0	407	3	15	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.48	0.52	1.95	0.05	0.00	1.91	0.02	0.07	0.00	0.00	0.00
Final Sat.:	0	2544	906	3359	91	0	3301	26	123	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.31	0.31	0.00	0.12	0.12	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #2 Porter Ranch Dr/118 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.520  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	0	1	1	1	1	0	0	0

Volume Module:

Base Vol:	38	384	0	0	783	308	0	0	0	25	1	788
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	384	0	0	783	308	0	0	0	25	1	788
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	60	60	0	0	0	0	0	0
Initial Fut:	38	384	0	0	843	368	0	0	0	25	1	788
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	39	397	0	0	871	380	0	0	0	26	1	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	397	0	0	871	380	0	0	0	26	1	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10
FinalVolume:	39	397	0	0	871	418	0	0	0	26	1	895

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.05	0.01	1.94
Final Sat.:	1725	3450	0	0	3450	1725	0	0	0	97	4	3350

Capacity Analysis Module:

Vol/Sat:	0.02	0.11	0.00	0.00	0.25	0.24	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:					****							****

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #3 Porter Ranch Dr./Rinaldi St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.625  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Porter Ranch Dr						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	2	0

Volume Module:

Base Vol:	399	305	424	42	154	56	93	700	440	419	358	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	305	424	42	154	56	93	700	440	419	358	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	75	75	75	75	0	60	60	0	75
Initial Fut:	399	380	424	117	229	131	168	700	500	479	358	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	427	407	454	125	245	140	180	749	535	513	383	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	407	454	125	245	140	180	749	535	513	383	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	470	407	454	138	245	140	198	749	535	564	383	153

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	3300	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.14	0.12	0.28	0.04	0.07	0.09	0.06	0.23	0.32	0.17	0.12	0.09
Crit Moves:	****				****		****		****			

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #4 Porter Ranch Dr/Corbin Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.154  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Porter Ranch Rd						Corbin Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	95	194	10	65	87	50	64	48	36	20	59	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	194	10	65	87	50	64	48	36	20	59	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	75	0	0	0	0	0	0	0
Initial Fut:	95	269	10	65	162	50	64	48	36	20	59	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	113	320	12	77	193	60	76	57	43	24	70	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	320	12	77	193	60	76	57	43	24	70	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	320	12	77	193	60	76	57	43	24	70	118

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.06	0.09	0.01	0.04	0.05	0.03	0.04	0.02	0.02	0.01	0.04	0.07
Crit Moves:	****			****								

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #5 Porter Ranch Rd/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.555  
 Loss Time (sec): 0 Average Delay (sec/veh): 12.6  
 Optimal Cycle: 0 Level Of Service: B  
 \*\*\*\*\*

Street Name: Porter Ranch Rd Sesnon Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 0 1 0 1 0 1 0 1 0 0

Volume Module:  
 Base Vol: 50 115 179 9 47 2 1 17 51 66 4 18  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 50 115 179 9 47 2 1 17 51 66 4 18  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 75 0 0 0 0 0 0 75 0 0  
 Initial Fut: 50 115 254 9 47 2 1 17 51 141 4 18  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65  
 PHF Volume: 76 176 388 14 72 3 2 26 78 216 6 28  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 76 176 388 14 72 3 2 26 78 216 6 28  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 76 176 388 14 72 3 2 26 78 216 6 28

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.30 0.70 1.00 0.31 1.62 0.07 0.03 0.97 1.00 1.00 0.18 0.82  
 Final Sat.: 181 417 700 162 858 37 15 492 565 502 106 479

Capacity Analysis Module:  
 Vol/Sat: 0.42 0.42 0.55 0.09 0.08 0.08 0.10 0.05 0.14 0.43 0.06 0.06  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 Delay/Veh: 12.6 12.6 13.5 9.8 9.7 9.6 9.7 9.7 9.5 14.3 8.8 8.8  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 12.6 12.6 13.5 9.8 9.7 9.6 9.7 9.7 9.5 14.3 8.8 8.8  
 LOS by Move: B B B A A A A A A B A A  
 ApproachDel: 13.2 9.7 9.5 13.6  
 Delay Adj: 1.00 1.00 1.00  
 ApprAdjDel: 13.2 9.7 9.5 13.6  
 LOS by Appr: B A A B  
 AllWayAvgQ: 0.7 0.7 1.1 0.1 0.1 0.1 0.0 0.1 0.1 0.7 0.1 0.1  
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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
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Level of Service Computation Report  
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #6 Tampa Ave/Sesnon Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.416  
 Loss Time (sec): 0 Average Delay (sec/veh): 10.3  
 Optimal Cycle: 0 Level Of Service: B  
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Street Name:	Tampa Ave						Sesnon Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	148	1	37	0	1	4	4	108	80	31	77	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1	37	0	1	4	4	108	80	31	77	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	75	0	0	0	0	0	0	0	75	0	0	0
Initial Fut:	223	1	37	0	1	4	4	108	155	31	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	242	1	40	0	1	4	4	117	168	34	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1	40	0	1	4	4	117	168	34	83	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	1	40	0	1	4	4	117	168	34	83	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	0.00	1.00	1.00	0.03	0.97	1.00	0.57	1.43	0.00
Final Sat.:	581	466	184	0	573	646	19	613	723	334	857	0

Capacity Analysis Module:

Vol/Sat:	0.42	0.00	0.22	xxxx	0.00	0.01	0.23	0.19	0.23	0.10	0.10	xxxx
Crit Moves:	****					****			****	****		
Delay/Veh:	12.7	8.3	8.3	0.0	8.6	7.9	9.4	9.4	8.8	9.3	9.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	8.3	8.3	0.0	8.6	7.9	9.4	9.4	8.8	9.3	9.0	0.0
LOS by Move:	B	A	A	*	A	A	A	A	A	A	A	*
ApproachDel:		12.0			8.0			9.1			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			8.0			9.1			9.1	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.6	0.1	0.1	0.0	0.0	0.0	0.2	0.3	0.3	0.1	0.1	0.1

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
 -----

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

\*\*\*\*\*

Intersection #7 Tampa Ave/Rinaldi St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 52 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	0	1	1

Volume Module:

Base Vol:	313	320	461	71	172	91	143	915	156	203	512	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	320	461	71	172	91	143	915	156	203	512	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	75	75	75	0	30	0	0	0
Initial Fut:	313	395	461	71	247	166	218	915	186	203	512	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	330	417	486	75	261	175	230	965	196	214	540	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	417	486	75	261	175	230	965	196	214	540	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	363	417	486	82	261	175	230	965	196	236	540	82

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	3300	3300	1650	3300	3300	1650	1650	3300	1650	3300	2864	436

Capacity Analysis Module:

Vol/Sat:	0.11	0.13	0.29	0.02	0.08	0.11	0.14	0.29	0.12	0.07	0.19	0.19
Crit Moves:			****	****				****		****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
 -----

Level of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #8 Tampa Ave/118 WB Ramps

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 44 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	3	1	0	0	0	0	1

Volume Module:

Base Vol:	338	727	0	0	536	131	0	0	0	972	2	383
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	727	0	0	536	131	0	0	0	972	2	383
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	15	15	0	0	0	0	0	0
Initial Fut:	338	727	0	0	551	146	0	0	0	972	2	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	353	760	0	0	576	153	0	0	0	1016	2	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	760	0	0	576	153	0	0	0	1016	2	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	389	760	0	0	576	153	0	0	0	1117	2	440

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.16	0.84	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3450	3450	0	0	5455	1445	0	0	0	3433	17	1725

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.33	0.12	0.26
Crit Moves:	****			****			****			****		

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
 -----

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

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Intersection #9 Tampa Ave/118 EB Ramps

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654  
 Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Tampa Ave						118 EB Ramps													
	North Bound			South Bound			East Bound			West Bound										
Approach:	L	T	R	L	T	R	L	T	R	L	T	R								
Movement:																				
Control:	Permitted			Protected			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	2	1	1	2	0	3	0	0	0	0	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	953	1152	221	1270	0	122	1	374	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	953	1152	221	1270	0	122	1	374	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	15	0	0	0	0	0	0	0	0
Initial Fut:	0	953	1152	236	1270	0	122	1	374	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1043	1260	258	1389	0	133	1	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1043	1260	258	1389	0	133	1	409	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	0	1043	1386	284	1389	0	133	1	450	0	0	0

Saturation Flow Module:

Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	3.00	0.00	0.45	0.01	1.54	0.00	0.00	0.00
Final Sat.:	0	3450	3450	3450	5175	0	788	6	2656	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.40	0.08	0.27	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:		****	****				****					

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 Aliso Canyon Storage Field Turbine Replacement  
 Supplemental Traffic Analysis  
 Existing+ Construction (Project) Traffic Conditions  
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Level Of Service Computation Report  
 Circular 212 Operations Method (Future Volume Alternative)

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Intersection #10 Corbin Ave/Rinaldi St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600  
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 Level Of Service: B

\*\*\*\*\*

Street Name:	Corbin Ave						Rinaldi St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	0	1	2

Volume Module:

Base Vol:	254	191	355	155	113	51	23	692	238	88	661	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	191	355	155	113	51	23	692	238	88	661	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	60	75	30	0	75	0	0	75	0	0	75	0
Initial Fut:	314	266	385	155	188	51	23	767	238	88	736	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	330	280	405	163	198	54	24	807	250	93	774	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	280	405	163	198	54	24	807	250	93	774	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	280	405	179	198	54	27	807	250	93	774	165

Saturation Flow Module:

Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3300	3300	1650	3300	3300	1650	3300	3300	1650	1650	3300	1650

Capacity Analysis Module:

Vol/Sat:	0.11	0.08	0.25	0.05	0.06	0.03	0.01	0.24	0.15	0.06	0.23	0.10
Crit Moves:			****	****			****		****	****		

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SUPPLEMENTAL TRAFFIC IMPACT STUDY  
**ALISO CANYON**  
**TURBINE REPLACEMENT PROJECT**  
County of Los Angeles, California  
March 30, 2012

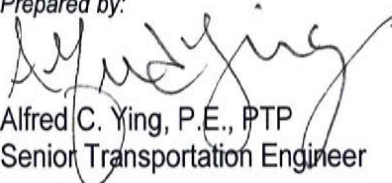
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SUPPLEMENTAL TRAFFIC IMPACT STUDY  
**ALISO CANYON TURBINE REPLACEMENT PROJECT**  
County of Los Angeles, California  
March 30, 2012

## 1.0 INTRODUCTION

This supplemental traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Aliso Canyon Turbine Replacement project on the surrounding street system. The project site is situated approximately 20 miles north of downtown Los Angeles in the Aliso Canyon area of the Santa Susana Mountains. Most of the project is located in unincorporated Los Angeles County, but the southernmost and easternmost parts of the site are located in the City of Los Angeles. The proposed project site location and general vicinity are shown in *Figure 1-1*.

Typical day to day operations of the project are not expected to result in any significant increase in project traffic over current conditions. As such, this supplemental traffic analysis evaluates potential project related impacts during the construction of the project. The term “Project” in this analysis refers to the conditions associated with the activities due to construction of the project. This analysis builds upon information also presented in two other recent studies (i.e., prepared by Urban Crossroads in June, 2009 and AECOM in October, 2011).

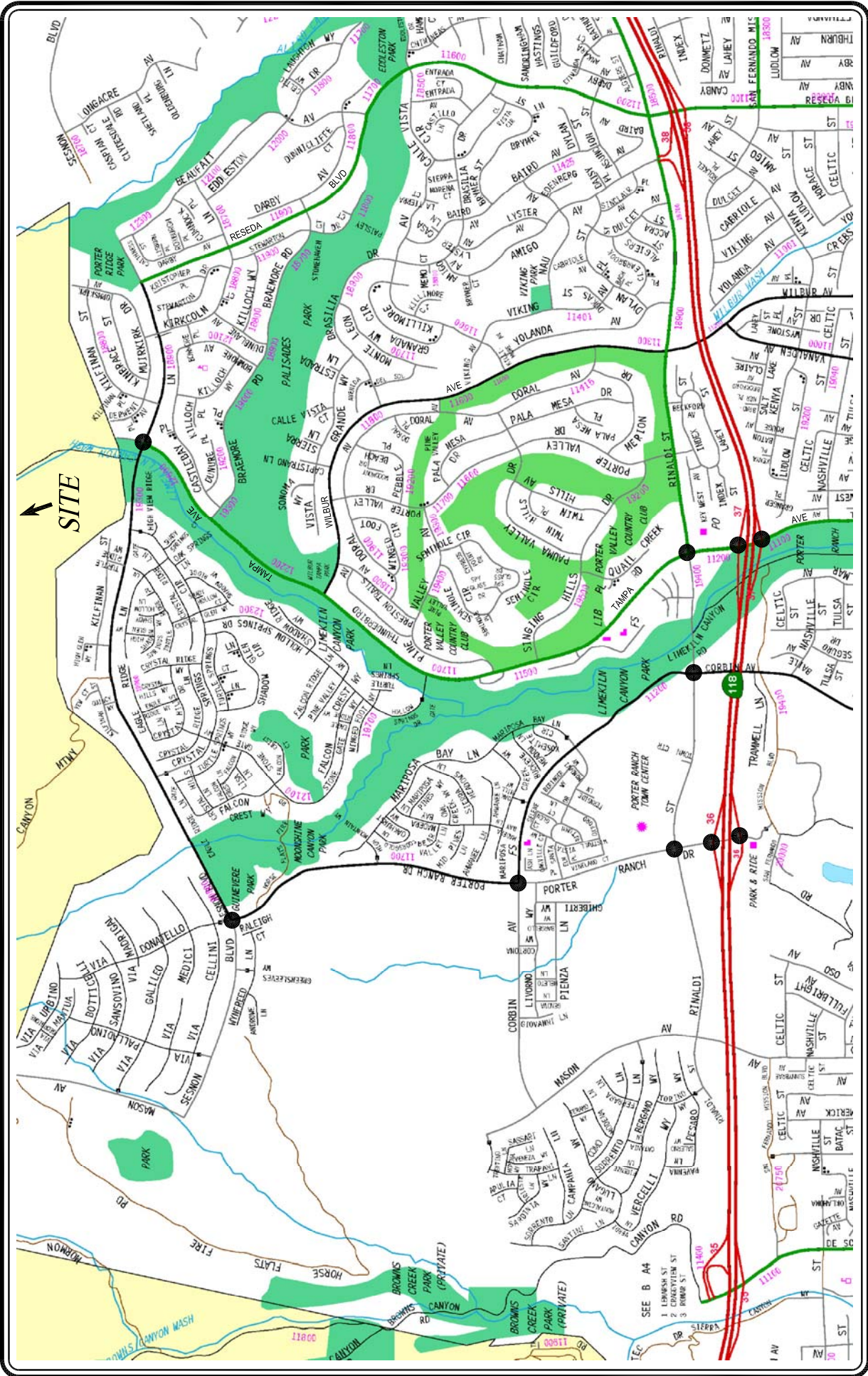
The traffic analysis follows City of Los Angeles traffic study guidelines<sup>1</sup> and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program<sup>2</sup>. This traffic analysis evaluates potential project-related impacts at ten key intersections in the vicinity of the project site. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for the signalized study intersections while the analysis method from the *Highway Capacity Manual*<sup>3</sup> (HCM2000) was utilized to determine intersection delay values and corresponding Levels of Service analysis for the unsignalized study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project. Furthermore, a review of the recently prepared supplemental analysis (prepared by AECOM in October, 2011) was conducted to determine potential impacts in association with the short-term travel lane/roadway closure of Wiley Canyon Road and the Golden State (I-5) Freeway. This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the proposed project

---

<sup>1</sup> *Traffic Study Policies and Procedures*, City of Los Angeles Department of Transportation, August 2011.

<sup>2</sup> *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

<sup>3</sup> *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington D.C., 2000.



**FIGURE 1-1  
VICINITY MAP**

MAP SOURCE: RAND McNALLY & COMPANY  
● STUDY INTERSECTION



NOT TO SCALE

ALISO CANYON TURBINE REPLACEMENT PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

construction activities, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future traffic volumes with the proposed project construction activities, (vi) determines future forecast with project construction-related impacts, and (vii) recommends mitigation measures, where necessary.

## 1.1 Study Area

Ten study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The ten study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 3.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project. In the traffic engineering practice, the study area generally includes those intersections that are:

- a. Immediately adjacent or in close proximity to the project site;
- b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
- c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed project construction peak hour vehicle trip generation, the anticipated distribution of project construction vehicle trips and existing intersection/corridor operations.

## 2.0 PROJECT DESCRIPTION

The project applicant, Southern California Gas Company (SCG), owns and operates its largest underground natural storage field in Aliso Canyon. The 3,600-acre storage field is located approximately 20 miles north of downtown Los Angeles and is situated within the topographic feature of Aliso Canyon in the Santa Susana Mountains. Most of the storage field site is located in unincorporated Los Angeles County, except the southernmost and easternmost parts of the storage field which are located in the City of Los Angeles. Located south of the storage field site include the communities of Porter Ranch, Granada Hills, Chatsworth, and Northridge within the City of Los Angeles.

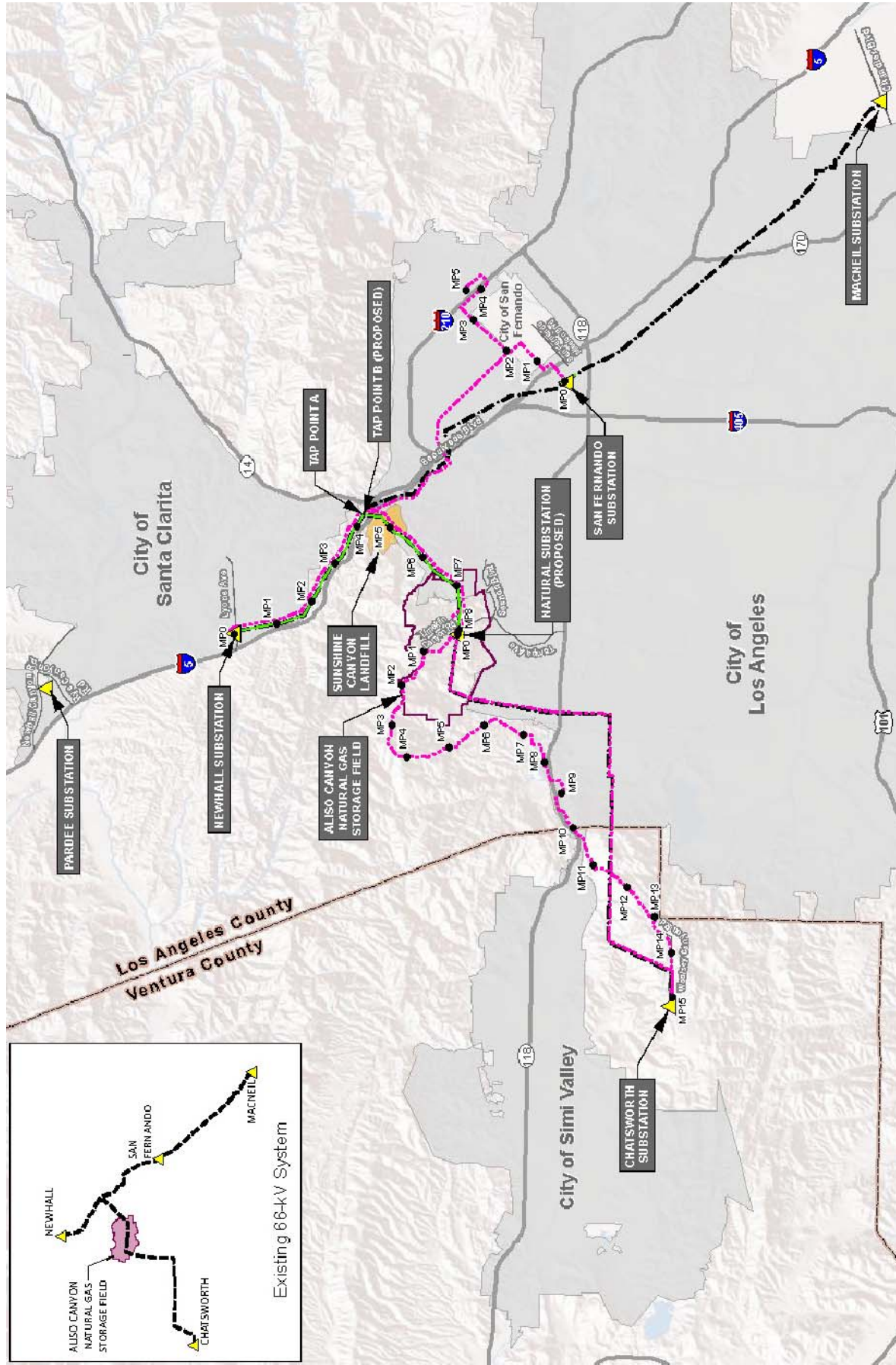
### 2.1 Existing Project Site

An existing guardhouse is located at the entrance to the storage field on Limekiln Canyon Road, just west of the Tampa Avenue/Sesnon Boulevard intersection. This private entry road leads to the Aliso Canyon Plant Station, which is located approximately 0.8 miles north of Sesnon Boulevard on elevated terrain within Aliso Canyon. The existing Plant Station includes an existing compressor station with three gas turbine-driven compressors, an operation facility/control center, a main office building, a crew-shift building, and injection/withdrawal pipelines. The storage field has been in operation since the 1970s and allows SCG to purchase natural gas during periods of low gas demand and store it for withdrawal during periods of high gas demand. Natural gas is injected through pipelines into the ground for storage using the gas turbine-driven compressors.

Based on information provided by SCG, approximately 50 full-time staff members are currently employed at the Aliso Canyon storage field site. The storage field site has a total of 101 parking spaces, including 12 designated employee spaces, 32 company vehicle spaces, and 57 unassigned spaces.

### 2.2 Proposed Project Description

The proposed project area includes the 3,600-acre storage field in unincorporated Los Angeles County and City of Los Angeles. The project area also includes the segments of the 66-kV subtransmission lines to be reconductored and fiber optic cable installations within the storage field property boundary, in the Cities of Los Angeles and Santa Clarita, and in unincorporated areas in the Counties of Los Angeles and Ventura. The proposed project area also includes Southern California Edison's (SCE's) Chatsworth Substation in Ventura County, Newhall Substation in the community of Newhall in the City of Santa Clarita, and San Fernando Substation in the community of Mission Hills in the City of Los Angeles. The fiber optic cable installations would also cross the City of Simi Valley and the community of Simi Hills in Ventura County; City of San Fernando in Los Angeles County; and the community of Sylmar in the City of Los Angeles. The site plan for the proposed project area is illustrated in *Figure 2-1*.



SOURCE: ECOLOGY AND ENVIRONMENT, INC.



NOT TO SCALE

- 66-kV Subtransmission Line Reconductoring Route (Proposed)
- Telecommunications Routes (Proposed)
- Existing SCE 66-kV Subtransmission Line

Note: Where subtransmission lines and telecommunications routes are parallel, they are shown offset for graphical purposes only. The lines would be co-located overhead on the same structures.

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**FIGURE 2-1**  
**SITE PLAN FOR**  
**PROPOSED PROJECT AREA**  
 ALISO CANYON TURBINE REPLACEMENT PROJECT

A key component of the proposed project will include the installation of electric motor-driven compressors with variable-speed drivers to replace the existing gas turbine-driven compressors. New and modified SCE electric service facilities will be required in order to provide power for the proposed project. As a result, these related electric service facilities/improvements to be carried out by SCE are also included as part of the proposed project and the evaluation of potential impacts during project construction.

A new guardhouse and access gate will be constructed within the storage field property boundary (approximately 500 feet north of the existing guardhouse on Limekiln Canyon Road). The entry road into the storage field site from Sesnon Boulevard will be widened by 12 feet for approximately 500 feet leading up to the proposed guardhouse location, thus providing two entry travel lanes. The existing guardhouse will remain in place and be utilized as an additional entry-monitoring station. Key components of the proposed project at the storage field site are illustrated in *Figure 2-2*.

It should be noted that the total number of employees at the Aliso Canyon storage field is not expected to increase after the completion of the proposed project. In addition, the number of parking spaces will not be increased due to the construction of the proposed project. From the standpoint of day to day operations after project completion, no net new increase in project-related traffic is expected. However, some increase in traffic to the surrounding street system during the duration of project construction is anticipated, as discussed in the following section.

## 2.3 Proposed Project Construction

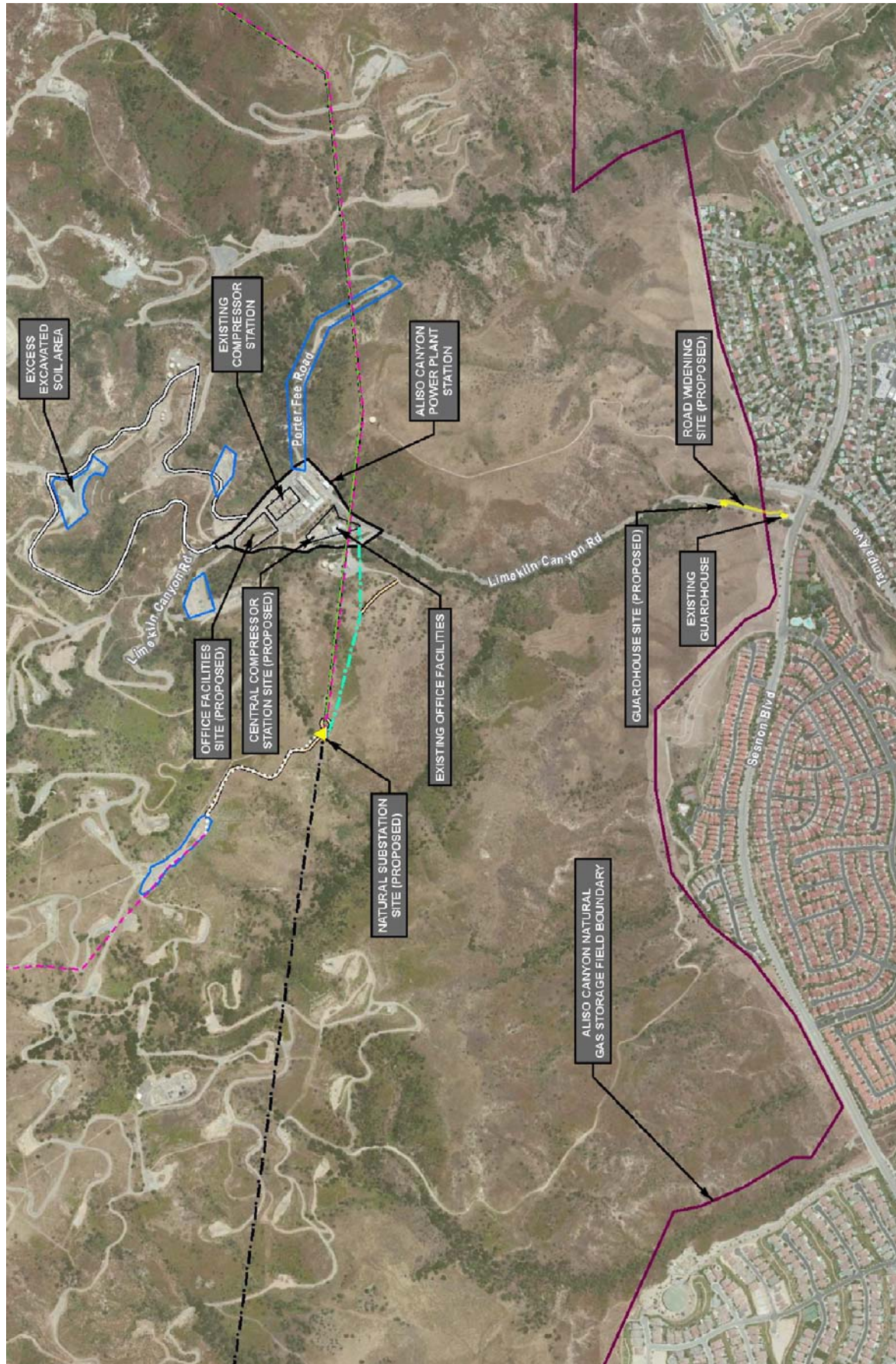
Within the storage field property boundary and as illustrated in *Figure 2-2*, the proposed project comprises of the following construction sites:

- Aliso Canyon Plant Station Site (which includes the proposed Central Compressor Station and main office and crew-shift facilities);
- New Guardhouse Site and Entry Road Widening Area;
- 12-kV Plant Power Line (to provide power to the Central Compressor Station);
- Natural Substation Site; and
- 66-kV Segment C Reconductoring Route.

In addition, other supporting project components within the proposed project area include the following:

- Reconductoring and replacement of towers and poles along segments of the SCE Chatsworth-MacNeil-Newhall-San Fernando 66-kV Subtransmission Line and MacNeil-Newhall-San Fernando 66-kV Subtransmission Line;





SOURCE: ECOLOGY AND ENVIRONMENT, INC.



NOT TO SCALE

- 66-kV Subtransmission Line
- Reconductoring Route (Proposed)
- Existing SCE 66-kV Subtransmission Line
- 12-kV Power Plant Line (Proposed)
- Road Upgrade for Use as Haul Road (Proposed)
- Overhead Fiber Optic Cable (Proposed)
- Underground Fiber Optic Cable (Proposed)
- Access Road (Proposed)
- Staging Area (Proposed)

NOTE: Where subtransmission lines and telecommunications routes are parallel, they are shown offset for graphical purposes only. The lines would be collocated overhead on the same structures.

# FIGURE 2-2 STORAGE FIELD SITE PROJECT COMPONENTS

ALISO CANYON TURBINE REPLACEMENT PROJECT

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- Installation of equipment at the SCE Newhall, Chatsworth, and San Fernando Substations; and
- Installation of new fiber optic telecommunications cable.

The various construction activities at the storage field site will occur during daylight hours Monday through Friday and some Saturdays, depending on weather conditions and material deliveries. The related SCE construction activities will occur between 7:00 AM and 5:00 PM, Monday through Friday. Based on information provided by SCG, construction of the proposed project is anticipated to take approximately 22 months. The project construction schedule/duration and the anticipated number of construction workers associated with the various construction components are summarized in **Table 2-1**.

Table 2-1 CONSTRUCTION SCHEDULE AND NUMBER OF CONSTRUCTION WORKERS DURING PEAK PERIOD		
Project Site/Component	Duration of Construction (Months)	Number of Workers During Peak Period
Plant Station Components, 12-kV Plant Power Line, & Guardhouse	22	150
Natural Substation	12 (Concurrent)	40
66-kV Subtransmission Line Reconductoring	18 (Concurrent)	37
Fiber Optic Cable Installation	3 (Concurrent)	5
<b>Total</b>	<b>22 Months</b>	<b>232 Peak Workers</b>

Of the 232 construction workers, the majority (i.e., up to 190 workers) is expected to work at the various construction sites within the storage field property boundary. As there will be insufficient parking at the storage field site to accommodate these construction workers, the project applicant has proposed to provide one or more off-site parking facilities (via lease agreements with property owners) for these construction workers to park. A shuttle service will be provided to transport these workers between the off-site parking facilities and the storage field work sites. Although the exact location of the off-site parking facility (or facilities) has not been determined at this time, the project applicant has determined that there are seven potential parking areas located approximately two and a half miles south of the storage field site (near the Ronald Reagan State Route 118 Freeway) that may be suitable to serve as off-site parking facilities for construction workers. A figure illustrating these seven potential off-site parking areas is contained in **Appendix A** (refer to **Appendix Figure A-1**).

The reconductoring of the 66-kV Subtransmission Lines will cover areas mostly east of and north of the storage field site, within the County of Los Angeles and City of Santa Clarita jurisdictions. Parking for these workers as well as the workers for the fiber optic cable installation will occur at the SCE Pardee Substation (the primary construction staging area for these activities), located approximately eight miles north of the storage field site in the City of Santa Clarita. Typically, workers will load materials onto work vehicles/trucks at the primary staging area and drive to the various work sites. At the end of the shift, workers will return to the primary staging area in work vehicles and depart in their private vehicles. It should be noted that a previous traffic impact study (prepared by Urban Crossroads on behalf of the project applicant, June 2009) was conducted to examine potential impacts at some County of Los Angeles and City of Santa Clarita study locations during project construction. In addition, a more recent supplemental traffic analysis (prepared by AECOM on behalf of the project applicant, October 2011) was conducted to evaluate potential traffic impacts associated with travel lane/roadway closure during the replacement of subtransmission line towers. A copy of the Urban Crossroads traffic impact study is contained in *Appendix B-1* while a copy of the AECOM supplemental traffic analysis is contained in *Appendix B-2*.

Thus, this supplemental traffic impact analysis primarily focuses on the identification of construction worker and shuttle traffic generation during peak construction activities at the Aliso Canyon storage field site and the potential traffic impacts to the study area and street system south of the storage field site within the City of Los Angeles.

## 3.0 SITE ACCESS AND CIRCULATION

The access scheme for the storage field site is displayed in *Figure 2-2*. Descriptions of the existing site access and proposed project site access and circulation schemes are provided in the following subsections.

### 3.1 Existing Site Access

Vehicular access to the Aliso Canyon storage field site is provided via Limekiln Canyon Road, located just west of the Tampa Avenue/Sesnon Boulevard intersection. An existing guardhouse, which serves as an entry monitoring station, is located on Limekiln Canyon Road just north of Sesnon Boulevard. This private entry road leads to the Aliso Canyon Plant Station, which is located approximately 0.8 miles north of Sesnon Boulevard on elevated terrain within Aliso Canyon.

### 3.2 Proposed Project Site Access

Vehicular access to the Aliso Canyon storage field site will continue to be provided via Limekiln Canyon Road, located just west of the Tampa Avenue/Sesnon Boulevard intersection. A new guardhouse and access gate will be constructed within the storage field property boundary (approximately 500 feet north of the existing guardhouse on Limekiln Canyon Road). The proposed new guardhouse is expected to improve overall traffic flow into the storage field site by allowing additional vehicles to turn onto Limekiln Canyon Road from Sesnon Boulevard while they are being processed for admission into the storage field.

In addition, the entry road into the storage field site from Sesnon Boulevard will be widened by 12 feet for approximately 500 feet leading up to the proposed guardhouse location, thus providing two entry travel lanes. It is anticipated that delivery and other service vehicles/trucks will queue along one of the two entry travel lanes and wait to be checked in. Employee and other vehicles will utilize the other entry travel lane without being delayed. This roadway widening is expected to help alleviate current truck congestion at the existing entry point. It should be noted that the existing guardhouse is planned to remain in place and be utilized as an additional entry-monitoring station.

## 4.0 EXISTING STREET SYSTEM

### 4.1 Regional Highway System

Regional access to the storage field site is provided via State Route 118 (Ronald Reagan) Freeway. Ramps are provided on State Route 118 Freeway at Porter Ranch Drive and Tampa Avenue within the project study area. A brief description of State Route 118 (SR-118) Freeway is provided in the following paragraph.

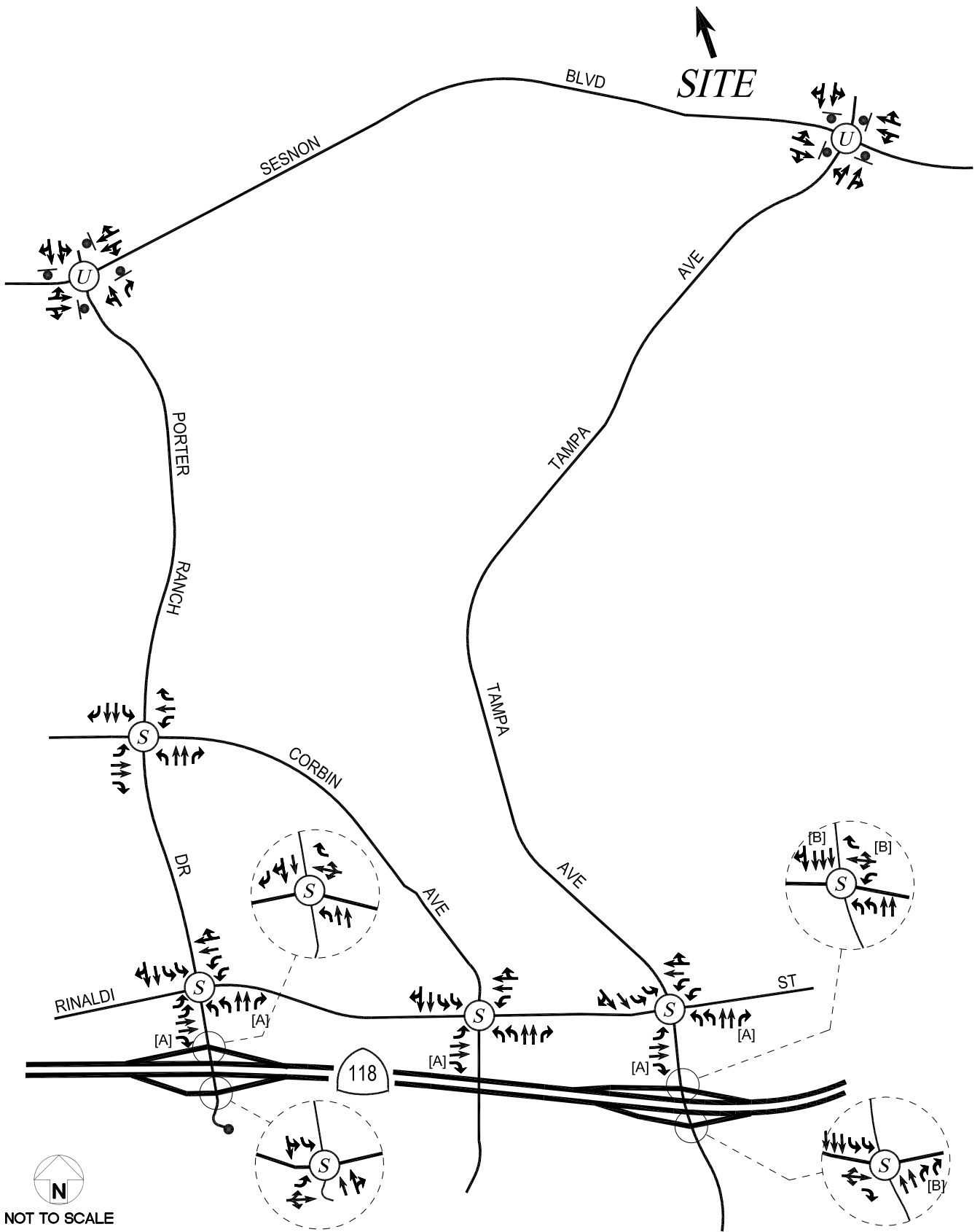
*State Route 118 (Ronald Reagan) Freeway* is a major east-west freeway connecting Simi Valley with the San Fernando Valley and greater Los Angeles basin. In the vicinity of the project study area, SR-118 Freeway provides four mixed flow travel lanes and one high occupancy vehicle lane in each direction. Eastbound and westbound on and off-ramps are provided on SR-118 Freeway at Porter Ranch Drive and at Tampa Avenue in the project study area.

### 4.2 Local Street System

Immediate access to the storage field site is provided via Sesnon Boulevard. The following ten study intersections were selected for analysis in order to determine potential impacts related to the project during construction:

1. Porter Ranch Drive/Sesnon Boulevard
2. Porter Ranch Drive/Corbin Avenue
3. Porter Ranch Drive/Rinaldi Street
4. Porter Ranch Drive/SR-118 Freeway Westbound On/Off Ramps
5. Porter Ranch Drive/ SR-118 Freeway Eastbound On/Off Ramps
6. Corbin Avenue/Rinaldi Street
7. Tampa Avenue/Sesnon Boulevard
8. Tampa Avenue/Rinaldi Street
9. Tampa Avenue/SR-118 Freeway Westbound On/Off Ramps
10. Tampa Avenue/SR-118 Freeway Eastbound On/Off Ramps

The existing lane configurations and regulatory controls at the ten study intersections are displayed in **Figure 4-1**.



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- |                           |                          |
|---------------------------|--------------------------|
| UNSIGNALIZED INTERSECTION | [A] OVERLAP PHASE        |
| SIGNALIZED INTERSECTION   | [B] NO RIGHT-TURN ON RED |
| STOP SIGN                 |                          |

**FIGURE 4-1**  
**EXISTING LANE**  
**CONFIGURATIONS**

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ALISO CANYON TURBINE REPLACEMENT PROJECT

## 5.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the ten study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were provided for use by the project applicant team and were conducted by an independent traffic count subconsultant, Counts Unlimited, Inc., at the ten study intersections from 7:00 to 9:00 AM to determine the AM peak commuter hour, and from 4:00 to 6:00 PM to determine the PM peak commuter hours. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with metropolitan Los Angeles peak commuter hours.

The weekday AM and PM peak hour manual counts of vehicle movements at the ten study intersections are summarized in **Table 5-1**. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in **Figures 5-1** and **5-2**, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in **Appendix C**.

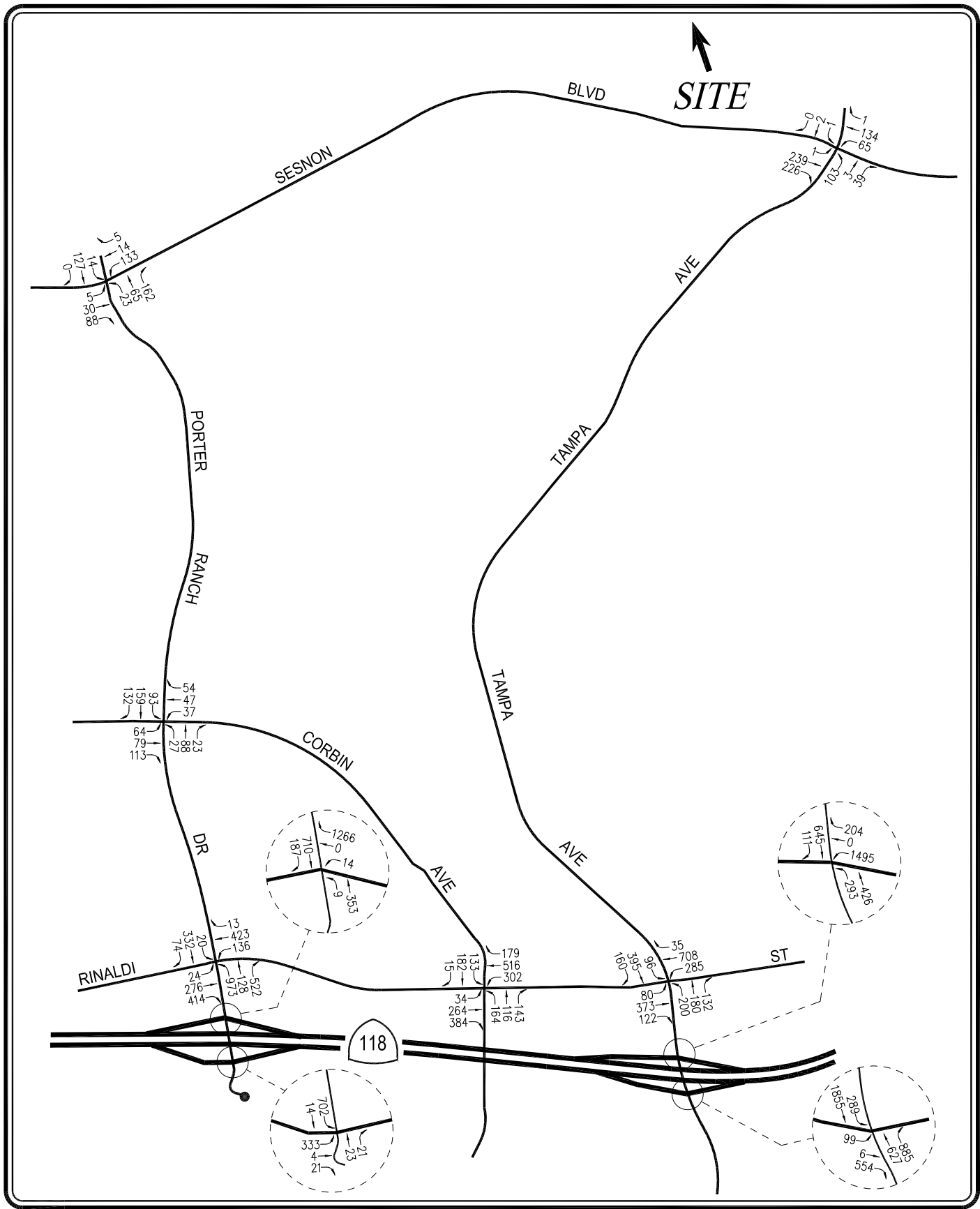
Table 5-1  
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Porter Ranch Drive/ Sesnon Boulevard	09/08/11	NB SB EB WB	7:15	250 141 123 152	5:00	344 58 69 88
2	Porter Ranch Drive/ Corbin Avenue	09/13/11	NB SB EB WB	7:15	138 384 256 138	5:00	299 202 148 178
3	Porter Ranch Drive/ Rinaldi Street	09/08/11	NB SB EB WB	7:15	1,623 426 714 572	5:00	1,128 252 1,233 845
4	Porter Ranch Drive/ SR-118 Freeway Westbound On/Off-Ramps	09/08/11	NB SB EB WB	7:15	362 897 0 1,280	4:45	422 1,091 0 814
5	Porter Ranch Drive/ SR-118 Freeway Eastbound On/Off-Ramps	09/08/11	NB SB EB WB	7:15	44 716 358 0	4:15	80 836 359 0
6	Corbin Avenue/ Rinaldi Street	09/13/11	NB SB EB WB	7:30	423 330 682 997	5:00	800 319 953 906
7	Tampa Avenue/ Sesnon Boulevard	09/08/11	NB SB EB WB	7:30	145 3 466 200	5:00	186 5 192 108
8	Tampa Avenue/ Rinaldi Street	09/13/11	NB SB EB WB	7:30	512 651 575 1,028	5:00	1,094 334 1,214 793
9	Tampa Avenue/ SR-118 Freeway Westbound On/Off-Ramps	09/08/11	NB SB EB WB	7:30	719 756 0 1,699	4:30	1,065 667 0 1,357
10	Tampa Avenue/ SR-118 Freeway Eastbound On/Off-Ramps	09/08/11	NB SB EB WB	7:15	1,512 2,144 659 0	4:30	2,105 1,491 497 0

[1] Counts conducted by Counts Unlimited Inc.



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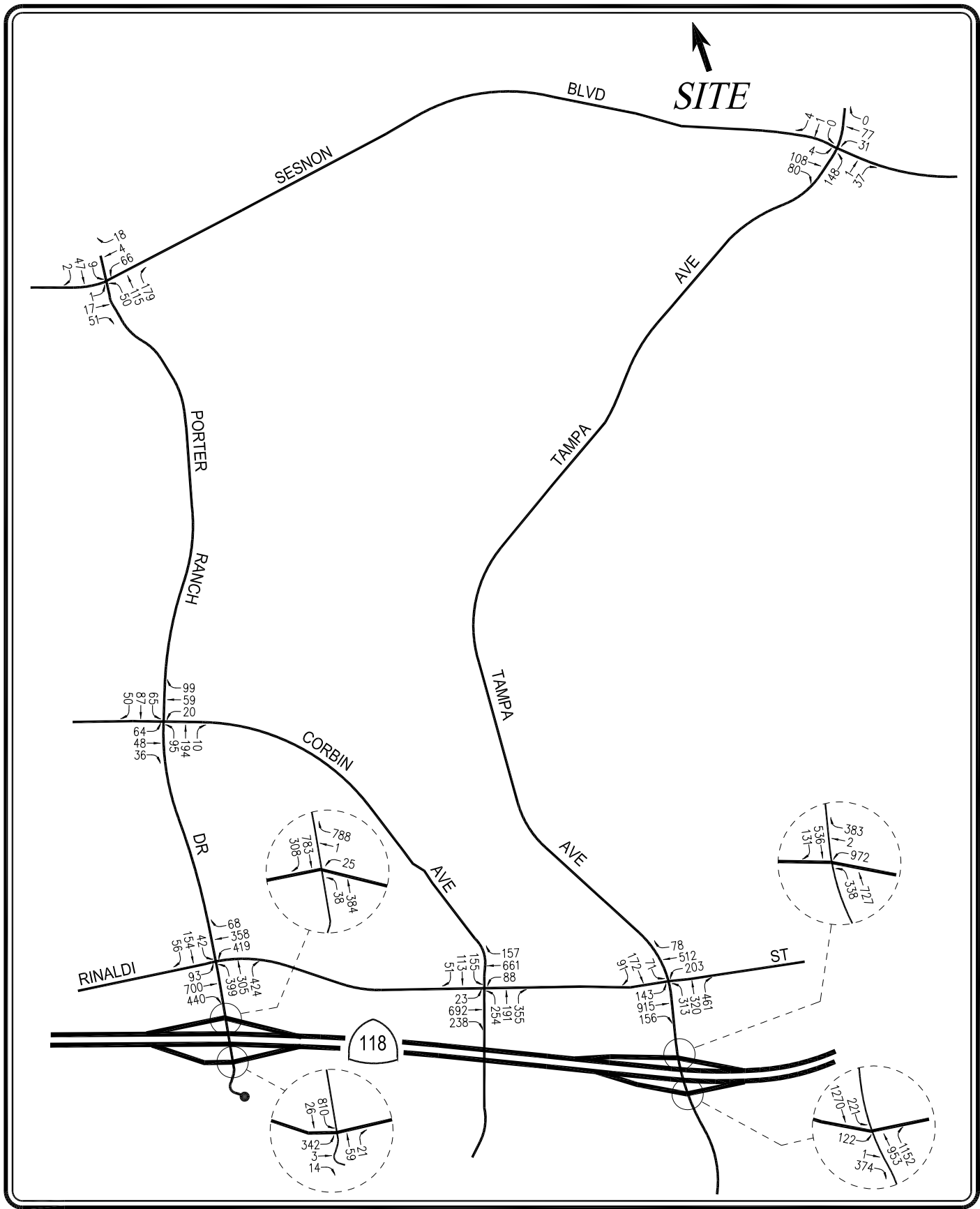
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**FIGURE 5-1**  
**EXISTING TRAFFIC VOLUMES**  
**WEEKDAY AM PEAK HOUR**

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**FIGURE 5-2**  
**EXISTING TRAFFIC VOLUMES**  
WEEKDAY PM PEAK HOUR

ALISO CANYON TURBINE REPLACEMENT PROJECT

## 6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.”

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the “A” and “B” options outlined in CEQA Guidelines for purposes of developing the forecast.

### 6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the Los Angeles County Department of Regional Planning and City of Los Angeles Departments of Transportation and Planning. The list of related projects in the project site area is presented in **Table 6-1**. The location of the related projects is shown in **Figure 6-1**.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers’ (ITE) *Trip Generation* manual<sup>4</sup>. The related projects’ respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in **Table 6-1**. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in **Figures 6-2** and **6-3**, respectively.

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<sup>4</sup>Institute of Transportation Engineers *Trip Generation* manual, 8<sup>th</sup> Edition, Washington, D.C., 2008.

Table 6-1  
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	IN	OUT	TOTAL
1	ENV-2008-570-MND	Proposed	12130 North Nugent Drive	Single-Family Housing	197 DU	[3]	1,885	37	111	125	74	199
2	ENV-2007-5388-MND	Proposed	17891 West Ridgeway Road	Residential Planned Development	5 Acres	[4]	227	7	7	10	10	20
3	Hidden Creek Estates ENV-2005-6657-EIR	Proposed	12100 Browns Canyon Road	Single-Family Housing Park	188 DU 16 Acres	[3]	1,799	35	106	120	70	190
4	Tentative Tract No. 60913	Proposed	16410 North Nicklaus Drive	Equestrian Boarding Facility	16 Acres	[5]	25	Nom.	Nom.	Nom.	Nom.	Nom.
5	Tentative Tract No. 53426	Proposed	9503 Andora Avenue	Condominium	165 DU	[6]	959	12	61	58	28	86
6	Panorama Place ENV-2006-2133-EIR	Proposed	14665-14697 West Roscoe Boulevard	Single-Family Housing	45 DU	[3]	431	9	25	28	17	45
7	New Paradise Church of God and Christ ENV-2003-6669-EIR	Proposed	13187 North Fellows Avenue	Condominium Retail Church	504 DU 86,000 GLSF 11,000 GSF	[6] [7] [8]	2,928 3,693 100	38 52 4	184 34 2	176 157 3	86 164 3	262 321 6
<b>TOTAL</b>							<b>12,047</b>	<b>194</b>	<b>530</b>	<b>677</b>	<b>452</b>	<b>1,129</b>

[1] Source: City of Los Angeles Departments of Transportation and City Planning.

[2] ITE "Trip Generation", 8th Edition, 2008 (as referenced in the Project Data Source column).

[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

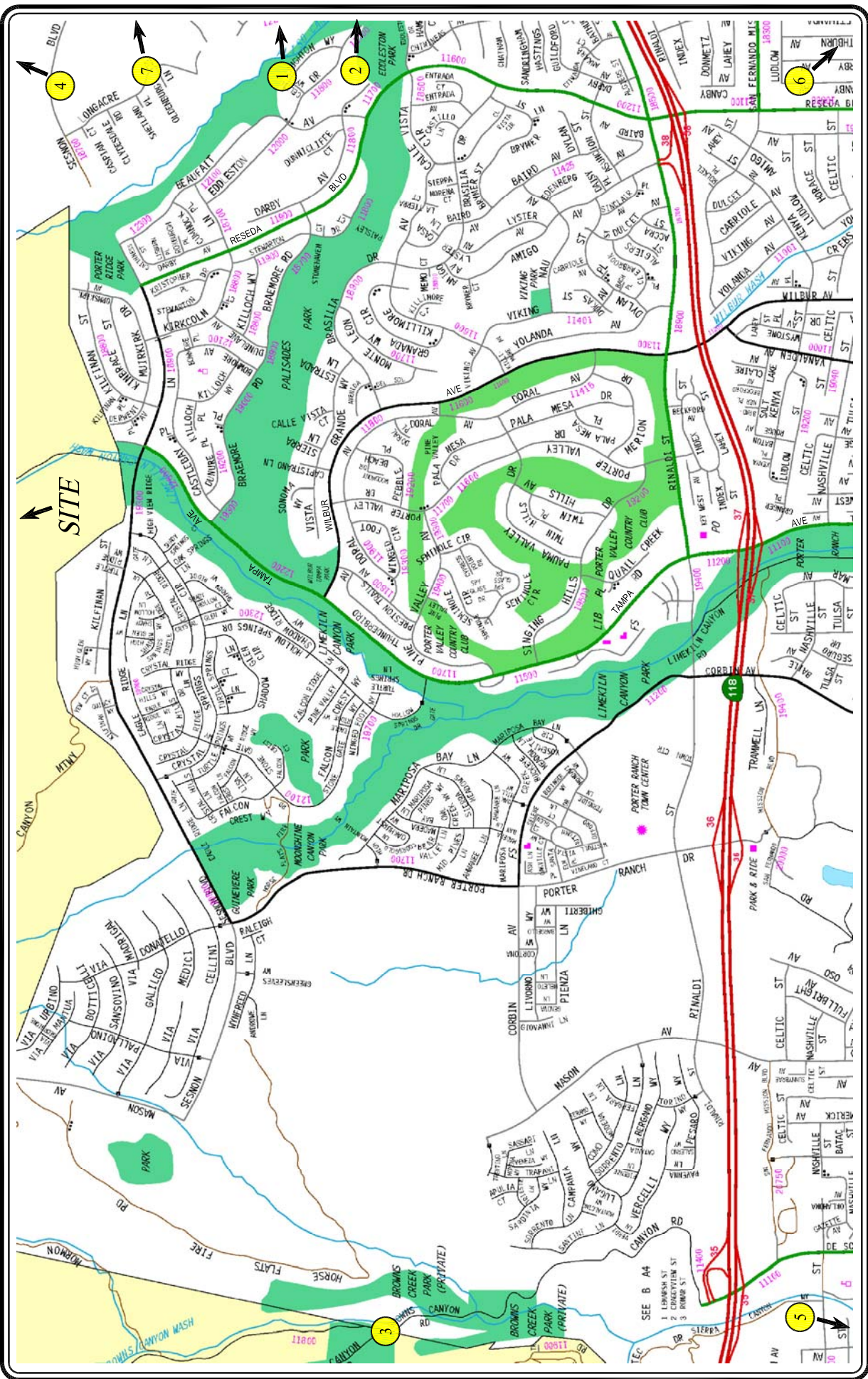
[4] ITE Land Use Code 270 (Residential Planned Unit Development) trip generation average rates.

[5] ITE Land Use Code 411 (City Park) trip generation average rates.

[6] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.

[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

[8] ITE Land Use Code 560 (Church) trip generation average rates.



**FIGURE 6-1**  
**LOCATION OF RELATED PROJECTS**

MAP SOURCE: RAND McNALLY & COMPANY

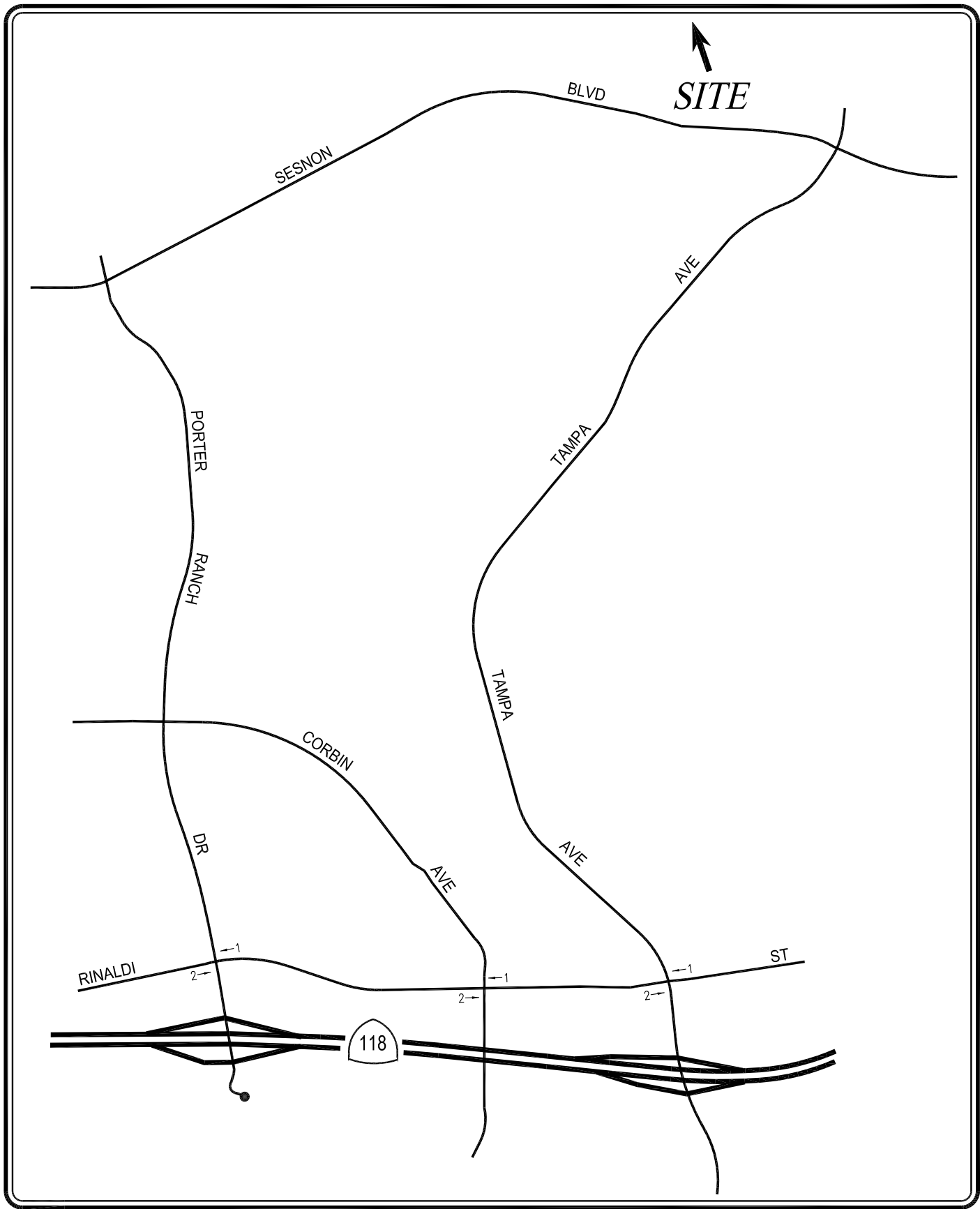


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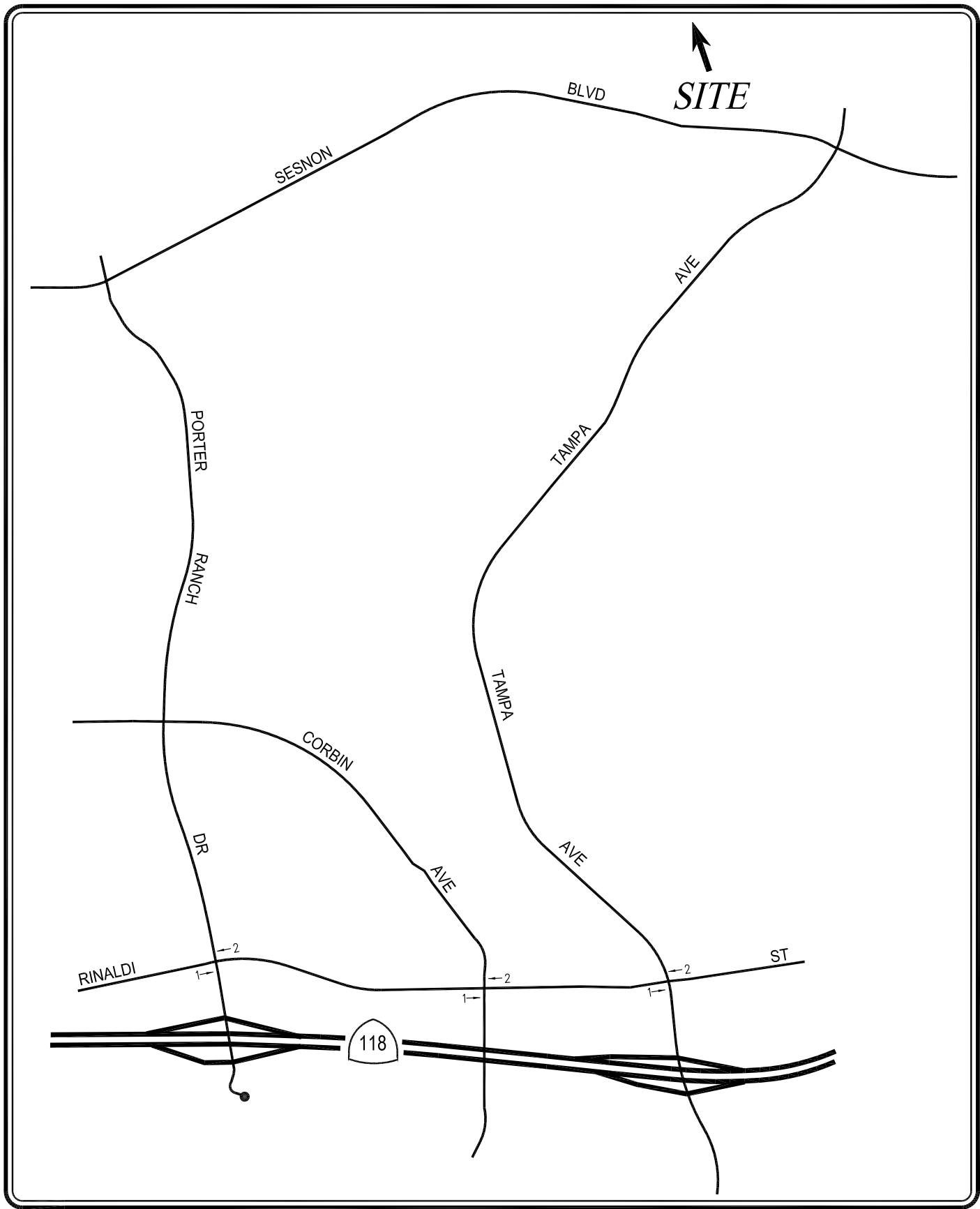
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**FIGURE 6-2**  
**RELATED PROJECTS TRAFFIC VOLUMES**  
 WEEKDAY AM PEAK HOUR

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ALISO CANYON TURBINE REPLACEMENT PROJECT

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**FIGURE 6-3**  
**RELATED PROJECTS TRAFFIC VOLUMES**  
 WEEKDAY PM PEAK HOUR

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ALISO CANYON TURBINE REPLACEMENT PROJECT

## 6.2 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the West San Fernando Valley area, which is presented in the *2010 Congestion Management Program*, indicates existing traffic volumes would increase at an annual rate of approximately 0.54 percent (0.54%) per year between years 2010 and 2015. An annual growth rate of one percent (1.0%) to the year 2014 was used for analysis purposes. Therefore, application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area.



## 7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

### 7.1 Project Construction Traffic Generation

As discussed previously, typical day to day operations of the project are not expected to result in any significant increase in project traffic over current conditions (as the total number of employees at the Aliso Canyon storage field is not expected to increase after the completion of the proposed project). Therefore, the focus of this supplemental traffic impact study is related to traffic generation during peak project construction activities at the storage field site. As the standard ITE *Trip Generation* manual does not provide trip generation rates that are applicable to the construction of the project, traffic volumes expected to be generated during peak construction activities at the storage field site were forecast based on the following:

- Construction Worker Vehicles – Construction worker vehicle trips were assumed at the regional average vehicle ridership (AVR) of 1.135 as listed in the *CEQA Air Quality Handbook*. Thus, a maximum of 190 construction workers during peak construction activities at the storage field worksites would correlate to 167 vehicles trips (190 workers / 1.135 AVR = 167 vehicle trips). Based on the typical weekday project construction hours from 7:00 AM to 5:00 PM, it was assumed that 75% of the construction vehicle trips would arrive the off-site parking facilities before the start of the morning commuter peak hour (i.e., before 7:00 AM). Thus, it was assumed that 25% of the construction vehicle trips would arrive at the off-site parking facilities during the AM peak hour. For

the weekday afternoon time period, it was assumed that all 100% of construction vehicle trips would depart the off-site parking facilities during the PM peak hour.

- Shuttles – A shuttle service is planned to be provided to transport the construction workers between the off-site parking facilities and the storage field work sites. Based on information provided by the project applicant, shuttles accommodating 10 persons per shuttle would be utilized. Thus, a maximum of 190 construction workers during the peak construction activities at the storage field worksites would correlate to 19 shuttle trips (190 workers / 10 workers per shuttle = 19 shuttle trips). In addition, a Passenger Car Equivalent<sup>5</sup> (PCE) adjustment factor of 1.5 was applied to each shuttle trip for analysis purposes.
- Dump Trucks – It is estimated that up to 12, 20-yard dump trucks per day would be required for the project construction activities at the storage field worksites. A PCE adjustment factor of 2.0 was applied to each dump truck trip for analysis purposes. Most of these dump trucks would be scheduled to arrive and depart the storage field worksites during off-peak traffic hours.
- Other Delivery Vehicles – It is estimated that an average of eight construction/delivery vehicles per day would be required for delivery of structures, equipment, concrete, and other construction materials. A PCE adjustment factor of 2.5 was applied to each delivery vehicle trip for analysis purposes. Most of these delivery vehicles would be scheduled to arrive and depart the storage field worksites during off-peak traffic hours.

The project trip generation forecast during peak construction activities at the storage field worksites is summarized in *Table 7-1*. As presented in *Table 7-1*, the proposed project during peak construction activities is expected to generate 100 PCE adjusted vehicle trips (71 inbound trips and 29 outbound trips) during the AM peak hour. During the PM peak hour, the proposed project during peak construction activities is expected to generate 225 PCE adjusted vehicle trips (29 inbound trips and 196 outbound trips). Over a 24-hour period, the proposed project during peak construction activities is forecast to generate 538 PCE adjusted daily trip ends during a typical weekday. It should be noted that the trip generation forecast reflects both construction worker vehicle trips to and from the off-site parking areas as well as the shuttle trips that will transport these workers to and from the storage field worksites.

## 7.2 Project Construction Traffic Distribution and Assignment

Traffic volumes both entering and exiting the Aliso Canyon storage field site during peak construction activities have been distributed and assigned to the adjacent street system based on the following considerations:

---

<sup>5</sup> A passenger car equivalent adjustment factor is applied to account for larger and oversized vehicles for analysis purposes. It is an equivalency value applied to a large vehicle to equate its characteristics to those of a passenger car. In general, passenger car equivalent values range from 1.0 (for passenger cars) to 3.0 (very large and slow moving trucks).

Table 7-1  
PROJECT CONSTRUCTION TRIP GENERATION

LAND USE	NO. OF NET NEW VEHICLES	DAILY TRIP ENDS [1] VOLUMES	AM PEAK HOUR VOLUMES [1]			PM PEAK HOUR VOLUMES [1]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<u>Project Construction</u>								
Passenger Vehicles [2]	167 vehicles	334	42	nom.	42	nom.	167	167
Shuttles [3]	19 shuttles	116	29	29	58	29	29	58
Dump Trucks [4]	12 trucks	48	nom.	nom.	nom.	nom.	nom.	nom.
Delivery Vehicles [5]	8 trucks	40	nom.	nom.	nom.	nom.	nom.	nom.
<b>Total Net New Vehicles (PCE Adjusted)</b>		<b>538</b>	<b>71</b>	<b>29</b>	<b>100</b>	<b>29</b>	<b>196</b>	<b>225</b>

[1] Trips are one-way traffic movements, entering or leaving.

[2] Passenger vehicular trip generation forecast was determined based on the following:

- Weekday AM Peak Hour: 190 maximum workers / 1.135 passengers per vehicle = 167 vehicle trips. Assumes 75% of the construction workers will arrive before the start of the morning peak hour (i.e., before 7:00 AM). Thus, during the AM peak hour, there will be 167 x 25% = 42 trips (42 trips inbound, nominal trips outbound).

- Weekday PM Peak Hour: 190 maximum workers / 1.135 passengers per vehicle = 167 vehicle trips. Assumes 100% of the construction workers will depart during the afternoon peak hour. Thus, during the PM peak hour, there will be 167 x 100% = 167 trips (nominal trips inbound, 167 trips outbound).

[3] Weekday AM and PM peak hour shuttle trip generation forecast was determined based on the following:

190 maximum workers / 10 workers per shuttle = 19 shuttle trips. A Passenger Car Equivalent (PCE) adjustment factor of 1.5 for shuttles was applied to the forecast. Thus, 19 shuttles x 1.5 PCE = 29 PCE trips inbound + 29 PCE trips outbound = 58 total PCE trips during the AM and PM peak hours.

[4] It is estimated that up to 12 dump trucks per day would be needed for construction of the Central Compressor Station. These trucks would be scheduled to arrive and depart during the off-peak time periods (i.e., outside of the AM commuter peak hour and PM commuter peak hour). A PCE adjustment factor of 2.0 for dump trucks was applied to the forecast. Thus, 12 daily dump trucks x 2.0 PCE = 24 daily PCE trips inbound + 24 daily PCE trips outbound = 48 total daily PCE trips.

[5] It is estimated that an average of 8 construction/delivery vehicles per day to deliver structures, equipment, concrete, and construction materials would be needed. These trucks would be scheduled to arrive and depart during the off-peak time periods (i.e., outside of the AM commuter peak hour and PM commuter peak hour). A PCE adjustment factor of 2.5 for delivery vehicles was applied to the forecast. Thus, 8 daily delivery vehicles x 2.5 PCE = 20 daily PCE trips inbound + 20 daily PCE trips outbound = 40 total daily PCE trips.

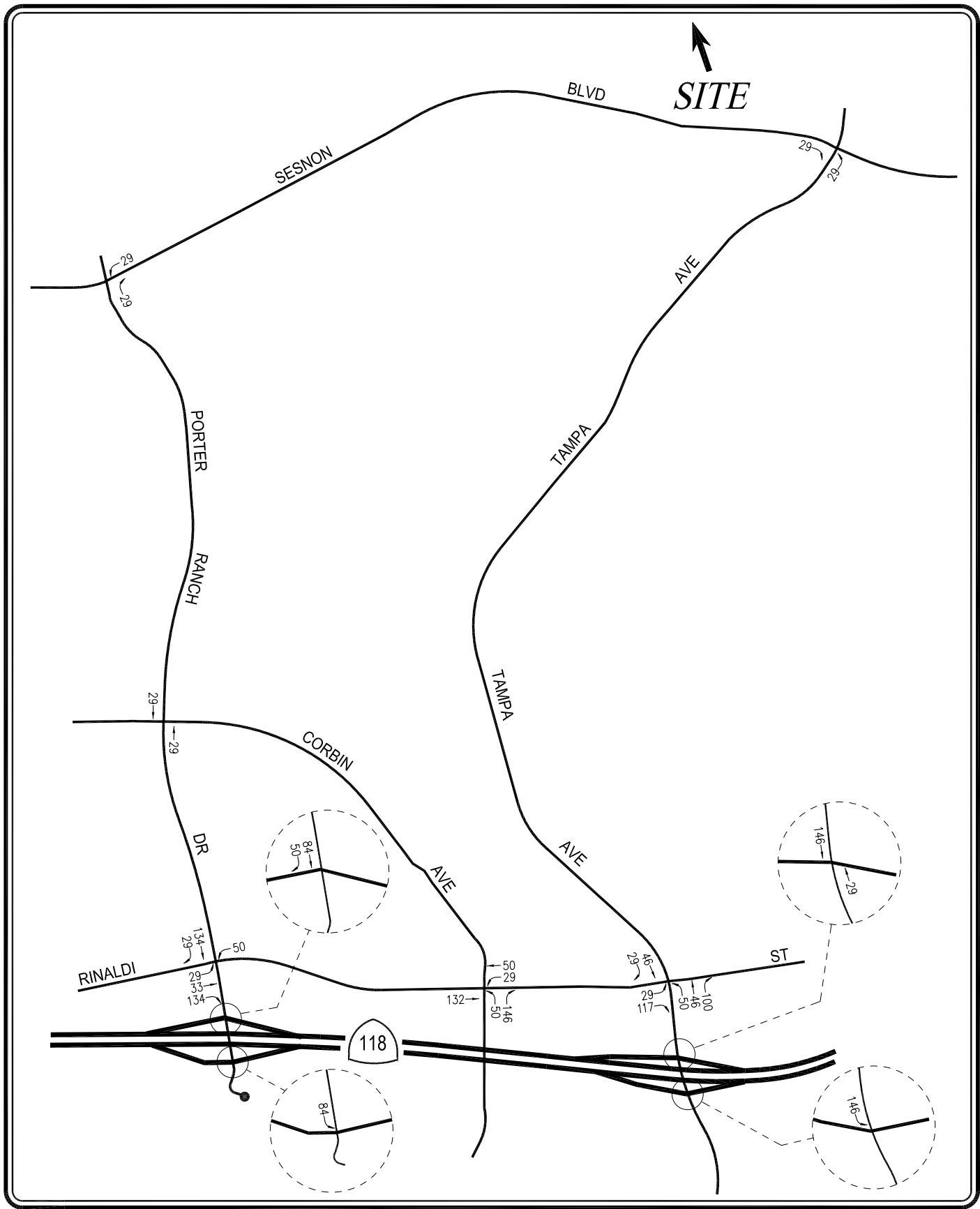
- The site's proximity to major traffic corridors (i.e. Tampa Avenue, Porter Ranch Drive, SR-118 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the project site assuming the site access and circulation scheme described in Section 3.0; and
- The location of potential parking areas for construction workers.

As discussed previously, the project applicant has determined that there are seven potential parking areas located approximately two and a half miles south of the storage field site (near the SR-118 Freeway) that may be suitable to serve as off-site parking facilities for construction workers. Since the exact location of the off-site parking facilities has not been determined at this time, this traffic analysis employs a conservative approach in analyzing potential impacts to the study intersections by assuming that construction workers may park at any of the seven parking areas and be transported to the storage field worksites via shuttles. As the seven potential parking areas have access along the Rinaldi Street corridor (off of either Porter Ranch Drive, Corbin Avenue, or Tampa Avenue), all potential turning movements at these three key study intersections have been accounted for to reflect the variability of use of the seven off-site parking areas. In addition, as the shuttle trips from potential parking areas along Porter Ranch Drive will likely utilize the Porter Ranch Drive/Sesnon Boulevard intersection for access while the shuttle trips from potential parking areas along Corbin Avenue or Tampa Avenue will likely utilize the Tampa Avenue/Sesnon Boulevard intersection for access, both potential shuttle routes have been included in this traffic analysis.

The construction project traffic volume distribution percentages during the weekday AM and PM peak hours are contained in *Appendix D*. *Appendix Figures D-1* and *D-2* show the inbound/outbound project traffic distribution patterns for construction vehicle traffic and for shuttle traffic, respectively. *Appendix Figures D-3* to *D-9* show the individual inbound/outbound project traffic distributions for both construction vehicle traffic and shuttle traffic at each of the seven potential parking areas. The forecast project construction-related traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in *Figures 7-1* and *7-2*, respectively (reflecting the variability for workers parking at any of the seven potential parking areas). The traffic volume assignments presented in *Figures 7-1* and *7-2* reflect the traffic distribution characteristics shown in *Appendix D* and the project traffic generation forecast presented in *Table 7-1*.



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# FIGURE 7-2

## PROJECT CONSTRUCTION TRAFFIC VOLUMES

### WEEKDAY PM PEAK HOUR

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ALISO CANYON TURBINE REPLACEMENT PROJECT

## 8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

### 8.1 Intersection Analysis Methodology

The AM and PM peak hour operating conditions for the ten study intersections were evaluated using the Critical Movement Analysis (CMA) methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000* (HCM2000) for unsignalized intersections.

The signalized study intersections were evaluated using the CMA method of analysis that determines Volume-to-Capacity ( $v/c$ ) ratios on a critical lane basis. The overall intersection  $v/c$  ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in *Appendix E*.

The HCM2000 unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each constrained movement. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The overall average control delay is measured in seconds per vehicle, and the level of service is then calculated for the entire intersection for a four-way stop controlled intersection. A description of the HCM method and corresponding Level of Service is also provided in *Appendix E*.

### 8.2 Impact Criteria and Thresholds

The relative impact of the added traffic volumes to be generated by the proposed project during peak construction activities for the AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future  $v/c$  and delay relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures*, August, 2011. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the  $v/c$  ratio equals or exceeds the thresholds presented in *Table 8-1*.

Table 8-1 CITY OF LOS ANGELES INTERSECTION IMPACT THRESHOLD CRITERIA		
Final <i>v/c</i>	Level of Service	Project Related Increase in <i>v/c</i>
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E or F	equal to or greater than 0.010

The City’s Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above. It should be noted that for the two unsignalized locations, the intersection *v/c* ratios using the CMA method of analysis were utilized to determine significance of the potential impacts of project as shown above.

**8.3 LADOT ATSAC/ATCS**

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical *v/c* ratios by seven percent (0.07). The ATCS system upgrade further reduces the critical *v/c* ratios by three percent (0.03) for a total of 10 percent (0.10). Based on consultation with LADOT staff, ATSAC and ATCS system upgrades for the eight signalized study intersections have been implemented. Accordingly, the Level of Service calculations reflect a 0.10 adjustment for all analysis scenarios evaluated (i.e., existing and future conditions).

**8.4 Traffic Impact Analysis Scenarios**

Pursuant to LADOT’s traffic study guidelines and a recent California Court of Appeal, Sixth District, *Sunnyvale West Neighborhood Assn* decision (the “Sunnyvale decision”)<sup>6</sup>, Level of Service calculations have been prepared for the following scenarios for the study intersections:

- (a) Existing (2011) conditions.
- (b) Condition (a) with completion and occupancy of the project.

<sup>6</sup> *Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council*, California Court of Appeal, Sixth District.



- (c) Condition (b) with implementation of project mitigation measures where necessary.
- (d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2014 and with completion and occupancy of the related projects (i.e., cumulative baseline).
- (e) Condition (d) with completion and occupancy of the project.
- (f) Condition (e) with implementation of project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

Summaries of the  $v/c$  ratios and LOS values for the study intersections during the AM and PM peak hours are shown in **Table 8-2**. The CMA and HCM data worksheets for the analyzed intersections are contained in *Appendix E*.

Table 8-2  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]		[5]		[6]											
			YEAR 2011 EXISTING Delay or V/C	LOS [b]	YEAR 2011 EXISTING W/PROJECT CONSTRUCT. Delay or V/C	LOS [b]	CHANGE SIGNIF. V/C [2a-01]	IMPACT [c]	YEAR 2011 W/PROJECT MITIGATION Delay or V/C	LOS [b]	CHANGE V/C [3a-01]	MTH-GATED	YEAR 2014 PRE-PROJECT Delay or V/C	LOS [b]	CHANGE V/C [5a-01]	IMPACT [c]	YEAR 2014 W/PROJECT CONSTRUCT. Delay or V/C	LOS [b]	CHANGE V/C [6a-01]	IMPACT [c]	MTH-GATED			
1	Porter Ranch Drive/ Sesnon Boulevard [a]	AM	9.18	A	9.59	A	0.048	NO	9.59	A	0.048	NO	9.70	A	0.048	NO	9.70	A	0.048	NO	9.70	A	0.048	---
		PM	8.64	A	8.95	A	0.049	NO	8.95	A	0.049	NO	9.02	A	0.048	NO	9.02	A	0.048	NO	9.02	A	0.048	---
		AM	0.331	---	0.379	---	---	---	0.379	---	---	---	0.389	---	---	---	0.389	---	---	---	0.389	---	---	
		PM	0.254	---	0.303	---	---	---	0.303	---	---	---	0.310	---	---	---	0.310	---	---	---	0.310	---	---	
2	Porter Ranch Drive/ Corbin Avenue	AM	0.082	A	0.092	A	0.010	NO	0.092	A	0.010	NO	0.098	A	0.010	NO	0.098	A	0.010	NO	0.098	A	0.010	---
		PM	0.095	A	0.105	A	0.010	NO	0.105	A	0.010	NO	0.111	A	0.010	NO	0.111	A	0.010	NO	0.111	A	0.010	---
3	Porter Ranch Drive/ Rinaldi Street	AM	0.605	B	0.644	B	0.039	NO	0.644	B	0.039	NO	0.665	B	0.038	NO	0.665	B	0.038	NO	0.665	B	0.038	---
		PM	0.558	A	0.649	B	0.091	NO	0.649	B	0.091	NO	0.670	B	0.092	NO	0.670	B	0.092	NO	0.670	B	0.092	---
4	Porter Ranch Drive/ SR-118 Freeway Westbound On/Off-Ramps	AM	0.626	B	0.633	B	0.007	NO	0.633	B	0.007	NO	0.648	B	0.007	NO	0.655	B	0.007	NO	0.655	B	0.007	---
		PM	0.506	A	0.539	A	0.033	NO	0.539	A	0.033	NO	0.524	A	0.033	NO	0.557	A	0.033	NO	0.557	A	0.033	---
5	Porter Ranch Drive/ SR-118 Freeway Eastbound On/Off-Ramps	AM	0.424	A	0.430	A	0.006	NO	0.430	A	0.006	NO	0.440	A	0.006	NO	0.446	A	0.006	NO	0.446	A	0.006	---
		PM	0.494	A	0.535	A	0.041	NO	0.535	A	0.041	NO	0.512	A	0.041	NO	0.553	A	0.041	NO	0.553	A	0.041	---
6	Corbin Avenue/ Rinaldi Street	AM	0.471	A	0.507	A	0.036	NO	0.507	A	0.036	NO	0.488	A	0.036	NO	0.524	A	0.036	NO	0.524	A	0.036	---
		PM	0.504	A	0.669	B	0.165	NO	0.669	B	0.165	NO	0.522	A	0.165	NO	0.687	B	0.165	NO	0.687	B	0.165	---
7	Tampa Avenue/ Sesnon Boulevard [a]	AM	10.33	B	11.02	B	0.043	NO	11.02	B	0.043	NO	10.51	B	0.042	NO	11.24	B	0.042	NO	11.24	B	0.042	---
		PM	9.00	A	9.42	A	0.036	NO	9.42	A	0.036	NO	9.08	A	0.036	NO	9.51	A	0.036	NO	9.51	A	0.036	---
		AM	0.335	---	0.378	---	---	---	0.378	---	---	---	0.346	---	---	---	0.388	---	---	---	0.388	---	---	
		PM	0.233	---	0.269	---	---	---	0.269	---	---	---	0.240	---	---	---	0.276	---	---	---	0.276	---	---	
8	Tampa Avenue/ Rinaldi Street	AM	0.510	A	0.561	A	0.051	NO	0.561	A	0.051	NO	0.529	A	0.051	NO	0.580	A	0.051	NO	0.580	A	0.051	---
		PM	0.596	A	0.669	B	0.073	NO	0.669	B	0.073	NO	0.618	B	0.073	NO	0.691	B	0.073	NO	0.691	B	0.073	---
9	Tampa Avenue/ SR-118 Freeway Westbound On/Off-Ramps	AM	0.723	C	0.728	C	0.005	NO	0.728	C	0.005	NO	0.748	C	0.005	NO	0.753	C	0.005	NO	0.753	C	0.005	---
		PM	0.530	A	0.548	A	0.018	NO	0.548	A	0.018	NO	0.549	A	0.018	NO	0.567	A	0.018	NO	0.567	A	0.018	---
10	Tampa Avenue/ SR-118 Freeway Eastbound On/Off-Ramps	AM	0.625	B	0.636	B	0.011	NO	0.636	B	0.011	NO	0.647	B	0.011	NO	0.658	B	0.011	NO	0.658	B	0.011	---
		PM	0.614	B	0.670	B	0.056	NO	0.670	B	0.056	NO	0.655	B	0.057	NO	0.692	B	0.057	NO	0.692	B	0.057	---

[a] Unsignalized intersection.  
 [b] Level of Service (LOS) is based on the reported V/C ratio for signalized intersections and on the delay for unsignalized intersections.  
 [c] According to LADOT's "Traffic Study Policies and Procedures," December 2010, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

## 9.0 TRAFFIC ANALYSIS

### 9.1 Existing Conditions

#### 9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 8-2*, all ten study intersections are presently operating at LOS C or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

#### 9.1.2 *Existing With Project Construction Conditions*

As shown in column [2] of *Table 8-2*, application of the City's threshold criteria to the "Existing With Project Construction" scenario indicates that the proposed project construction is not expected to create significant impacts at any of the ten study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project Construction" conditions. The existing with project construction traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9-1* and *9-2*, respectively.

### 9.2 Future Conditions

#### 9.2.1 *Future Cumulative Baseline Conditions*

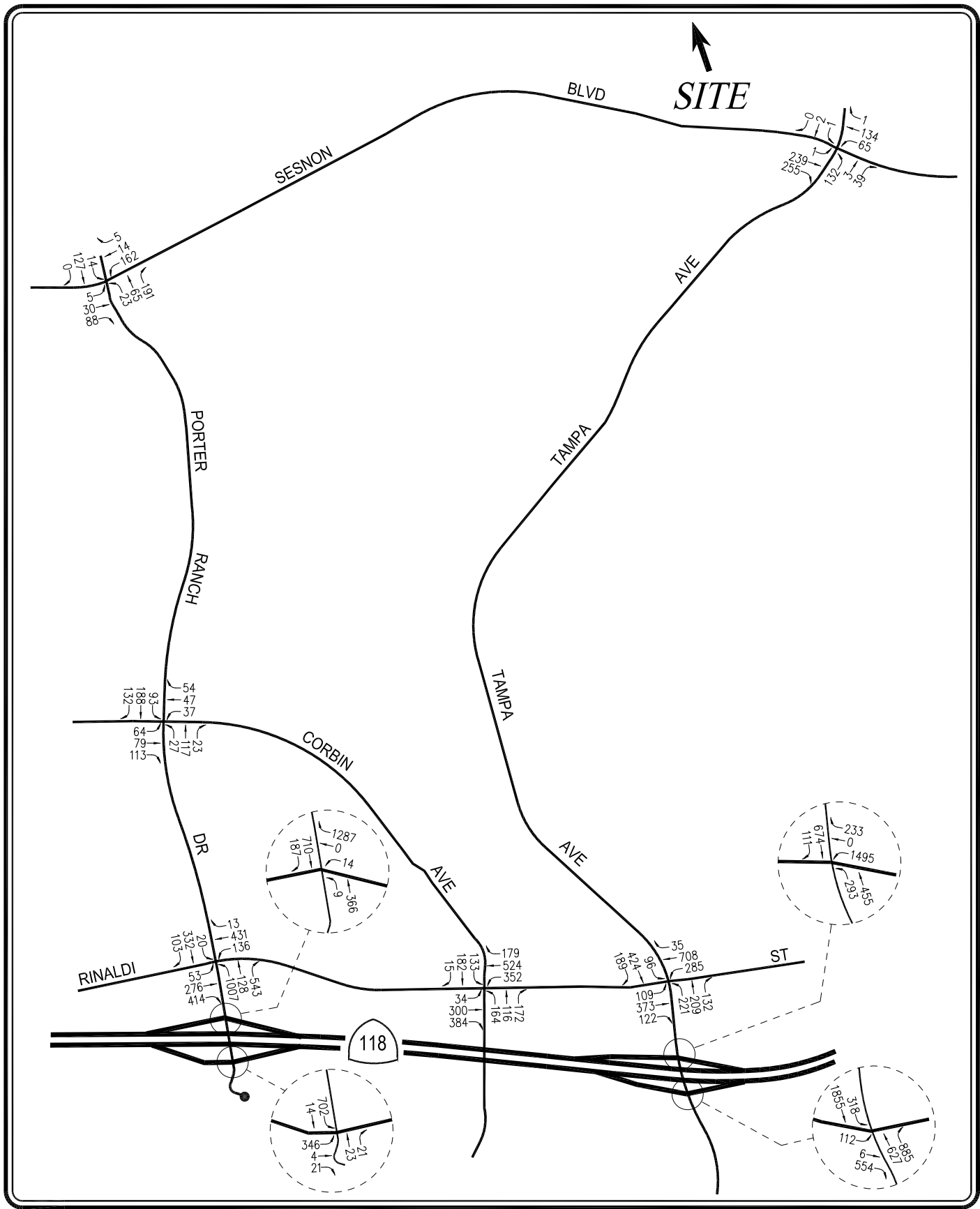
The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The  $v/c$  ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6-1*. As presented in column [4] of *Table 8-2*, all ten study intersections are expected to continue operating at LOS C or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions.

The future cumulative baseline (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 9-3* and *9-4*, respectively.

#### 9.2.2 *Future Cumulative With Project Construction Conditions*

As shown in column [5] of *Table 8-2*, application of the City's threshold criteria to the "Future With Project Construction" scenario indicates that the proposed project construction is not expected to create significant impacts at any of the ten study intersections. Incremental, but not significant, impacts are noted at the study intersections. All study intersections are expected to continue operating at LOS C or better during the weekday AM and PM peak hours with the

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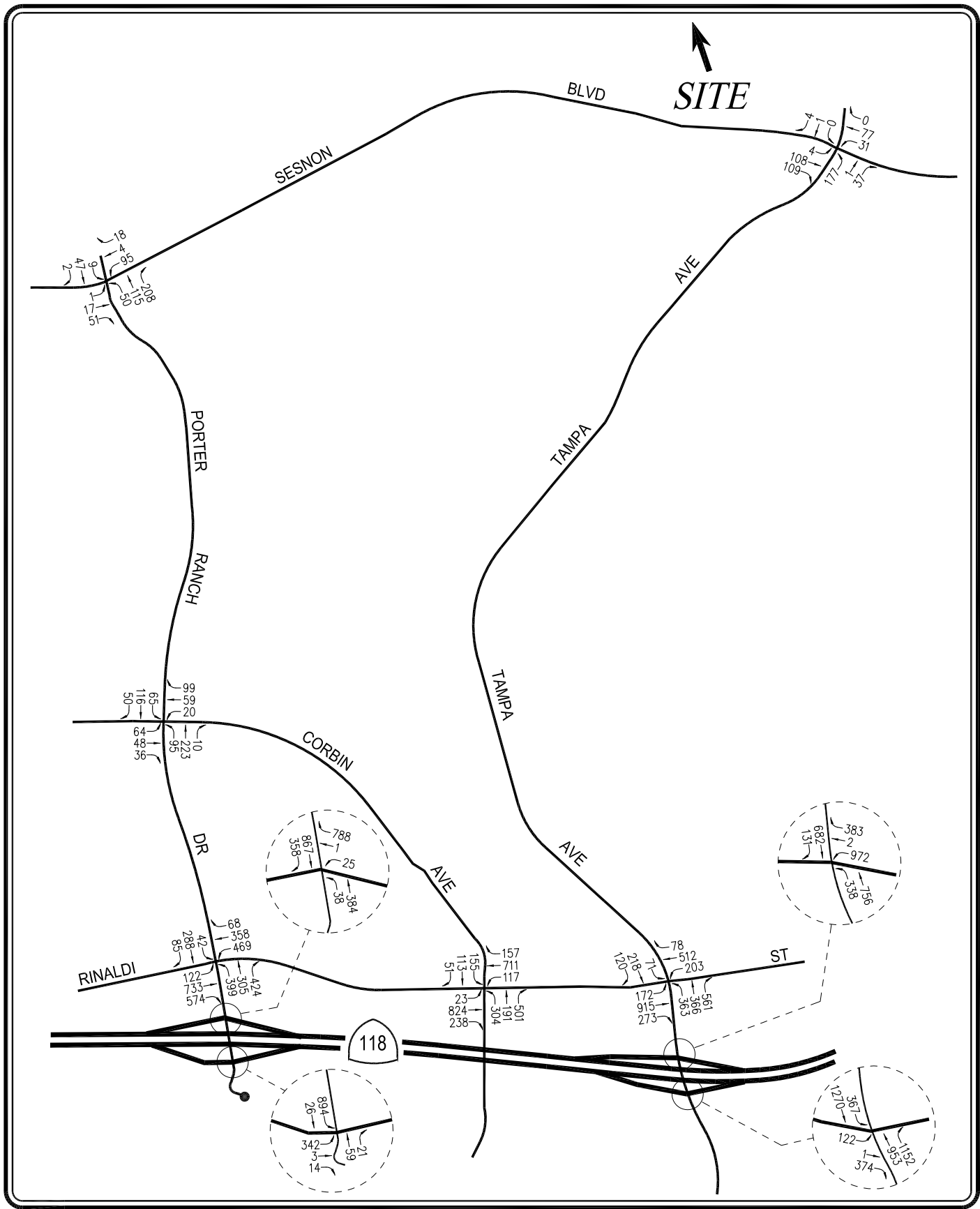
  
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**FIGURE 9-1**  
**EXISTING WITH PROJECT CONSTRUCTION**  
**TRAFFIC VOLUMES**  
**WEEKDAY AM PEAK HOUR**

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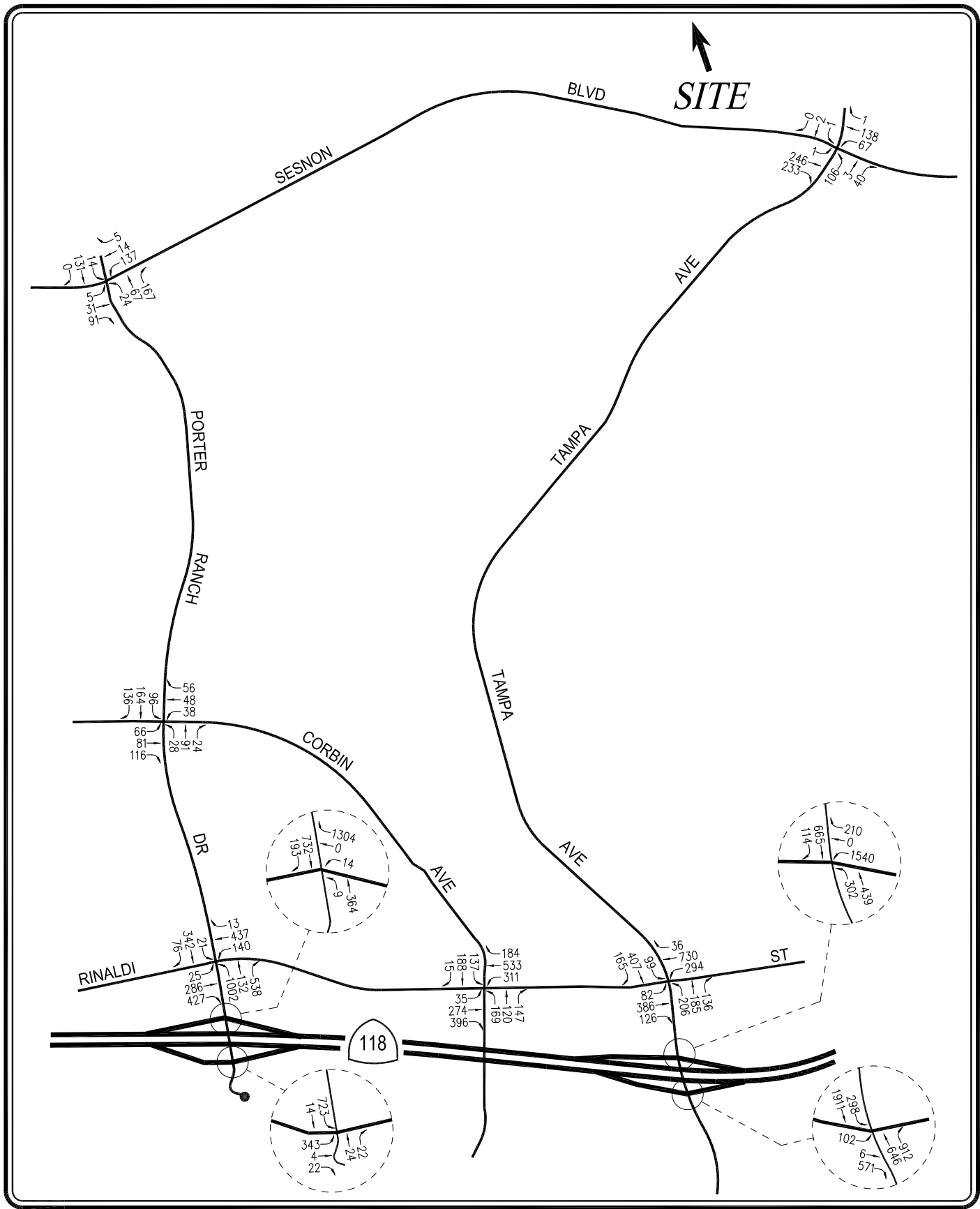
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**FIGURE 9-2**  
**EXISTING WITH PROJECT CONSTRUCTION**  
**TRAFFIC VOLUMES**  
**WEEKDAY PM PEAK HOUR**

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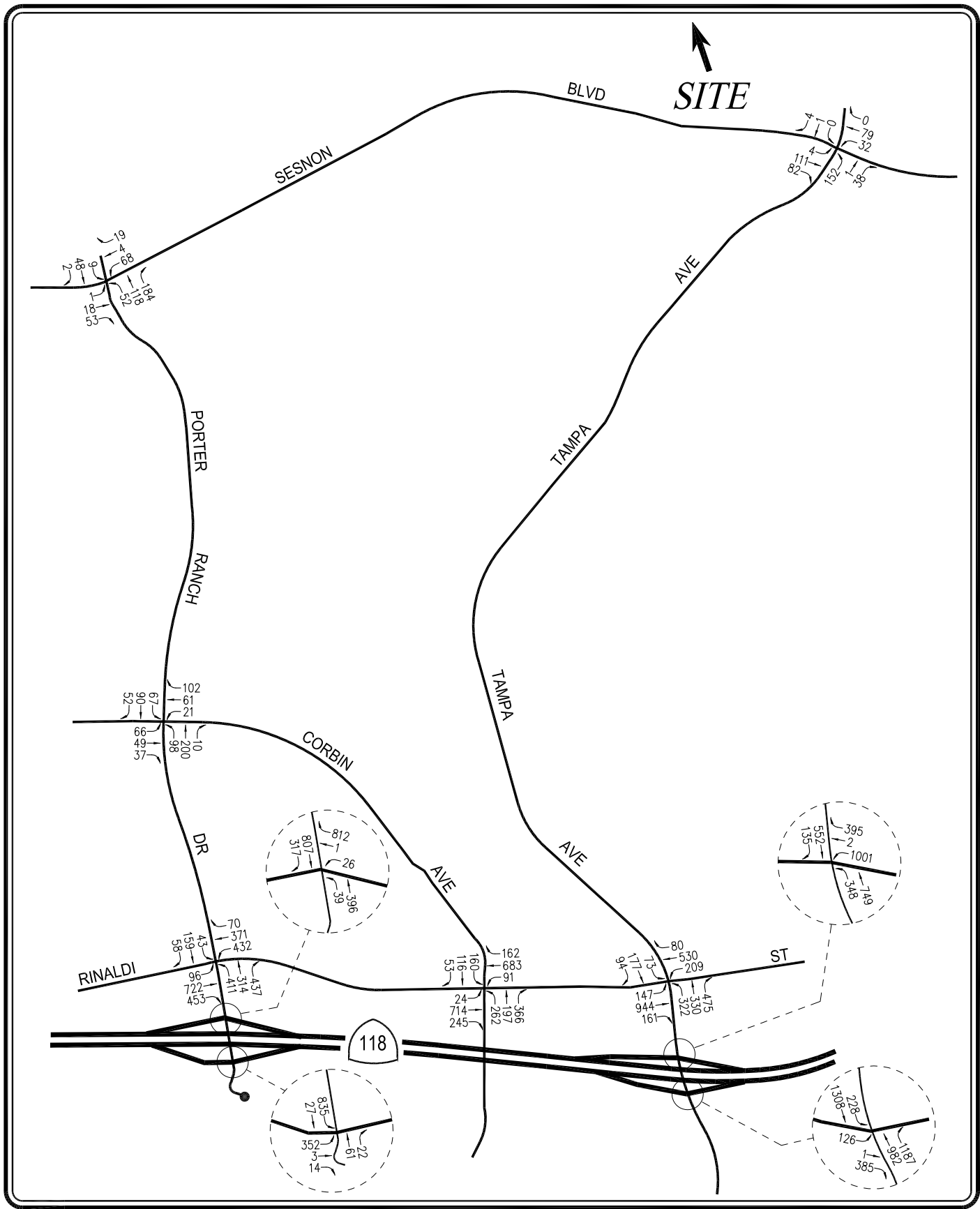


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**FIGURE 9-3**  
**FUTURE CUMULATIVE BASELINE**  
**TRAFFIC VOLUMES**  
**WEEKDAY AM PEAK HOUR**  
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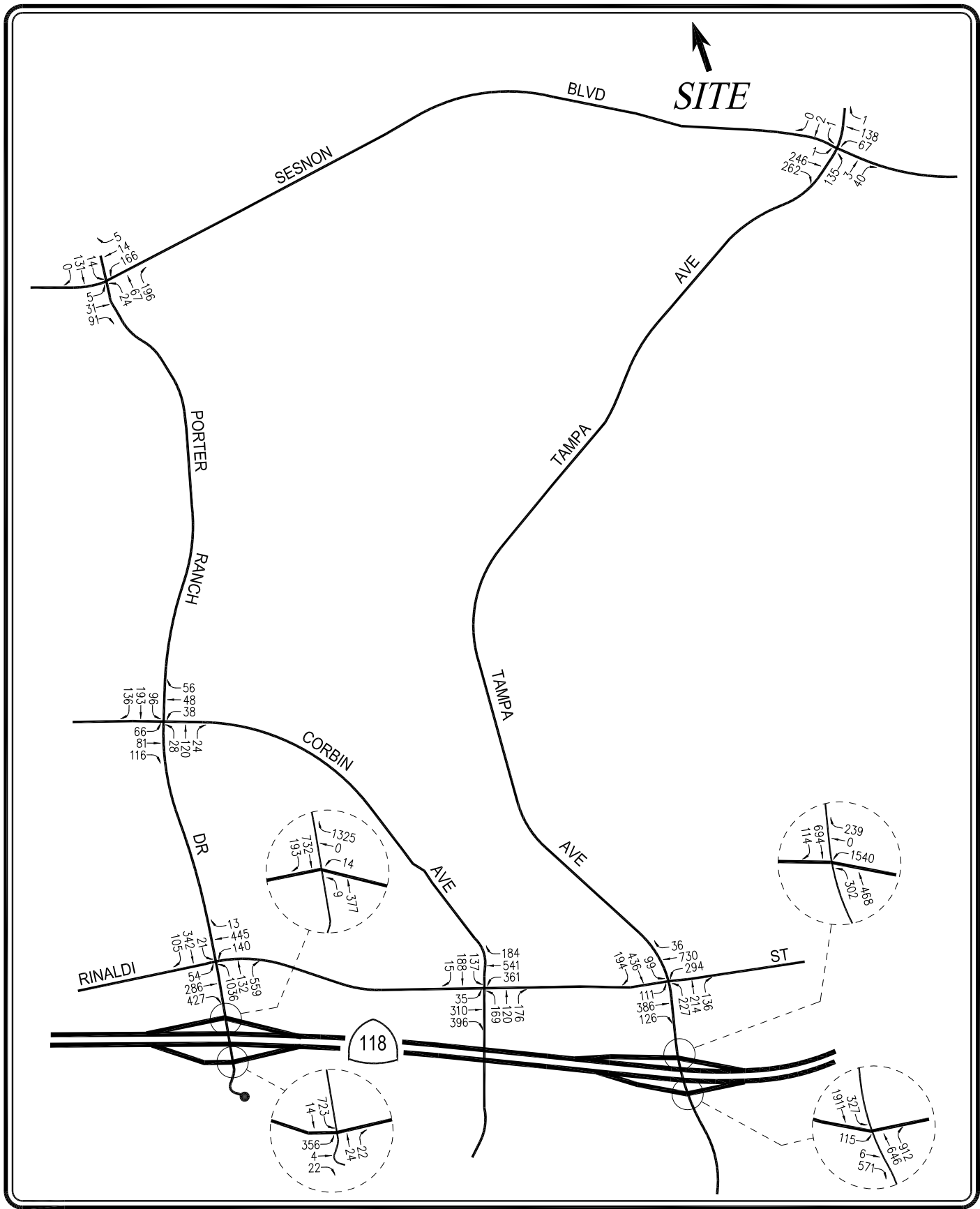
**FIGURE 9-4**  
**FUTURE CUMULATIVE BASELINE**  
**TRAFFIC VOLUMES**  
**WEEKDAY PM PEAK HOUR**  
 ALISO CANYON TURBINE REPLACEMENT PROJECT

addition of growth in ambient traffic, related project traffic, and project construction traffic, as presented in *Table 8-2*.

The future cumulative with project construction (existing, ambient growth, related projects and project construction) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9-5* and *9-6*, respectively.



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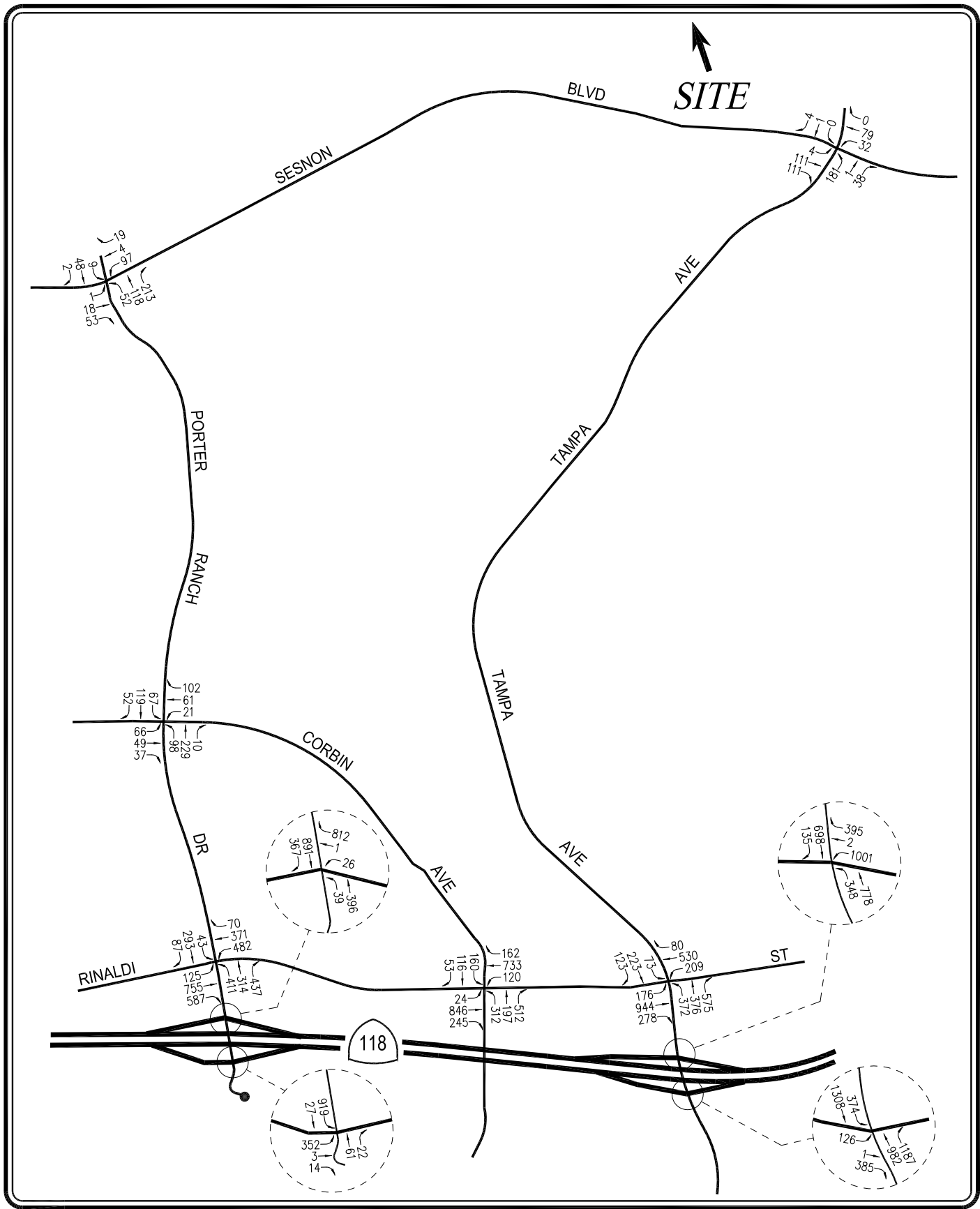
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### FIGURE 9-5 FUTURE CUMULATIVE WITH PROJECT CONSTRUCTION TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR

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**FIGURE 9-6**  
**FUTURE CUMULATIVE WITH PROJECT**  
**CONSTRUCTION TRAFFIC VOLUMES**  
 WEEKDAY PM PEAK HOUR

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## 10.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As outlined in the 2010 Congestion Management Program, a review has been prepared in order to determine if a formal Traffic Impact Assessment (TIA) would be required to determine the potential impacts on designated monitoring locations on the CMP highway system. The review has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, if a TIA is required, the criteria for determining a significant transportation impact is listed below:

“A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ), causing or worsening LOS F ( $V/C > 1.00$ ); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ).”

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

### 10.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

- | <u>CMP Station</u> | <u>Intersection</u>                                     |
|--------------------|---|
| No. 64             | Topanga Canyon Boulevard/Devonshire Street              |
| No. 66             | Topanga Canyon Boulevard/SR-118 Freeway Westbound Ramps |

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during the AM or PM peak hours at any of the CMP monitoring intersections which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

## 10.2 Freeways

The following CMP freeway monitoring locations in the project vicinity have been identified:

- | <u>CMP Station</u> | <u>Location</u>  |
|--------------------|--|
| Seg. No. 1051      | State Route 118 Freeway at Los Angeles/Ventura County Line |
| Seg. No. 1052      | State Route 118 Freeway east of Woodley Avenue             |

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to the freeway monitoring locations that is part of the CMP highway system is required.

## 11.0 REVIEW OF WILEY CANYON ROAD AND POTENTIAL TEMPORARY FREEWAY CLOSURE

Based on information provided by the project applicant, part of the proposed project construction will involve the replacement of six existing steel tower structures with new installation of tubular steel poles (TSPs) along the Wiley Canyon Road corridor within the City of Santa Clarita. Temporary travel lane reductions and/or roadway closures will likely be required along the Wiley Canyon Road corridor. In addition, reconductoring of the 66-kV subtransmission lines will likely require the temporary partial closure of the I-5 Freeway. The following sections provide brief discussions of the potential closures.

### 11.1 Wiley Canyon Road Temporary Travel Lane/Roadway Closure

Five of the six steel tower structures to be replaced are located on the east side of Wiley Canyon Road, between Lyons Avenue and Calgrove Boulevard while one steel tower structure is located on the east side of Old Wiley Canyon Road just south of Wabuska Street. All six steel tower structures are located within the City of Santa Clarita. Based on information provided by the project applicant, it is estimated that the tower replacement activities will take approximately three days per tower. Since a crane will be utilized for both the removal of the existing tower structures and the installation of the new TSPs, temporary travel lane reductions near four tower locations are envisioned while full Wiley Canyon Road roadway closures near two tower locations will likely be required. Detail discussions of each tower location, as well as the corresponding travel lane/roadway closures and recommended measures to offset potential impacts are contained in the supplemental traffic analysis prepared by AECOM (refer to *Appendix B-2*).

Based on a review of the AECOM traffic analysis, it is determined that any resultant impacts/inconveniences to motorists within the immediate vicinity of the six tower structures will be isolated and short-term in nature, as the tower replacement activities will take approximately three days to complete for each tower. Furthermore, the project applicant will be required to prepare and submit detailed traffic control plans to the City of Santa Clarita for review and approval prior to the conduct of the tower replacement activities. With the recommended measures as outlined in the AECOM supplemental analysis, any potential short-term impacts to the immediate vicinity of the tower structures are considered less than significant. This is based on supplemental analyses which have been prepared in accordance with industry standards.

### 11.2 Temporary Freeway Closure

Reconductoring of the 66-kV subtransmission lines will likely require the temporary closure of a section of the I-5 Freeway, between Calgrove Boulevard and the Antelope Valley (SR-14) Freeway. In order to minimize any impacts/inconveniences to the general public, the temporary closure of the I-5 freeway will be scheduled on days/times when traffic on the freeway is at its lowest (i.e., during late night/early morning hours and/or weekend time periods). Coordination and approvals from the affected agencies, including the State of California Department of

Transportation (Caltrans), will also be required. In addition, sufficient public notices in advance of the freeway closure as well as signage for potential detour routes will be provided.

It should be noted that as part of the proposed project construction, telecom lines crossing the SR-118 Freeway will also be required. However, since the telecom lines are planned to be routed under the SR-118 Freeway overpass, temporary closure of the SR-118 Freeway is not anticipated.

## 12.0 CONCLUSIONS

This supplemental traffic study has been prepared for the proposed Aliso Canyon Turbine Replacement project. Since the total number of employees at the Aliso Canyon storage field site is not expected to increase after the completion of the proposed turbine replacement project, this impact analysis focuses on potential impacts of the project during peak project construction activities. Construction of the proposed project is anticipated to take approximately 22 months.

In order to evaluate the potential impacts to the local street system, ten study intersections were analyzed to determine changes in operations in association with the construction of the proposed project. It is concluded that the proposed project construction is not expected to create a significant impact at any of the ten study intersections. Incremental but not significant impacts are noted at the study intersections during construction of the proposed project. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study locations.

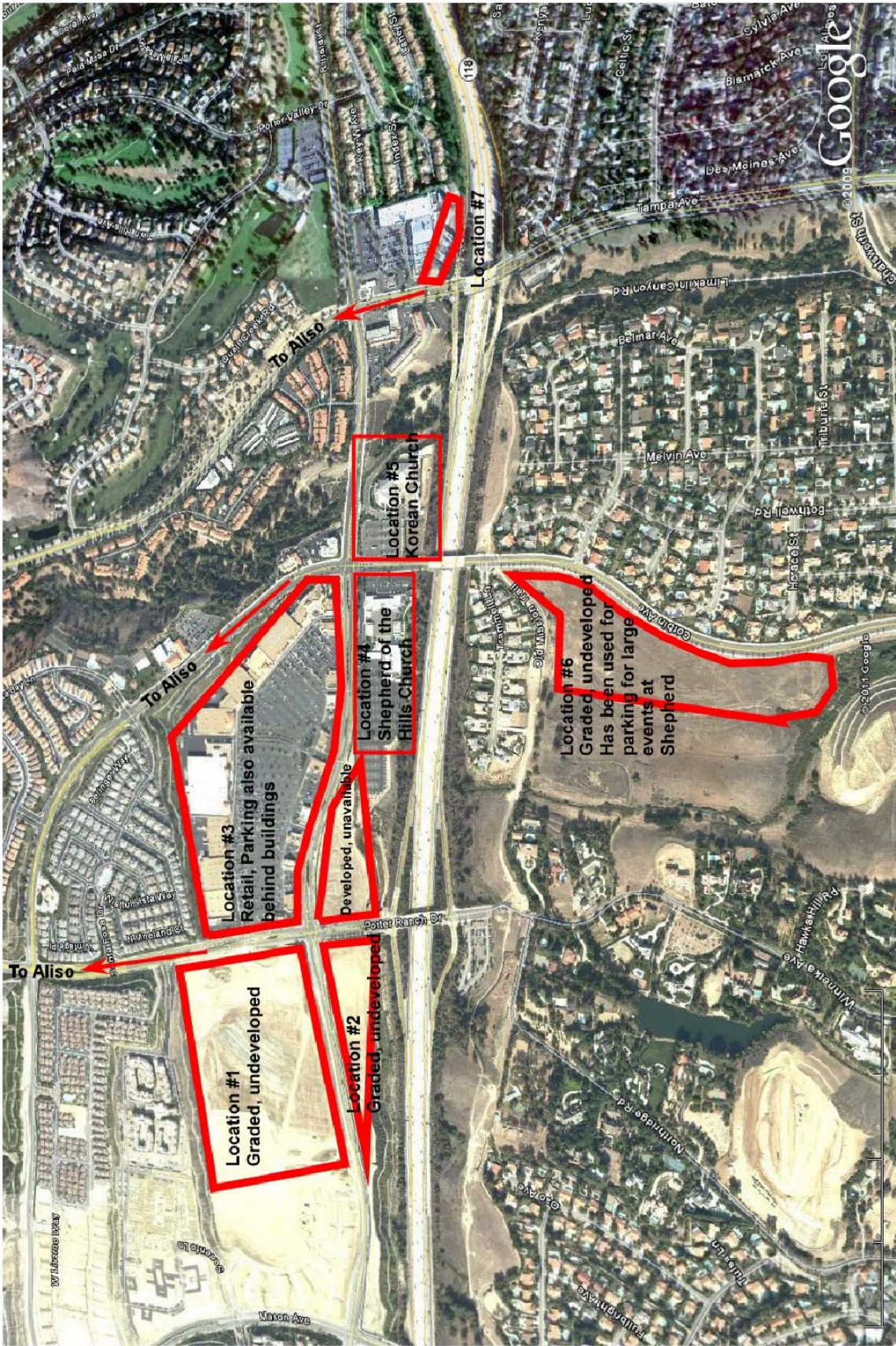
A review of the supplemental analysis (prepared by the project applicant's consultant, AECOM) was conducted. As part of the proposed project construction, short-term travel lane reductions and/or roadway closure of the Wiley Canyon Road corridor as well as temporary closure of the I-5 Freeway will likely be required. Based on the extent and duration of the closures, along with the recommended measures as outlined in the AECOM supplemental analysis, any resultant impacts/inconveniences to motorists within the immediate vicinity of the closures are considered isolated and short-term in nature. In addition, coordination and approvals from all affected agencies, including the City of Santa Clarita and Caltrans, will be required.

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**APPENDIX A**  
**POTENTIAL OFF-SITE PARKING AREAS  
FOR CONSTRUCTION WORKERS**

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**APPENDIX FIGURE A-1**  
**POTENTIAL OFF-SITE PARKING AREAS FOR CONSTRUCTION WORKERS**  
ALISO CANYON TURBINE REPLACEMENT PROJECT

SOURCE: SOUTHERN CALIFORNIA GAS COMPANY

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

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**APPENDIX B**  
**REFERENCE REPORTS**

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**APPENDIX B-1**

**ALISO CANYON STORAGE FIELD TURBINE  
REPLACEMENT TRAFFIC IMPACT STUDY**

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***Appendix B-1, “Aliso Canyon Storage Field Turbine Replacement Traffic Impact Study” (Urban Crossroads, June 23, 2009) is provided earlier in Appendix J of the Draft EIR***

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**APPENDIX B-2**  
**ALISO CANYON SUPPLEMENTAL ANALYSIS**

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***Appendix B-2, “Aliso Canyon Supplemental Analysis” (AECOM, September 26, 2011) is provided earlier in Appendix J of the Draft EIR***

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**APPENDIX C**  
**MANUAL TRAFFIC COUNT DATA**

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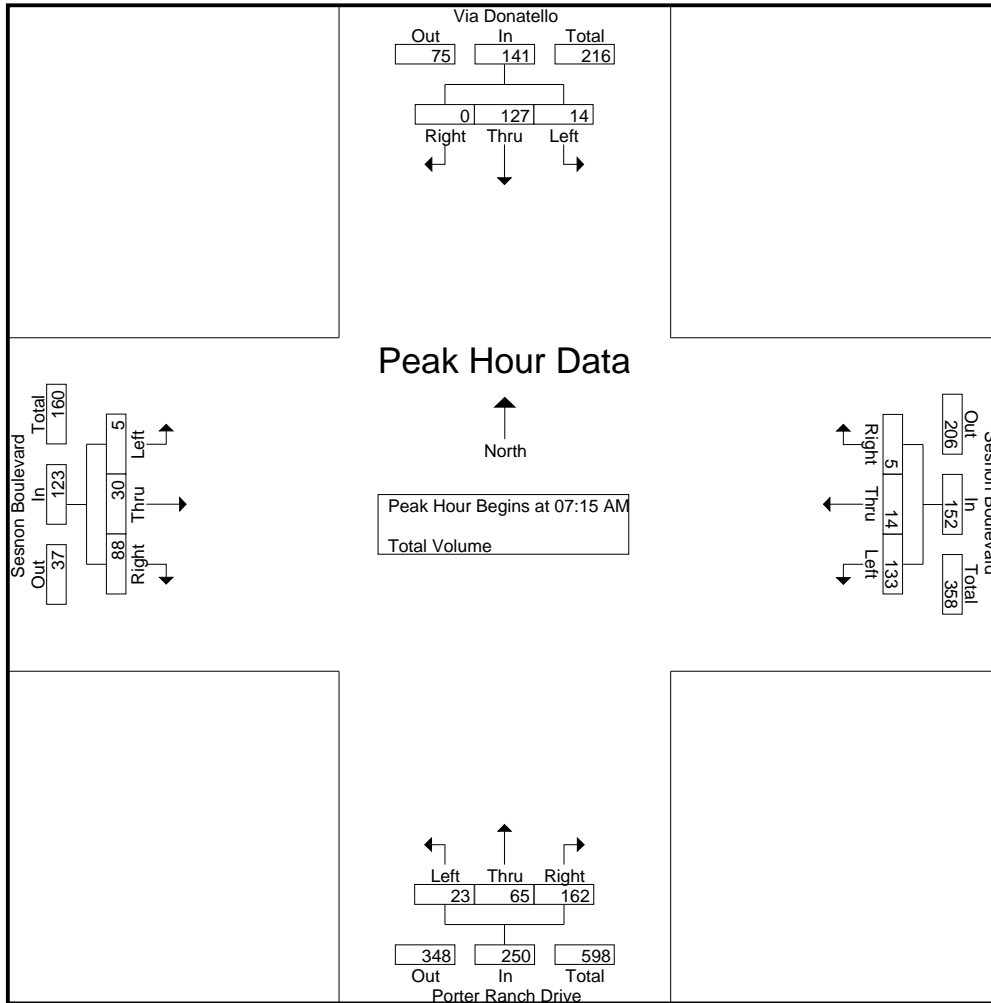
City of Los Angeles  
 N/S: Porter Ranch Drive  
 E/W: Sesnon Boulevard  
 Weather: Sunny

File Name : LACPRSEAM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Via Donatello Southbound				Sesnon Boulevard Westbound				Porter Ranch Drive Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	18	0	18	27	6	3	36	5	8	11	24	1	2	16	19	97
07:15 AM	1	42	0	43	33	4	1	38	7	13	20	40	1	10	17	28	149
07:30 AM	3	42	0	45	31	3	1	35	5	12	28	45	2	9	36	47	172
07:45 AM	5	24	0	29	34	3	1	38	8	27	55	90	0	5	24	29	186
Total	9	126	0	135	125	16	6	147	25	60	114	199	4	26	93	123	604
08:00 AM	5	19	0	24	35	4	2	41	3	13	59	75	2	6	11	19	159
08:15 AM	2	19	0	21	46	4	11	61	3	24	17	44	0	0	18	18	144
08:30 AM	3	15	1	19	28	4	3	35	11	12	11	34	0	4	17	21	109
08:45 AM	3	22	0	25	18	2	3	23	6	15	12	33	1	2	24	27	108
Total	13	75	1	89	127	14	19	160	23	64	99	186	3	12	70	85	520
Grand Total	22	201	1	224	252	30	25	307	48	124	213	385	7	38	163	208	1124
Apprch %	9.8	89.7	0.4		82.1	9.8	8.1		12.5	32.2	55.3		3.4	18.3	78.4		
Total %	2	17.9	0.1	19.9	22.4	2.7	2.2	27.3	4.3	11	19	34.3	0.6	3.4	14.5	18.5	

Start Time	Via Donatello Southbound				Sesnon Boulevard Westbound				Porter Ranch Drive Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	<b>42</b>	0	43	33	<b>4</b>	1	38	7	13	20	40	1	<b>10</b>	17	28	149
07:30 AM	3	42	0	<b>45</b>	31	3	1	35	5	12	28	45	<b>2</b>	9	<b>36</b>	<b>47</b>	172
07:45 AM	<b>5</b>	24	0	29	34	3	1	38	<b>8</b>	<b>27</b>	<b>55</b>	<b>90</b>	0	5	24	29	<b>186</b>
08:00 AM	5	19	0	24	<b>35</b>	4	<b>2</b>	<b>41</b>	3	13	<b>59</b>	75	2	6	11	19	159
Total Volume	14	127	0	141	133	14	5	152	23	65	162	250	5	30	88	123	666
% App. Total	9.9	90.1	0		87.5	9.2	3.3		9.2	26	64.8		4.1	24.4	71.5		
PHF	.700	.756	.000	.783	.950	.875	.625	.927	.719	.602	.686	.694	.625	.750	.611	.654	.895



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	1	42	0	43	31	3	1	35	5	12	28	45	1	2	16	19
+15 mins.	3	42	0	45	34	3	1	38	8	27	55	90	1	10	17	28
+30 mins.	5	24	0	29	35	4	2	41	3	13	59	75	2	9	36	47
+45 mins.	5	19	0	24	46	4	11	61	3	24	17	44	0	5	24	29
Total Volume	14	127	0	141	146	14	15	175	19	76	159	254	4	26	93	123
% App. Total	9.9	90.1	0		83.4	8	8.6		7.5	29.9	62.6		3.3	21.1	75.6	
PHF	.700	.756	.000	.783	.793	.875	.341	.717	.594	.704	.674	.706	.500	.650	.646	.654

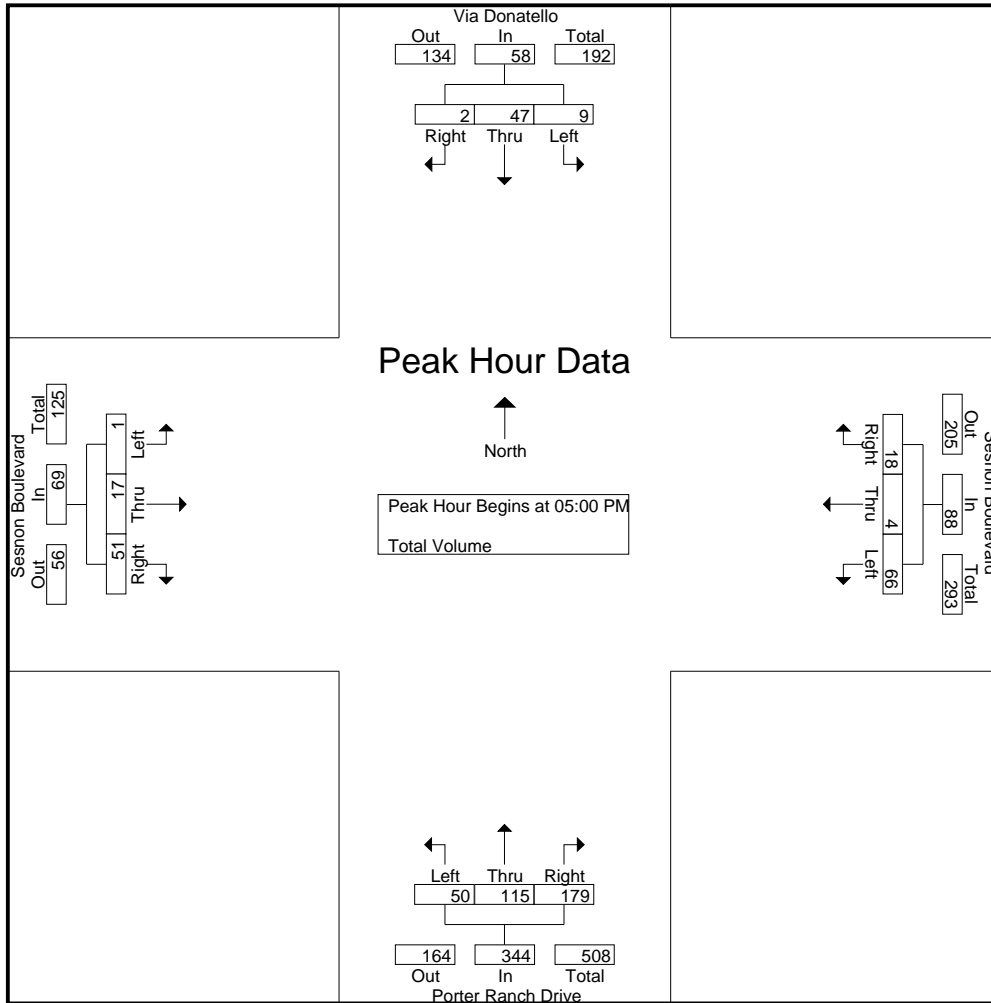
City of Los Angeles  
 N/S: Porter Ranch Drive  
 E/W: Sesnon Boulevard  
 Weather: Sunny

File Name : LACPRSEPM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Via Donatello Southbound				Sesnon Boulevard Westbound				Porter Ranch Drive Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	16	0	20	11	2	5	18	10	23	30	63	1	2	15	18	119
04:15 PM	2	7	0	9	12	2	11	25	9	17	37	63	0	3	15	18	115
04:30 PM	3	15	1	19	11	2	3	16	6	17	31	54	0	2	7	9	98
04:45 PM	3	10	0	13	17	3	3	23	10	20	36	66	1	2	8	11	113
Total	12	48	1	61	51	9	22	82	35	77	134	246	2	9	45	56	445
05:00 PM	1	10	0	11	18	0	3	21	15	28	43	86	1	4	13	18	136
05:15 PM	3	13	1	17	19	1	7	27	16	27	40	83	0	3	18	21	148
05:30 PM	3	12	1	16	10	2	5	17	8	27	42	77	0	3	14	17	127
05:45 PM	2	12	0	14	19	1	3	23	11	33	54	98	0	7	6	13	148
Total	9	47	2	58	66	4	18	88	50	115	179	344	1	17	51	69	559
Grand Total	21	95	3	119	117	13	40	170	85	192	313	590	3	26	96	125	1004
Apprch %	17.6	79.8	2.5		68.8	7.6	23.5		14.4	32.5	53.1		2.4	20.8	76.8		
Total %	2.1	9.5	0.3	11.9	11.7	1.3	4	16.9	8.5	19.1	31.2	58.8	0.3	2.6	9.6	12.5	

Start Time	Via Donatello Southbound				Sesnon Boulevard Westbound				Porter Ranch Drive Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	10	0	11	18	0	3	21	15	28	43	86	1	4	13	18	136
05:15 PM	3	13	1	17	19	1	7	27	16	27	40	83	0	3	18	21	148
05:30 PM	3	12	1	16	10	2	5	17	8	27	42	77	0	3	14	17	127
05:45 PM	2	12	0	14	19	1	3	23	11	33	54	98	0	7	6	13	148
Total Volume	9	47	2	58	66	4	18	88	50	115	179	344	1	17	51	69	559
% App. Total	15.5	81	3.4		75	4.5	20.5		14.5	33.4	52		1.4	24.6	73.9		
PHF	.750	.904	.500	.853	.868	.500	.643	.815	.781	.871	.829	.878	.250	.607	.708	.821	.944



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	4	16	0	20	17	3	3	23	15	28	43	86	1	4	13	18
+15 mins.	2	7	0	9	18	0	3	21	16	27	40	83	0	3	18	21
+30 mins.	3	15	1	19	19	1	7	27	8	27	42	77	0	3	14	17
+45 mins.	3	10	0	13	10	2	5	17	11	33	54	98	0	7	6	13
Total Volume	12	48	1	61	64	6	18	88	50	115	179	344	1	17	51	69
% App. Total	19.7	78.7	1.6		72.7	6.8	20.5		14.5	33.4	52		1.4	24.6	73.9	
PHF	.750	.750	.250	.763	.842	.500	.643	.815	.781	.871	.829	.878	.250	.607	.708	.821

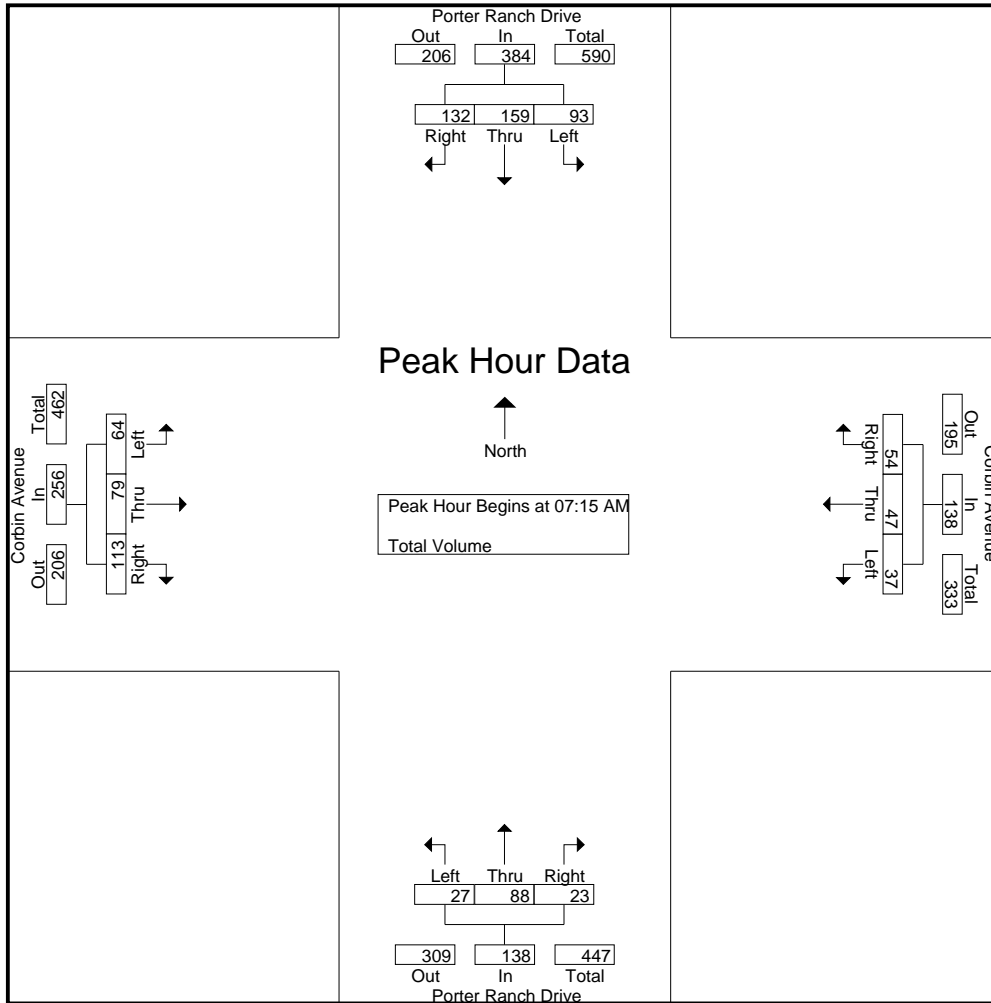
City of Loas Angeles  
 N/S: Porter Ranch Drive  
 E/W: Corbin Avenue  
 Weather: Sunny

File Name : LACPRCOAM  
 Site Code : 00000063  
 Start Date : 9/13/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Porter Ranch Drive Southbound				Corbin Avenue Westbound				Porter Ranch Drive Northbound				Corbin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	22	43	16	81	11	9	5	25	6	17	3	26	6	11	34	51	183
07:15 AM	26	34	38	98	9	15	8	32	7	17	3	27	10	21	25	56	213
07:30 AM	35	40	34	109	13	12	10	35	3	9	1	13	10	24	28	62	219
07:45 AM	19	37	30	86	9	10	13	32	9	30	8	47	25	14	29	68	233
Total	102	154	118	374	42	46	36	124	25	73	15	113	51	70	116	237	848
08:00 AM	13	48	30	91	6	10	23	39	8	32	11	51	19	20	31	70	251
08:15 AM	14	57	27	98	2	5	8	15	11	26	4	41	13	18	17	48	202
08:30 AM	14	31	16	61	7	7	5	19	9	23	3	35	5	9	19	33	148
08:45 AM	15	33	14	62	4	4	8	16	8	16	2	26	6	18	14	38	142
Total	56	169	87	312	19	26	44	89	36	97	20	153	43	65	81	189	743
Grand Total	158	323	205	686	61	72	80	213	61	170	35	266	94	135	197	426	1591
Apprch %	23	47.1	29.9		28.6	33.8	37.6		22.9	63.9	13.2		22.1	31.7	46.2		
Total %	9.9	20.3	12.9	43.1	3.8	4.5	5	13.4	3.8	10.7	2.2	16.7	5.9	8.5	12.4	26.8	

Start Time	Porter Ranch Drive Southbound				Corbin Avenue Westbound				Porter Ranch Drive Northbound				Corbin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	26	34	<b>38</b>	98	9	<b>15</b>	8	32	7	17	3	27	10	21	25	56	213
07:30 AM	<b>35</b>	40	34	<b>109</b>	<b>13</b>	12	10	35	3	9	1	13	10	<b>24</b>	28	62	219
07:45 AM	19	37	30	86	9	10	13	32	<b>9</b>	30	8	47	<b>25</b>	14	29	68	233
08:00 AM	13	<b>48</b>	30	91	6	10	<b>23</b>	<b>39</b>	8	<b>32</b>	<b>11</b>	<b>51</b>	19	20	<b>31</b>	<b>70</b>	<b>251</b>
Total Volume	93	159	132	384	37	47	54	138	27	88	23	138	64	79	113	256	916
% App. Total	24.2	41.4	34.4		26.8	34.1	39.1		19.6	63.8	16.7		25	30.9	44.1		
PHF	.664	.828	.868	.881	.712	.783	.587	.885	.750	.688	.523	.676	.640	.823	.911	.914	.912



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:45 AM				07:15 AM			
+0 mins.	26	34	<b>38</b>	98	9	<b>15</b>	8	32	9	30	8	47	10	21	25	56
+15 mins.	<b>35</b>	40	34	<b>109</b>	<b>13</b>	12	10	35	8	<b>32</b>	<b>11</b>	<b>51</b>	10	<b>24</b>	28	62
+30 mins.	19	37	30	86	9	10	13	32	<b>11</b>	26	4	41	<b>25</b>	14	29	68
+45 mins.	13	<b>48</b>	30	91	6	10	<b>23</b>	<b>39</b>	9	23	3	35	19	20	<b>31</b>	<b>70</b>
Total Volume	93	159	132	384	37	47	54	138	37	111	26	174	64	79	113	256
% App. Total	24.2	41.4	34.4		26.8	34.1	39.1		21.3	63.8	14.9		25	30.9	44.1	
PHF	.664	.828	.868	.881	.712	.783	.587	.885	.841	.867	.591	.853	.640	.823	.911	.914

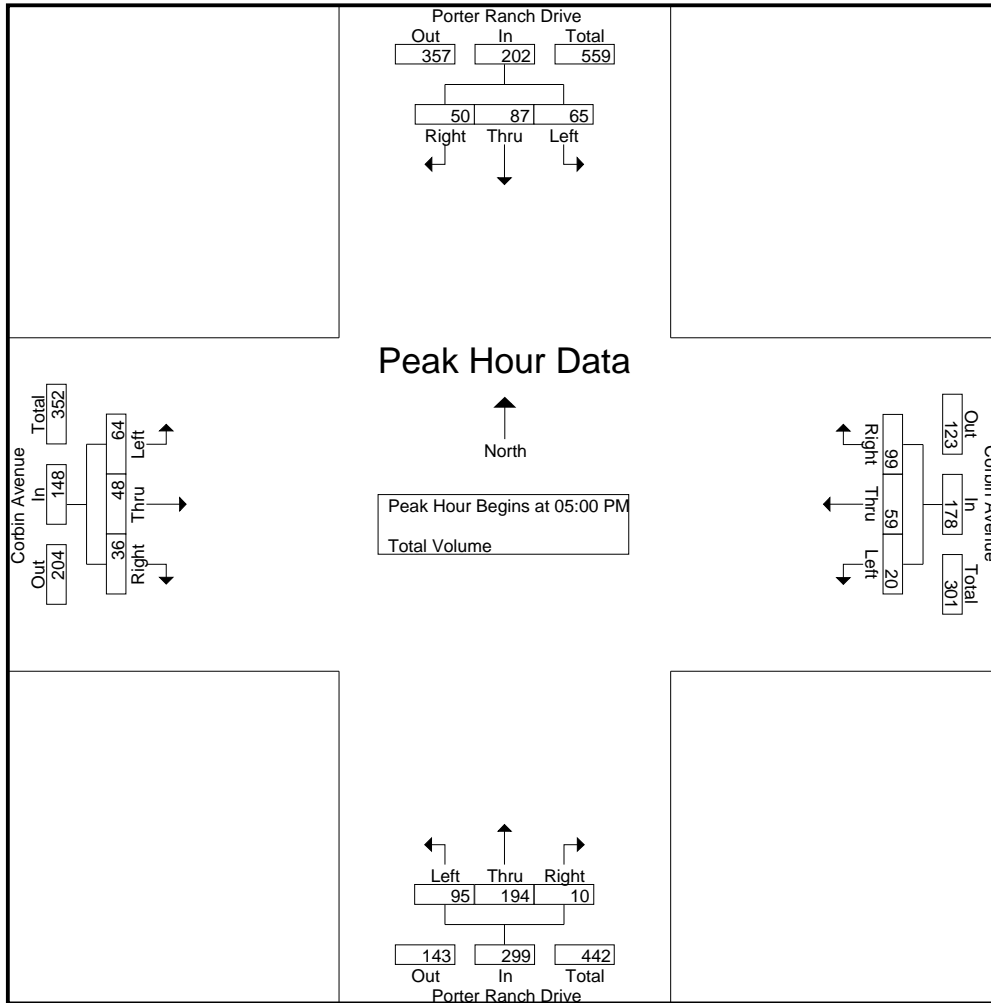
City of Loas Angeles  
 N/S: Porter Ranch Drive  
 E/W: Corbin Avenue  
 Weather: Sunny

File Name : LACPRCOPM  
 Site Code : 00000063  
 Start Date : 9/13/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Porter Ranch Drive Southbound				Corbin Avenue Westbound				Porter Ranch Drive Northbound				Corbin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	33	11	56	4	11	23	38	16	39	3	58	16	13	11	40	192
04:15 PM	11	28	8	47	2	18	21	41	10	36	5	51	19	16	17	52	191
04:30 PM	16	16	5	37	3	18	20	41	16	29	1	46	12	12	7	31	155
04:45 PM	11	17	8	36	3	14	26	43	18	35	3	56	11	12	15	38	173
Total	50	94	32	176	12	61	90	163	60	139	12	211	58	53	50	161	711
05:00 PM	15	15	16	46	6	13	19	38	25	42	3	70	11	7	9	27	181
05:15 PM	20	27	16	63	9	12	37	58	25	56	2	83	21	14	7	42	246
05:30 PM	19	32	7	58	3	17	22	42	20	41	3	64	15	10	9	34	198
05:45 PM	11	13	11	35	2	17	21	40	25	55	2	82	17	17	11	45	202
Total	65	87	50	202	20	59	99	178	95	194	10	299	64	48	36	148	827
Grand Total	115	181	82	378	32	120	189	341	155	333	22	510	122	101	86	309	1538
Apprch %	30.4	47.9	21.7		9.4	35.2	55.4		30.4	65.3	4.3		39.5	32.7	27.8		
Total %	7.5	11.8	5.3	24.6	2.1	7.8	12.3	22.2	10.1	21.7	1.4	33.2	7.9	6.6	5.6	20.1	

Start Time	Porter Ranch Drive Southbound				Corbin Avenue Westbound				Porter Ranch Drive Northbound				Corbin Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	15	<b>16</b>	46	6	13	19	38	<b>25</b>	42	<b>3</b>	70	11	7	9	27	181
05:15 PM	<b>20</b>	27	16	<b>63</b>	<b>9</b>	12	<b>37</b>	<b>58</b>	25	<b>56</b>	2	<b>83</b>	<b>21</b>	14	7	42	<b>246</b>
05:30 PM	19	<b>32</b>	7	58	3	<b>17</b>	22	42	20	41	3	64	15	10	9	34	198
05:45 PM	11	13	11	35	2	17	21	40	25	55	2	82	17	<b>17</b>	<b>11</b>	<b>45</b>	202
Total Volume	65	87	50	202	20	59	99	178	95	194	10	299	64	48	36	148	827
% App. Total	32.2	43.1	24.8		11.2	33.1	55.6		31.8	64.9	3.3		43.2	32.4	24.3		
PHF	.813	.680	.781	.802	.556	.868	.669	.767	.950	.866	.833	.901	.762	.706	.818	.822	.840



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

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	11	17	8	36	3	14	26	43	25	42	3	70	16	13	11	40
+15 mins.	15	15	16	46	6	13	19	38	25	56	2	83	19	16	17	52
+30 mins.	20	27	16	63	9	12	37	58	20	41	3	64	12	12	7	31
+45 mins.	19	32	7	58	3	17	22	42	25	55	2	82	11	12	15	38
Total Volume	65	91	47	203	21	56	104	181	95	194	10	299	58	53	50	161
% App. Total	32	44.8	23.2		11.6	30.9	57.5		31.8	64.9	3.3		36	32.9	31.1	
PHF	.813	.711	.734	.806	.583	.824	.703	.780	.950	.866	.833	.901	.763	.828	.735	.774



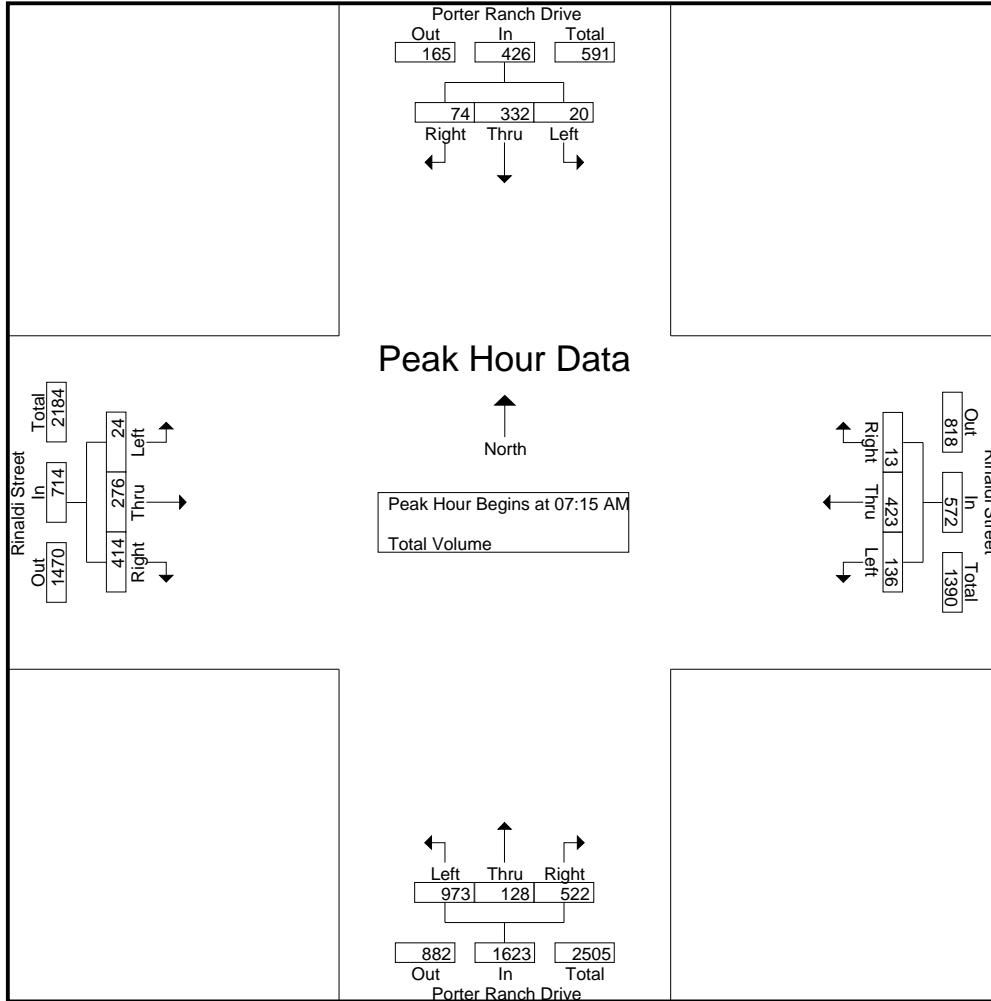
City of Los Angeles  
 N/S: Porter Ranch Drive  
 E/W: Rinaldi Street  
 Weather: Sunny

File Name : LACPRRIAM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Porter Ranch Drive Southbound				Rinaldi Street Westbound				Porter Ranch Drive Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	82	7	93	36	67	1	104	194	30	74	298	3	45	91	139	634
07:15 AM	5	98	23	126	35	101	0	136	236	28	96	360	1	45	116	162	784
07:30 AM	2	102	16	120	39	122	2	163	229	19	137	385	5	79	130	214	882
07:45 AM	6	69	16	91	21	98	6	125	294	44	148	486	8	68	99	175	877
Total	17	351	62	430	131	388	9	528	953	121	455	1529	17	237	436	690	3177
08:00 AM	7	63	19	89	41	102	5	148	214	37	141	392	10	84	69	163	792
08:15 AM	8	74	16	98	34	87	4	125	190	42	105	337	4	56	98	158	718
08:30 AM	11	55	11	77	49	98	4	151	136	35	90	261	11	50	71	132	621
08:45 AM	16	61	15	92	39	62	1	102	141	30	89	260	8	60	68	136	590
Total	42	253	61	356	163	349	14	526	681	144	425	1250	33	250	306	589	2721
Grand Total	59	604	123	786	294	737	23	1054	1634	265	880	2779	50	487	742	1279	5898
Apprch %	7.5	76.8	15.6		27.9	69.9	2.2		58.8	9.5	31.7		3.9	38.1	58		
Total %	1	10.2	2.1	13.3	5	12.5	0.4	17.9	27.7	4.5	14.9	47.1	0.8	8.3	12.6	21.7	

Start Time	Porter Ranch Drive Southbound				Rinaldi Street Westbound				Porter Ranch Drive Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	98	<b>23</b>	<b>126</b>	35	101	0	136	236	28	96	360	1	45	116	162	784
07:30 AM	2	<b>102</b>	16	120	39	<b>122</b>	2	<b>163</b>	229	19	137	385	5	79	<b>130</b>	<b>214</b>	<b>882</b>
07:45 AM	6	69	16	91	21	98	<b>6</b>	125	<b>294</b>	<b>44</b>	<b>148</b>	<b>486</b>	8	68	99	175	877
08:00 AM	<b>7</b>	63	19	89	<b>41</b>	102	5	148	214	37	141	392	<b>10</b>	<b>84</b>	69	163	792
Total Volume	20	332	74	426	136	423	13	572	973	128	522	1623	24	276	414	714	3335
% App. Total	4.7	77.9	17.4		23.8	74	2.3		60	7.9	32.2		3.4	38.7	58		
PHF	.714	.814	.804	.845	.829	.867	.542	.877	.827	.727	.882	.835	.600	.821	.796	.834	.945



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

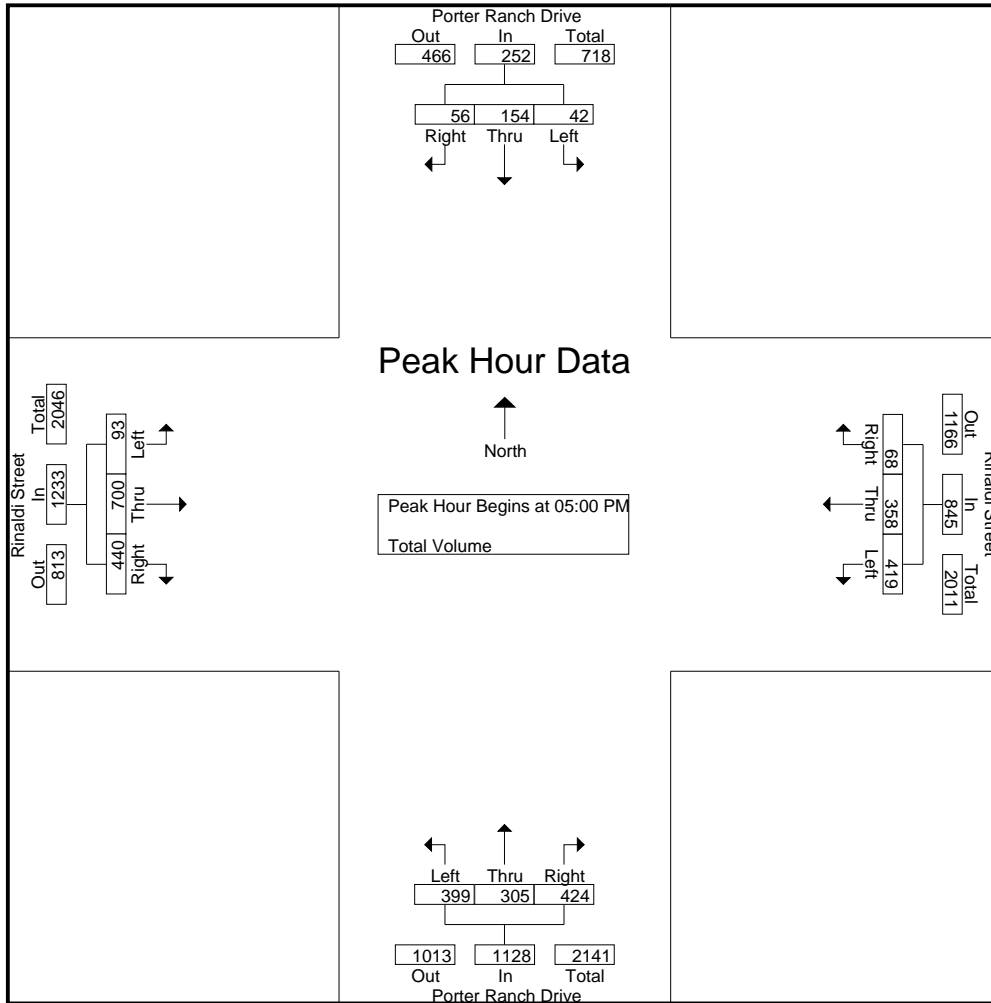
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	82	7	93	35	101	0	136	236	28	96	360	1	45	116	162
+15 mins.	5	98	<b>23</b>	<b>126</b>	39	<b>122</b>	2	<b>163</b>	229	19	137	385	5	79	<b>130</b>	<b>214</b>
+30 mins.	2	<b>102</b>	16	120	21	98	<b>6</b>	125	<b>294</b>	<b>44</b>	<b>148</b>	<b>486</b>	8	68	99	175
+45 mins.	<b>6</b>	69	16	91	<b>41</b>	102	5	148	214	37	141	392	<b>10</b>	<b>84</b>	69	163
Total Volume	17	351	62	430	136	423	13	572	973	128	522	1623	24	276	414	714
% App. Total	4	81.6	14.4		23.8	74	2.3		60	7.9	32.2		3.4	38.7	58	
PHF	.708	.860	.674	.853	.829	.867	.542	.877	.827	.727	.882	.835	.600	.821	.796	.834

Groups Printed- Total Volume

Start Time	Porter Ranch Drive Southbound				Rinaldi Street Westbound				Porter Ranch Drive Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	42	12	73	111	77	18	206	86	81	77	244	24	93	135	252	775
04:15 PM	14	47	9	70	81	76	14	171	78	65	95	238	22	90	132	244	723
04:30 PM	12	40	12	64	90	92	18	200	85	73	87	245	21	95	142	258	767
04:45 PM	8	30	8	46	98	107	15	220	101	72	108	281	15	136	98	249	796
Total	53	159	41	253	380	352	65	797	350	291	367	1008	82	414	507	1003	3061
05:00 PM	7	29	16	52	119	96	17	232	100	88	101	289	28	167	121	316	889
05:15 PM	11	43	17	71	101	94	12	207	109	86	127	322	28	185	113	326	926
05:30 PM	12	40	11	63	106	85	16	207	85	64	101	250	18	181	105	304	824
05:45 PM	12	42	12	66	93	83	23	199	105	67	95	267	19	167	101	287	819
Total	42	154	56	252	419	358	68	845	399	305	424	1128	93	700	440	1233	3458
Grand Total	95	313	97	505	799	710	133	1642	749	596	791	2136	175	1114	947	2236	6519
Apprch %	18.8	62	19.2		48.7	43.2	8.1		35.1	27.9	37		7.8	49.8	42.4		
Total %	1.5	4.8	1.5	7.7	12.3	10.9	2	25.2	11.5	9.1	12.1	32.8	2.7	17.1	14.5	34.3	

Start Time	Porter Ranch Drive Southbound				Rinaldi Street Westbound				Porter Ranch Drive Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	7	29	16	52	<b>119</b>	<b>96</b>	17	<b>232</b>	100	<b>88</b>	101	289	<b>28</b>	167	<b>121</b>	316	889
05:15 PM	11	<b>43</b>	<b>17</b>	<b>71</b>	101	94	12	207	<b>109</b>	86	<b>127</b>	<b>322</b>	28	<b>185</b>	113	<b>326</b>	<b>926</b>
05:30 PM	<b>12</b>	40	11	63	106	85	16	207	85	64	101	250	18	181	105	304	824
05:45 PM	12	42	12	66	93	83	<b>23</b>	199	105	67	95	267	19	167	101	287	819
Total Volume	42	154	56	252	419	358	68	845	399	305	424	1128	93	700	440	1233	3458
% App. Total	16.7	61.1	22.2		49.6	42.4	8		35.4	27	37.6		7.5	56.8	35.7		
PHF	.875	.895	.824	.887	.880	.932	.739	.911	.915	.866	.835	.876	.830	.946	.909	.946	.934



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	19	42	12	73	98	107	15	220	101	72	108	281	28	167	121	316
+15 mins.	14	47	9	70	119	96	17	232	100	88	101	289	28	185	113	326
+30 mins.	12	40	12	64	101	94	12	207	109	86	127	322	18	181	105	304
+45 mins.	8	30	8	46	106	85	16	207	85	64	101	250	19	167	101	287
Total Volume	53	159	41	253	424	382	60	866	395	310	437	1142	93	700	440	1233
% App. Total	20.9	62.8	16.2		49	44.1	6.9		34.6	27.1	38.3		7.5	56.8	35.7	
PHF	.697	.846	.854	.866	.891	.893	.882	.933	.906	.881	.860	.887	.830	.946	.909	.946

City of Los Angeles  
 N/S: Porter Ranch Road  
 E/W: SR-118 Westbound Ramps  
 Weather: Sunny

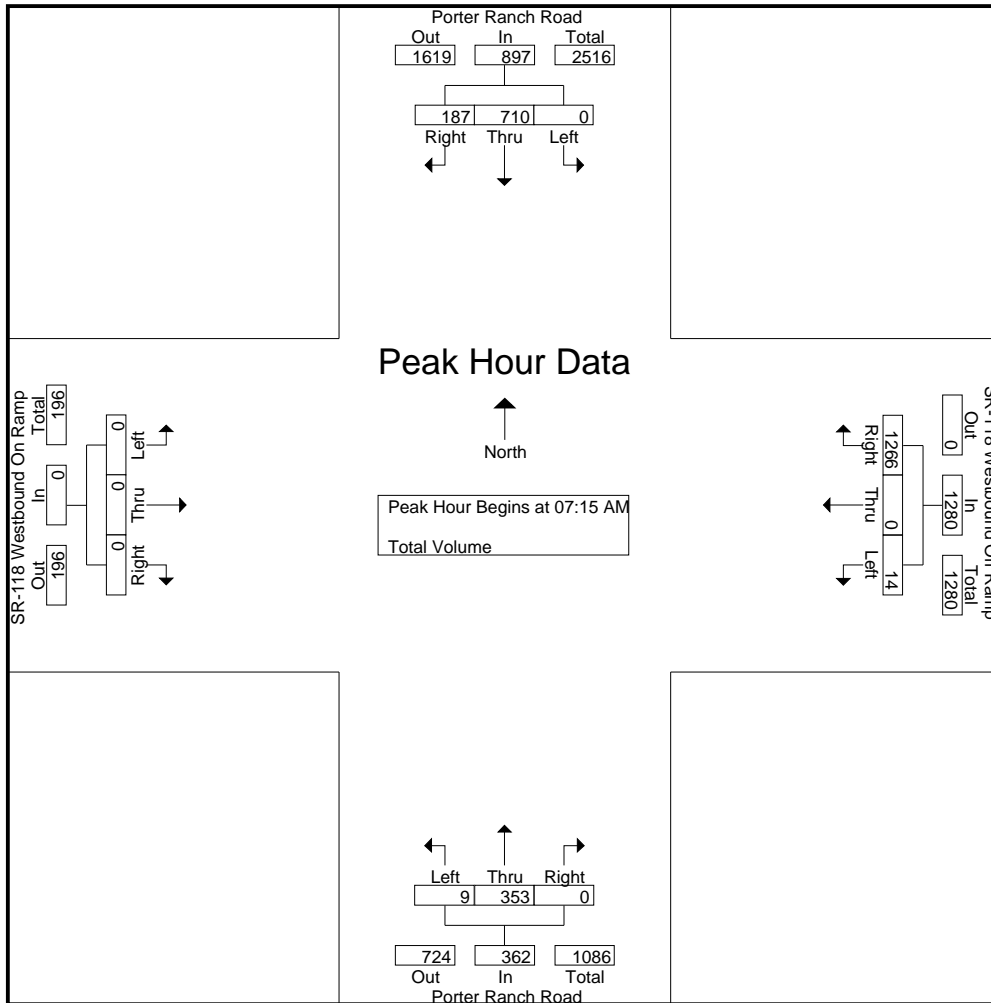
File Name : LACPR118WAM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Porter Ranch Road Southbound				SR-118 Westbound Off Ramp Westbound				Porter Ranch Road Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	170	40	210	4	0	262	266	4	42	0	46	0	0	0	0	522
07:15 AM	0	206	49	255	4	0	287	291	4	55	0	59	0	0	0	0	605
07:30 AM	0	204	44	248	2	0	334	336	2	87	0	89	0	0	0	0	673
07:45 AM	0	150	55	205	4	0	337	341	2	112	0	114	0	0	0	0	660
Total	0	730	188	918	14	0	1220	1234	12	296	0	308	0	0	0	0	2460
08:00 AM	0	150	39	189	4	0	308	312	1	99	0	100	0	0	0	0	601
08:15 AM	0	155	46	201	4	0	277	281	0	61	0	61	0	0	0	0	543
08:30 AM	0	138	50	188	5	1	219	225	1	48	0	49	0	0	0	0	462
08:45 AM	0	133	48	181	4	0	223	227	2	56	0	58	0	0	0	0	466
Total	0	576	183	759	17	1	1027	1045	4	264	0	268	0	0	0	0	2072
Grand Total	0	1306	371	1677	31	1	2247	2279	16	560	0	576	0	0	0	0	4532
Apprch %	0	77.9	22.1		1.4	0	98.6		2.8	97.2	0		0	0	0		
Total %	0	28.8	8.2	37	0.7	0	49.6	50.3	0.4	12.4	0	12.7	0	0	0	0	

Start Time	Porter Ranch Road Southbound				SR-118 Westbound Off Ramp Westbound				Porter Ranch Road Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	<b>206</b>	49	<b>255</b>	4	0	287	291	4	55	0	59	0	0	0	0	605
07:30 AM	0	204	44	248	2	0	334	336	2	87	0	89	0	0	0	0	<b>673</b>
07:45 AM	0	150	<b>55</b>	205	4	0	<b>337</b>	<b>341</b>	2	<b>112</b>	0	<b>114</b>	0	0	0	0	660
08:00 AM	0	150	39	189	4	0	308	312	1	99	0	100	0	0	0	0	601
Total Volume	0	710	187	897	14	0	1266	1280	9	353	0	362	0	0	0	0	2539
% App. Total	0	79.2	20.8		1.1	0	98.9		2.5	97.5	0		0	0	0		
PHF	.000	.862	.850	.879	.875	.000	.939	.938	.563	.788	.000	.794	.000	.000	.000	.000	.943

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



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

	07:00 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	170	40	210	4	0	287	291	2	87	0	89	0	0	0	0
+15 mins.	0	206	49	255	2	0	334	336	2	112	0	114	0	0	0	0
+30 mins.	0	204	44	248	4	0	337	341	1	99	0	100	0	0	0	0
+45 mins.	0	150	55	205	4	0	308	312	0	61	0	61	0	0	0	0
Total Volume	0	730	188	918	14	0	1266	1280	5	359	0	364	0	0	0	0
% App. Total	0	79.5	20.5		1.1	0	98.9		1.4	98.6	0		0	0	0	
PHF	.000	.886	.855	.900	.875	.000	.939	.938	.625	.801	.000	.798	.000	.000	.000	.000

City of Los Angeles  
 N/S: Porter Ranch Drive  
 E/W: SR-118 WB Ramps  
 Weather: Sunny

File Name : LACPR118WPM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

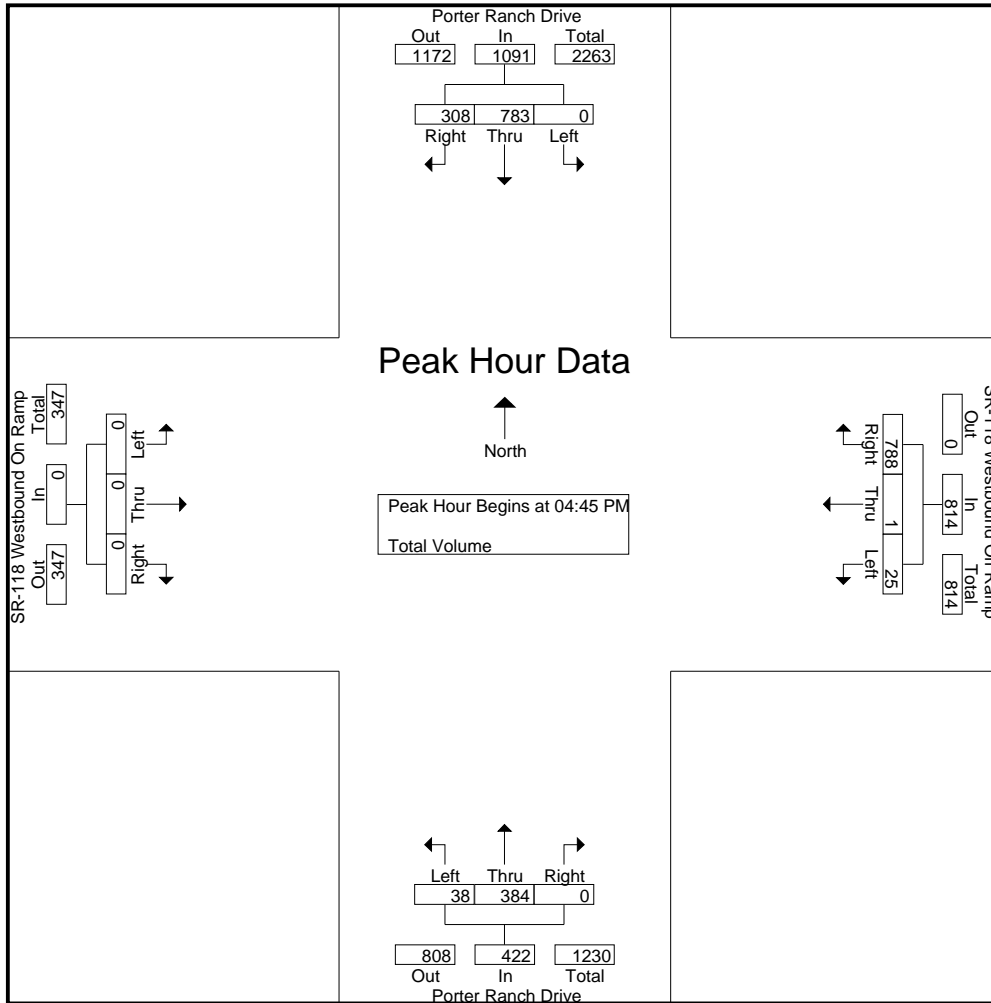
Groups Printed- Total Volume

Start Time	Porter Ranch Drive Southbound				SR-118 Westbound Off Ramp Westbound				Porter Ranch Drive Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	223	65	288	9	0	180	189	5	56	0	61	0	0	0	0	538
04:15 PM	0	207	60	267	9	0	156	165	9	87	0	96	0	0	0	0	528
04:30 PM	0	197	68	265	5	0	159	164	2	63	0	65	0	0	0	0	494
04:45 PM	0	204	61	265	9	1	185	195	11	113	0	124	0	0	0	0	584
Total	0	831	254	1085	32	1	680	713	27	319	0	346	0	0	0	0	2144
05:00 PM	0	199	75	274	5	0	206	211	10	106	0	116	0	0	0	0	601
05:15 PM	0	185	95	280	6	0	189	195	9	105	0	114	0	0	0	0	589
05:30 PM	0	195	77	272	5	0	208	213	8	60	0	68	0	0	0	0	553
05:45 PM	0	194	71	265	11	0	201	212	5	59	0	64	0	0	0	0	541
Total	0	773	318	1091	27	0	804	831	32	330	0	362	0	0	0	0	2284
Grand Total	0	1604	572	2176	59	1	1484	1544	59	649	0	708	0	0	0	0	4428
Apprch %	0	73.7	26.3		3.8	0.1	96.1		8.3	91.7	0		0	0	0		
Total %	0	36.2	12.9	49.1	1.3	0	33.5	34.9	1.3	14.7	0	16	0	0	0	0	

Start Time	Porter Ranch Drive Southbound				SR-118 Westbound Off Ramp Westbound				Porter Ranch Drive Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	<b>204</b>	61	265	<b>9</b>	<b>1</b>	185	195	<b>11</b>	<b>113</b>	0	<b>124</b>	0	0	0	0	584
05:00 PM	0	199	75	274	5	0	206	211	10	106	0	116	0	0	0	0	<b>601</b>
05:15 PM	0	185	<b>95</b>	<b>280</b>	6	0	189	195	9	105	0	114	0	0	0	0	589
05:30 PM	0	195	77	272	5	0	<b>208</b>	<b>213</b>	8	60	0	68	0	0	0	0	553
Total Volume	0	783	308	1091	25	1	788	814	38	384	0	422	0	0	0	0	2327
% App. Total	0	71.8	28.2		3.1	0.1	96.8		9	91	0		0	0	0		
PHF	.000	.960	.811	.974	.694	.250	.947	.955	.864	.850	.000	.851	.000	.000	.000	.000	.968

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

Peak Hour for Entire Intersection Begins at 04:45 PM



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

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	<b>204</b>	61	265	5	0	206	211	<b>11</b>	<b>113</b>	0	<b>124</b>	0	0	0	0
+15 mins.	0	199	75	274	6	0	189	195	10	106	0	116	0	0	0	0
+30 mins.	0	185	<b>95</b>	<b>280</b>	5	0	<b>208</b>	<b>213</b>	9	105	0	114	0	0	0	0
+45 mins.	0	195	77	272	<b>11</b>	0	201	212	8	60	0	68	0	0	0	0
Total Volume	0	783	308	1091	27	0	804	831	38	384	0	422	0	0	0	0
% App. Total	0	71.8	28.2		3.2	0	96.8		9	91	0		0	0	0	
PHF	.000	.960	.811	.974	.614	.000	.966	.975	.864	.850	.000	.851	.000	.000	.000	.000



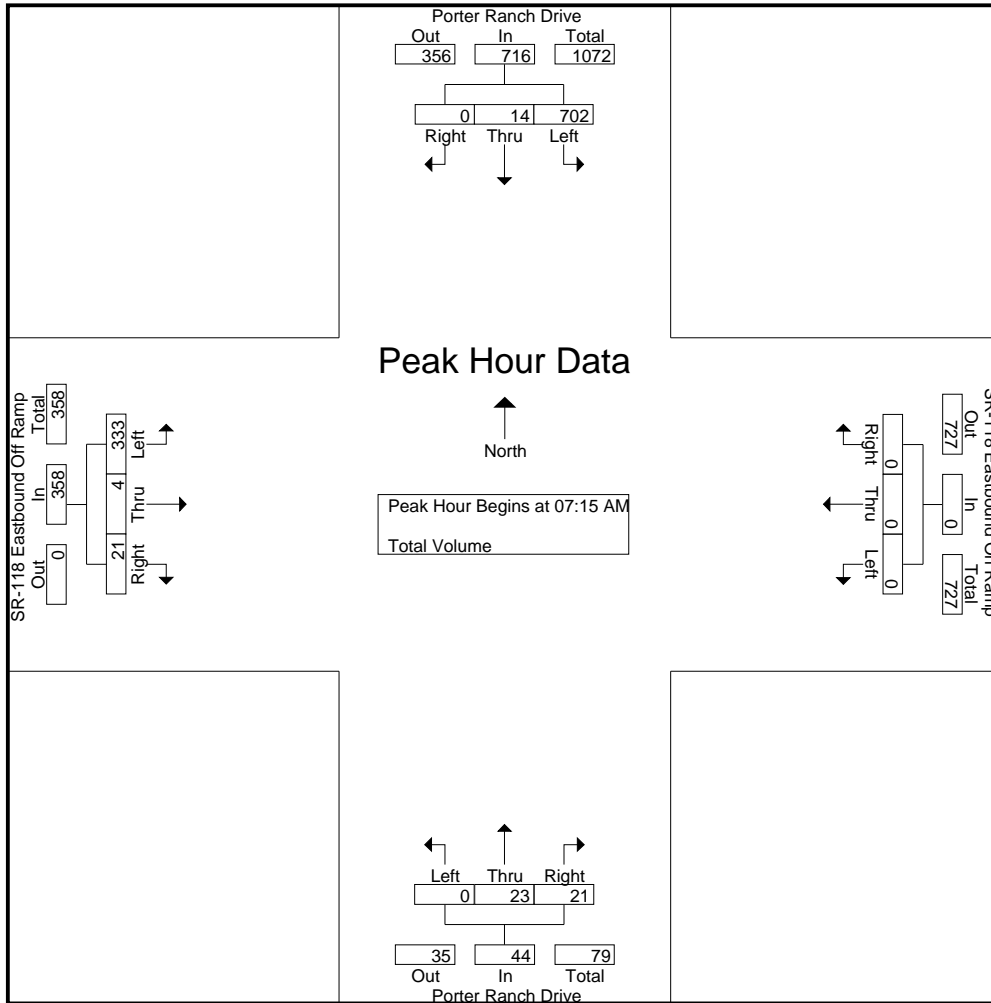
City of Los Angeles  
 N/S: Porter Ranch Drive  
 E/W: SR-118 EB Ramps  
 Weather: Sunny

File Name : LACPR118EAM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Porter Ranch Drive Southbound				SR-118 Eastbound On Ramp Westbound				Porter Ranch Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	169	4	0	173	0	0	0	0	0	6	6	12	38	0	5	43	228
07:15 AM	202	3	0	205	0	0	0	0	0	6	4	10	51	0	4	55	270
07:30 AM	199	3	0	202	0	0	0	0	0	6	5	11	79	0	5	84	297
07:45 AM	156	3	0	159	0	0	0	0	0	3	8	11	107	4	8	119	289
Total	726	13	0	739	0	0	0	0	0	21	23	44	275	4	22	301	1084
08:00 AM	145	5	0	150	0	0	0	0	0	8	4	12	96	0	4	100	262
08:15 AM	156	3	0	159	0	0	0	0	0	3	2	5	55	0	1	56	220
08:30 AM	135	6	0	141	0	0	0	0	0	1	4	5	45	3	2	50	196
08:45 AM	129	3	0	132	0	0	0	0	0	3	1	4	51	1	4	56	192
Total	565	17	0	582	0	0	0	0	0	15	11	26	247	4	11	262	870
Grand Total	1291	30	0	1321	0	0	0	0	0	36	34	70	522	8	33	563	1954
Apprch %	97.7	2.3	0		0	0	0		0	51.4	48.6		92.7	1.4	5.9		
Total %	66.1	1.5	0	67.6	0	0	0	0	0	1.8	1.7	3.6	26.7	0.4	1.7	28.8	

Start Time	Porter Ranch Drive Southbound				SR-118 Eastbound On Ramp Westbound				Porter Ranch Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	<b>202</b>	3	0	<b>205</b>	0	0	0	0	0	6	4	10	51	0	4	55	270
07:30 AM	199	3	0	202	0	0	0	0	0	6	5	11	79	0	5	84	<b>297</b>
07:45 AM	156	3	0	159	0	0	0	0	0	3	<b>8</b>	11	<b>107</b>	<b>4</b>	<b>8</b>	<b>119</b>	289
08:00 AM	145	<b>5</b>	0	150	0	0	0	0	0	<b>8</b>	4	<b>12</b>	96	0	4	100	262
Total Volume	702	14	0	716	0	0	0	0	0	23	21	44	333	4	21	358	1118
% App. Total	98	2	0		0	0	0		0	52.3	47.7		93	1.1	5.9		
PHF	.869	.700	.000	.873	.000	.000	.000	.000	.000	.719	.656	.917	.778	.250	.656	.752	.941



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM							
+0 mins.	169	4	0	173	0	0	0	0	0	6	6	12	79	0	5	84
+15 mins.	202	3	0	205	0	0	0	0	0	6	4	10	107	4	8	119
+30 mins.	199	3	0	202	0	0	0	0	0	6	5	11	96	0	4	100
+45 mins.	156	3	0	159	0	0	0	0	0	3	8	11	55	0	1	56
Total Volume	726	13	0	739	0	0	0	0	0	21	23	44	337	4	18	359
% App. Total	98.2	1.8	0		0	0	0	0	0	47.7	52.3		93.9	1.1	5	
PHF	.899	.813	.000	.901	.000	.000	.000	.000	.000	.875	.719	.917	.787	.250	.563	.754

City of Los Angeles  
 N/S: Porter Ranch Drive  
 E/W: SR-118 EB Ramps  
 Weather: Sunny

File Name : LACPR118EPM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

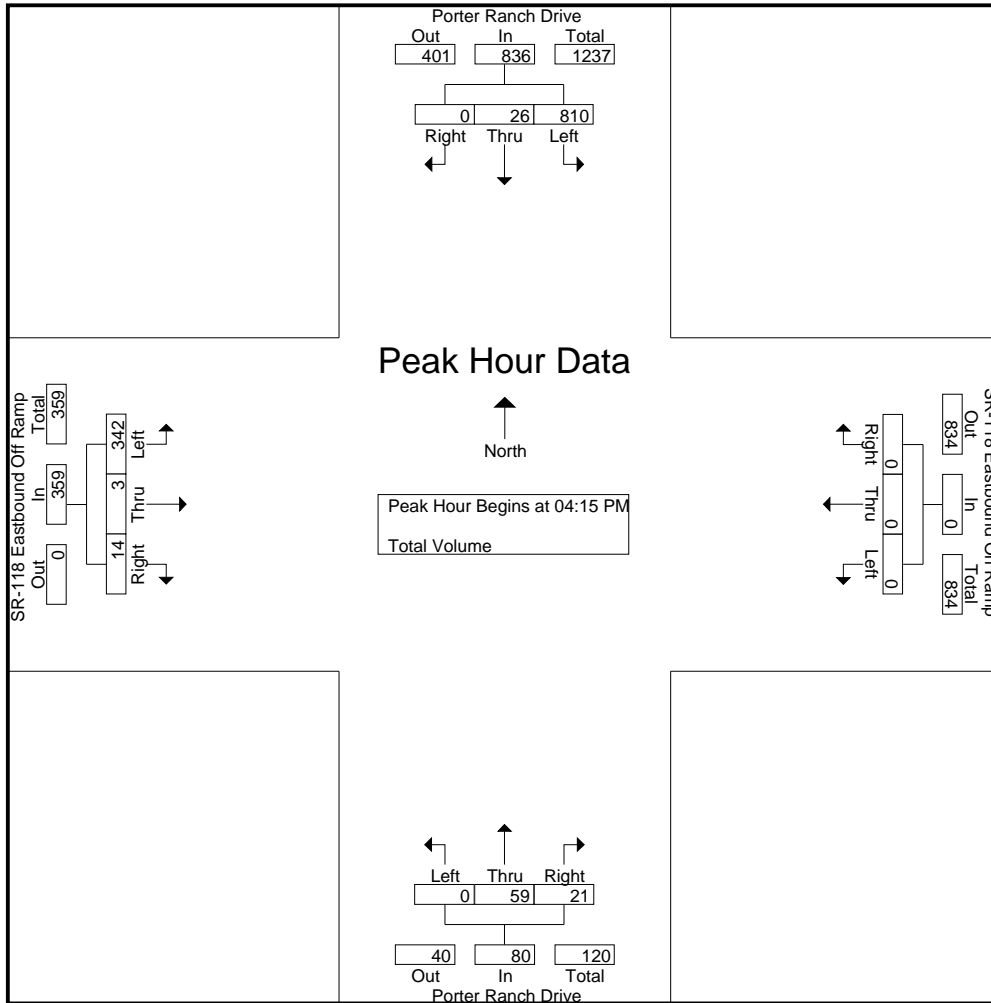
Groups Printed- Total Volume

Start Time	Porter Ranch Drive Southbound				SR-118 Eastbound On Ramp Westbound				Porter Ranch Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	235	9	0	244	0	0	0	0	0	7	4	11	61	0	1	62	317
04:15 PM	215	10	0	225	0	0	0	0	0	15	4	19	78	0	7	85	329
04:30 PM	199	2	0	201	0	0	0	0	0	10	5	15	65	0	2	67	283
04:45 PM	211	6	0	217	0	0	0	0	0	15	6	21	105	0	2	107	345
Total	860	27	0	887	0	0	0	0	0	47	19	66	309	0	12	321	1274
05:00 PM	185	8	0	193	0	0	0	0	0	19	6	25	94	3	3	100	318
05:15 PM	176	7	0	183	0	0	0	0	0	15	4	19	91	1	8	100	302
05:30 PM	181	5	0	186	0	0	0	0	0	11	9	20	65	0	4	69	275
05:45 PM	185	15	0	200	0	0	0	0	0	14	6	20	45	1	5	51	271
Total	727	35	0	762	0	0	0	0	0	59	25	84	295	5	20	320	1166
Grand Total	1587	62	0	1649	0	0	0	0	0	106	44	150	604	5	32	641	2440
Apprch %	96.2	3.8	0		0	0	0		0	70.7	29.3		94.2	0.8	5		
Total %	65	2.5	0	67.6	0	0	0	0	0	4.3	1.8	6.1	24.8	0.2	1.3	26.3	

Start Time	Porter Ranch Drive Southbound				SR-118 Eastbound On Ramp Westbound				Porter Ranch Drive Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	<b>215</b>	<b>10</b>	0	<b>225</b>	0	0	0	0	0	15	4	19	78	0	<b>7</b>	85	329
04:30 PM	199	2	0	201	0	0	0	0	0	10	5	15	65	0	2	67	283
04:45 PM	211	6	0	217	0	0	0	0	0	15	<b>6</b>	21	<b>105</b>	0	2	<b>107</b>	<b>345</b>
05:00 PM	185	8	0	193	0	0	0	0	0	<b>19</b>	6	<b>25</b>	94	<b>3</b>	3	100	318
Total Volume	810	26	0	836	0	0	0	0	0	59	21	80	342	3	14	359	1275
% App. Total	96.9	3.1	0		0	0	0		0	73.8	26.2		95.3	0.8	3.9		
PHF	.942	.650	.000	.929	.000	.000	.000	.000	.000	.776	.875	.800	.814	.250	.500	.839	.924

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

Peak Hour for Entire Intersection Begins at 04:15 PM



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	235	9	0	244	0	0	0	0	0	15	6	21	105	0	2	107
+15 mins.	215	10	0	225	0	0	0	0	0	19	6	25	94	3	3	100
+30 mins.	199	2	0	201	0	0	0	0	0	15	4	19	91	1	8	100
+45 mins.	211	6	0	217	0	0	0	0	0	11	9	20	65	0	4	69
Total Volume	860	27	0	887	0	0	0	0	0	60	25	85	355	4	17	376
% App. Total	97	3	0		0	0	0		0	70.6	29.4		94.4	1.1	4.5	
PHF	.915	.675	.000	.909	.000	.000	.000	.000	.000	.789	.694	.850	.845	.333	.531	.879

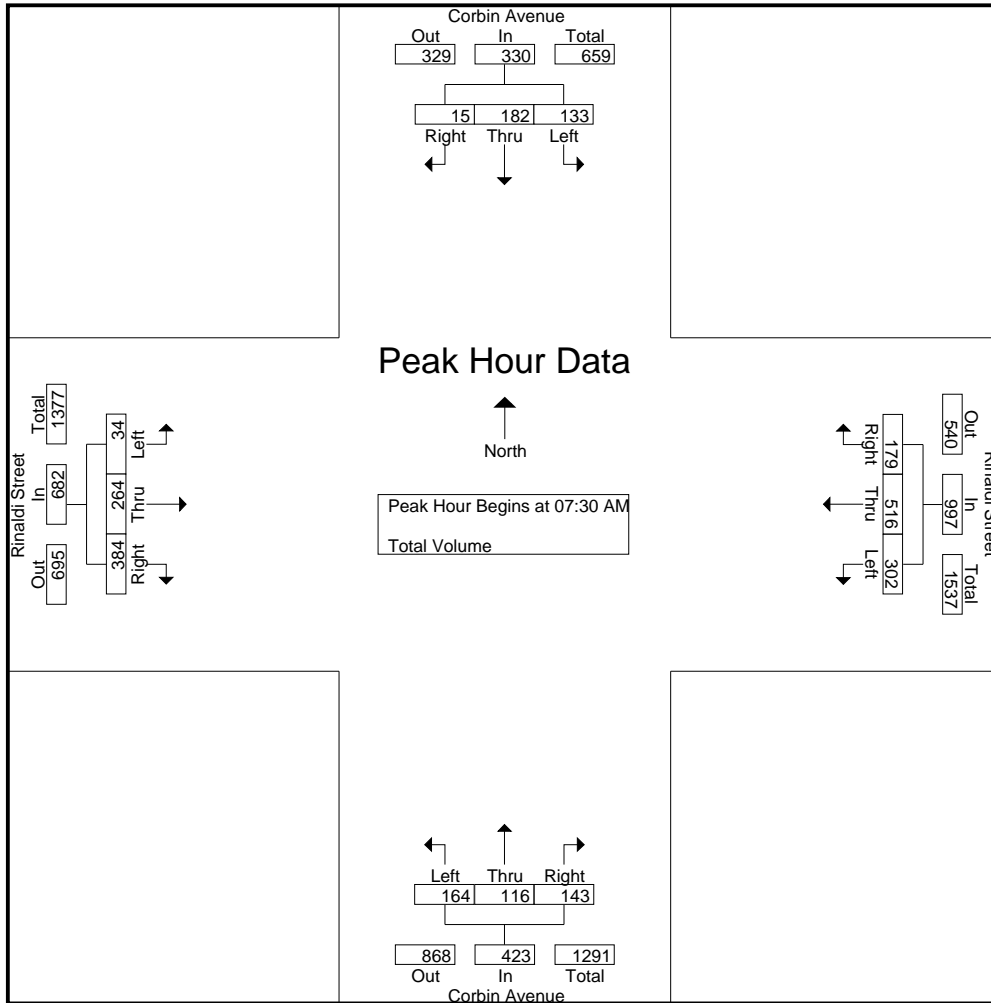
City of Los Angeles  
 N/S: Corbin Avenue  
 E/W: Rinaldi Street  
 Weather: Sunny

File Name : LACCORIAM  
 Site Code : 00000066  
 Start Date : 9/13/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Corbin Avenue Southbound				Rinaldi Street Westbound				Corbin Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	25	60	6	91	47	72	22	141	20	15	18	53	2	34	52	88	373
07:15 AM	36	62	5	103	67	97	14	178	26	19	33	78	4	36	66	106	465
07:30 AM	45	89	6	140	88	129	27	244	43	22	38	103	11	88	81	180	667
07:45 AM	29	33	4	66	75	117	41	233	59	45	50	154	9	70	116	195	648
Total	135	244	21	400	277	415	104	796	148	101	139	388	26	228	315	569	2153
08:00 AM	34	36	4	74	66	137	52	255	27	23	23	73	7	59	88	154	556
08:15 AM	25	24	1	50	73	133	59	265	35	26	32	93	7	47	99	153	561
08:30 AM	31	27	10	68	48	124	31	203	32	17	21	70	3	94	64	161	502
08:45 AM	36	44	12	92	43	140	41	224	25	15	19	59	4	108	71	183	558
Total	126	131	27	284	230	534	183	947	119	81	95	295	21	308	322	651	2177
Grand Total	261	375	48	684	507	949	287	1743	267	182	234	683	47	536	637	1220	4330
Apprch %	38.2	54.8	7		29.1	54.4	16.5		39.1	26.6	34.3		3.9	43.9	52.2		
Total %	6	8.7	1.1	15.8	11.7	21.9	6.6	40.3	6.2	4.2	5.4	15.8	1.1	12.4	14.7	28.2	

Start Time	Corbin Avenue Southbound				Rinaldi Street Westbound				Corbin Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	<b>45</b>	<b>89</b>	<b>6</b>	<b>140</b>	<b>88</b>	129	27	244	43	22	38	103	<b>11</b>	<b>88</b>	81	180	<b>667</b>
07:45 AM	29	33	4	66	75	117	41	233	<b>59</b>	<b>45</b>	<b>50</b>	<b>154</b>	9	70	<b>116</b>	<b>195</b>	648
08:00 AM	34	36	4	74	66	<b>137</b>	52	255	27	23	23	73	7	59	88	154	556
08:15 AM	25	24	1	50	73	133	<b>59</b>	<b>265</b>	35	26	32	93	7	47	99	153	561
Total Volume	133	182	15	330	302	516	179	997	164	116	143	423	34	264	384	682	2432
% App. Total	40.3	55.2	4.5		30.3	51.8	18		38.8	27.4	33.8		5	38.7	56.3		
PHF	.739	.511	.625	.589	.858	.942	.758	.941	.695	.644	.715	.687	.773	.750	.828	.874	.912



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	25	60	6	91	<b>88</b>	129	27	244	43	22	38	103	<b>11</b>	<b>88</b>	81	180
+15 mins.	36	62	5	103	75	117	41	233	<b>59</b>	<b>45</b>	<b>50</b>	<b>154</b>	9	70	<b>116</b>	<b>195</b>
+30 mins.	<b>45</b>	<b>89</b>	6	<b>140</b>	66	<b>137</b>	52	255	27	23	23	73	7	59	88	154
+45 mins.	29	33	4	66	73	133	<b>59</b>	<b>265</b>	35	26	32	93	7	47	99	153
Total Volume	135	244	21	400	302	516	179	997	164	116	143	423	34	264	384	682
% App. Total	33.8	61	5.2		30.3	51.8	18		38.8	27.4	33.8		5	38.7	56.3	
PHF	.750	.685	.875	.714	.858	.942	.758	.941	.695	.644	.715	.687	.773	.750	.828	.874

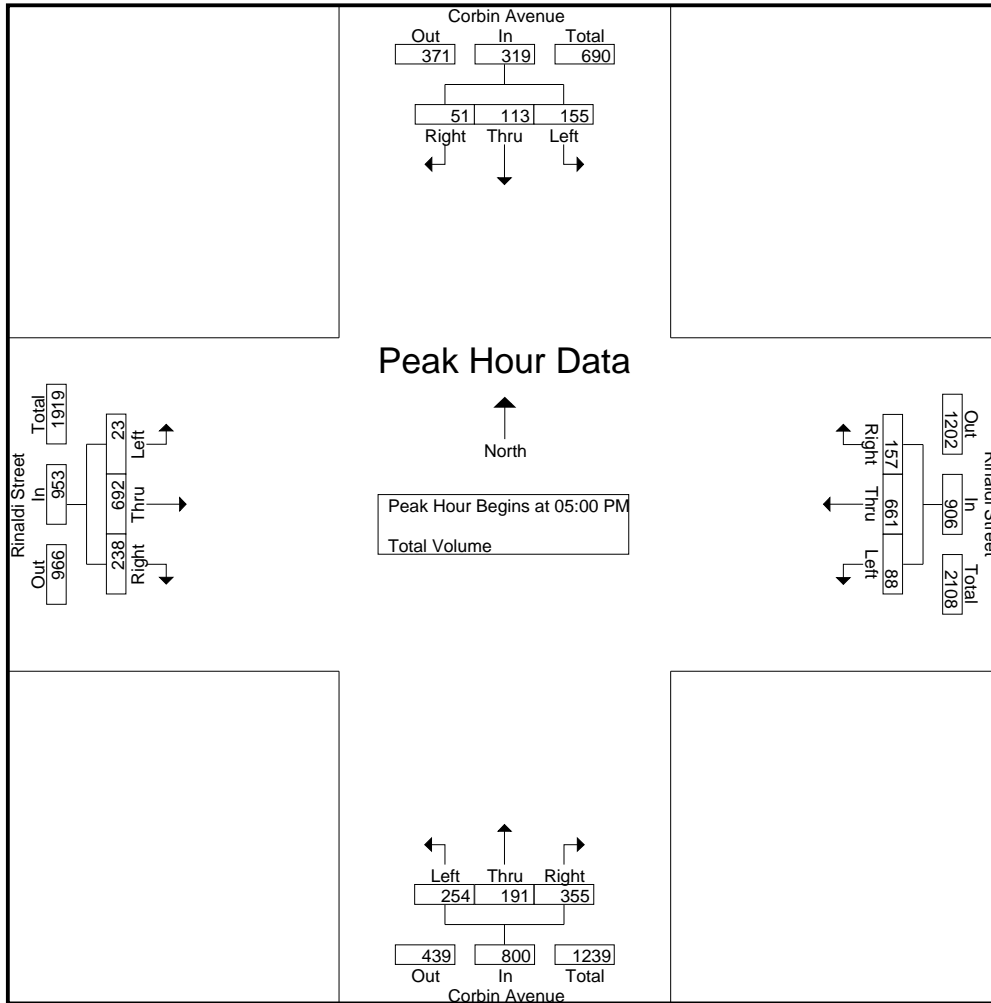
City of Los Angeles  
 N/S: Corbin Avenue  
 E/W: Rinaldi Street  
 Weather: Sunny

File Name : LACCORIPM  
 Site Code : 0000066  
 Start Date : 9/13/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Corbin Avenue Southbound				Rinaldi Street Westbound				Corbin Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	39	25	10	74	10	136	57	203	73	44	61	178	10	156	50	216	671
04:15 PM	45	33	19	97	20	153	34	207	62	34	43	139	9	216	57	282	725
04:30 PM	36	33	15	84	16	159	43	218	71	48	74	193	7	150	63	220	715
04:45 PM	36	22	11	69	23	171	53	247	60	42	89	191	5	168	68	241	748
Total	156	113	55	324	69	619	187	875	266	168	267	701	31	690	238	959	2859
05:00 PM	44	30	13	87	17	153	37	207	70	37	99	206	5	146	56	207	707
05:15 PM	42	32	17	91	20	165	44	229	69	62	92	223	6	179	55	240	783
05:30 PM	39	23	10	72	33	164	36	233	72	43	82	197	3	158	63	224	726
05:45 PM	30	28	11	69	18	179	40	237	43	49	82	174	9	209	64	282	762
Total	155	113	51	319	88	661	157	906	254	191	355	800	23	692	238	953	2978
Grand Total	311	226	106	643	157	1280	344	1781	520	359	622	1501	54	1382	476	1912	5837
Apprch %	48.4	35.1	16.5		8.8	71.9	19.3		34.6	23.9	41.4		2.8	72.3	24.9		
Total %	5.3	3.9	1.8	11	2.7	21.9	5.9	30.5	8.9	6.2	10.7	25.7	0.9	23.7	8.2	32.8	

Start Time	Corbin Avenue Southbound				Rinaldi Street Westbound				Corbin Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	<b>44</b>	30	13	87	17	153	37	207	70	37	<b>99</b>	206	5	146	56	207	707
05:15 PM	42	<b>32</b>	<b>17</b>	<b>91</b>	20	165	<b>44</b>	229	69	<b>62</b>	92	<b>223</b>	6	179	55	240	<b>783</b>
05:30 PM	39	23	10	72	<b>33</b>	164	36	233	<b>72</b>	43	82	197	3	158	63	224	726
05:45 PM	30	28	11	69	18	<b>179</b>	40	<b>237</b>	43	49	82	174	<b>9</b>	<b>209</b>	<b>64</b>	<b>282</b>	762
Total Volume	155	113	51	319	88	661	157	906	254	191	355	800	23	692	238	953	2978
% App. Total	48.6	35.4	16		9.7	73	17.3		31.8	23.9	44.4		2.4	72.6	25		
PHF	.881	.883	.750	.876	.667	.923	.892	.956	.882	.770	.896	.897	.639	.828	.930	.845	.951



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

Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	45	33	19	97	23	171	53	247	60	42	89	191	10	156	50	216
+15 mins.	36	33	15	84	17	153	37	207	70	37	99	206	9	216	57	282
+30 mins.	36	22	11	69	20	165	44	229	69	62	92	223	7	150	63	220
+45 mins.	44	30	13	87	33	164	36	233	72	43	82	197	5	168	68	241
Total Volume	161	118	58	337	93	653	170	916	271	184	362	817	31	690	238	959
% App. Total	47.8	35	17.2		10.2	71.3	18.6		33.2	22.5	44.3		3.2	71.9	24.8	
PHF	.894	.894	.763	.869	.705	.955	.802	.927	.941	.742	.914	.916	.775	.799	.875	.850



City of Los Angeles  
 N/S: Tampa Avenue  
 E/W: Sesnon Boulevard  
 Weather: Sunny

File Name : LACTASEAM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

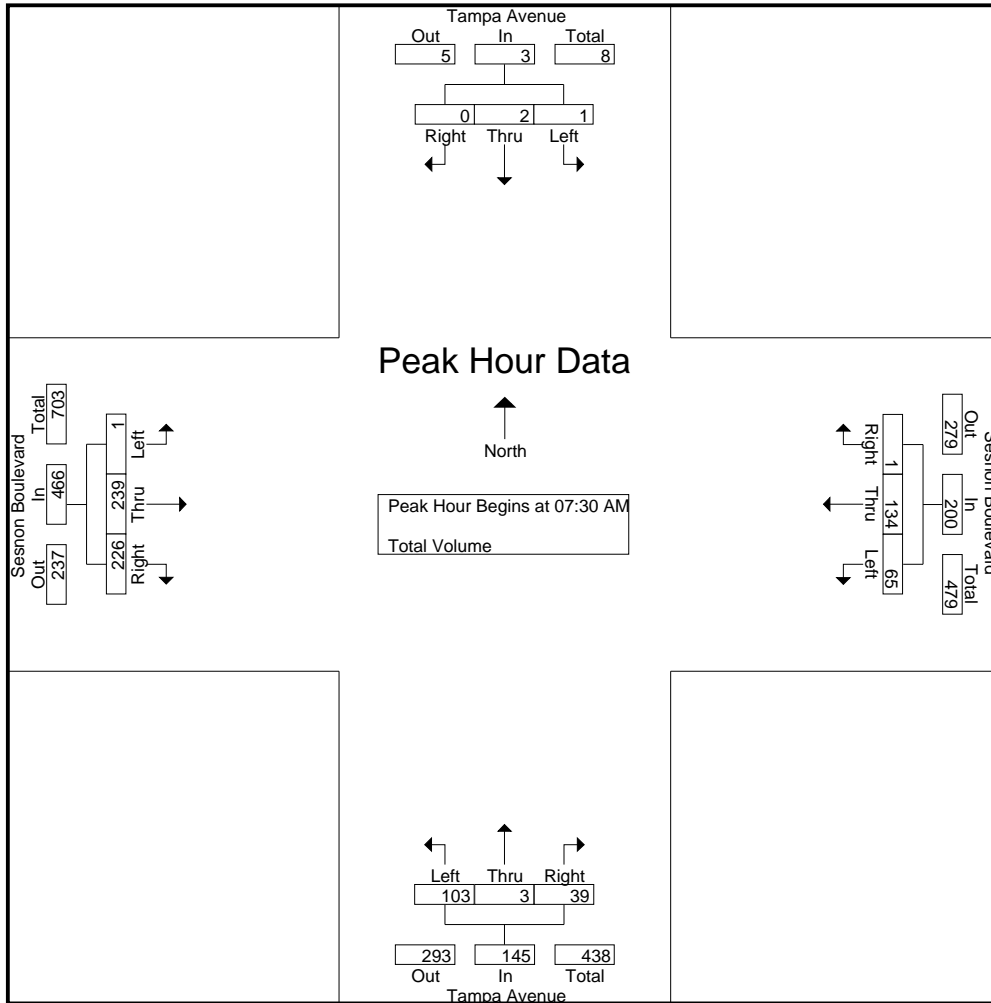
Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				Sesnon Boulevard Westbound				Tampa Avenue Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	10	11	0	21	12	1	5	18	0	21	22	43	82
07:15 AM	0	0	0	0	14	12	0	26	5	0	4	9	0	52	27	79	114
07:30 AM	0	1	0	1	15	10	0	25	9	2	4	15	0	44	39	83	124
07:45 AM	1	0	0	1	15	21	1	37	18	0	15	33	0	72	66	138	209
Total	1	1	0	2	54	54	1	109	44	3	28	75	0	189	154	343	529
08:00 AM	0	0	0	0	15	48	0	63	35	1	12	48	1	101	85	187	298
08:15 AM	0	1	0	1	20	55	0	75	41	0	8	49	0	22	36	58	183
08:30 AM	0	0	0	0	12	20	0	32	25	1	5	31	1	24	30	55	118
08:45 AM	0	0	0	0	9	11	0	20	19	0	2	21	0	18	26	44	85
Total	0	1	0	1	56	134	0	190	120	2	27	149	2	165	177	344	684
Grand Total	1	2	0	3	110	188	1	299	164	5	55	224	2	354	331	687	1213
Apprch %	33.3	66.7	0		36.8	62.9	0.3		73.2	2.2	24.6		0.3	51.5	48.2		
Total %	0.1	0.2	0	0.2	9.1	15.5	0.1	24.6	13.5	0.4	4.5	18.5	0.2	29.2	27.3	56.6	

Start Time	Tampa Avenue Southbound				Sesnon Boulevard Westbound				Tampa Avenue Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	1	0	1	15	10	0	25	9	2	4	15	0	44	39	83	124
07:45 AM	1	0	0	1	15	21	1	37	18	0	15	33	0	72	66	138	209
08:00 AM	0	0	0	0	15	48	0	63	35	1	12	48	1	101	85	187	298
08:15 AM	0	1	0	1	20	55	0	75	41	0	8	49	0	22	36	58	183
Total Volume	1	2	0	3	65	134	1	200	103	3	39	145	1	239	226	466	814
% App. Total	33.3	66.7	0		32.5	67	0.5		71	2.1	26.9		0.2	51.3	48.5		
PHF	.250	.500	.000	.750	.813	.609	.250	.667	.628	.375	.650	.740	.250	.592	.665	.623	.683

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

Peak Hour for Entire Intersection Begins at 07:30 AM



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

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:45 AM				07:15 AM			
+0 mins.	0	1	0	1	15	21	1	37	18	0	15	33	0	52	27	79
+15 mins.	1	0	0	1	15	48	0	63	35	1	12	48	0	44	39	83
+30 mins.	0	0	0	0	20	55	0	75	41	0	8	49	0	72	66	138
+45 mins.	0	1	0	1	12	20	0	32	25	1	5	31	1	101	85	187
Total Volume	1	2	0	3	62	144	1	207	119	2	40	161	1	269	217	487
% App. Total	33.3	66.7	0		30	69.6	0.5		73.9	1.2	24.8		0.2	55.2	44.6	
PHF	.250	.500	.000	.750	.775	.655	.250	.690	.726	.500	.667	.821	.250	.666	.638	.651

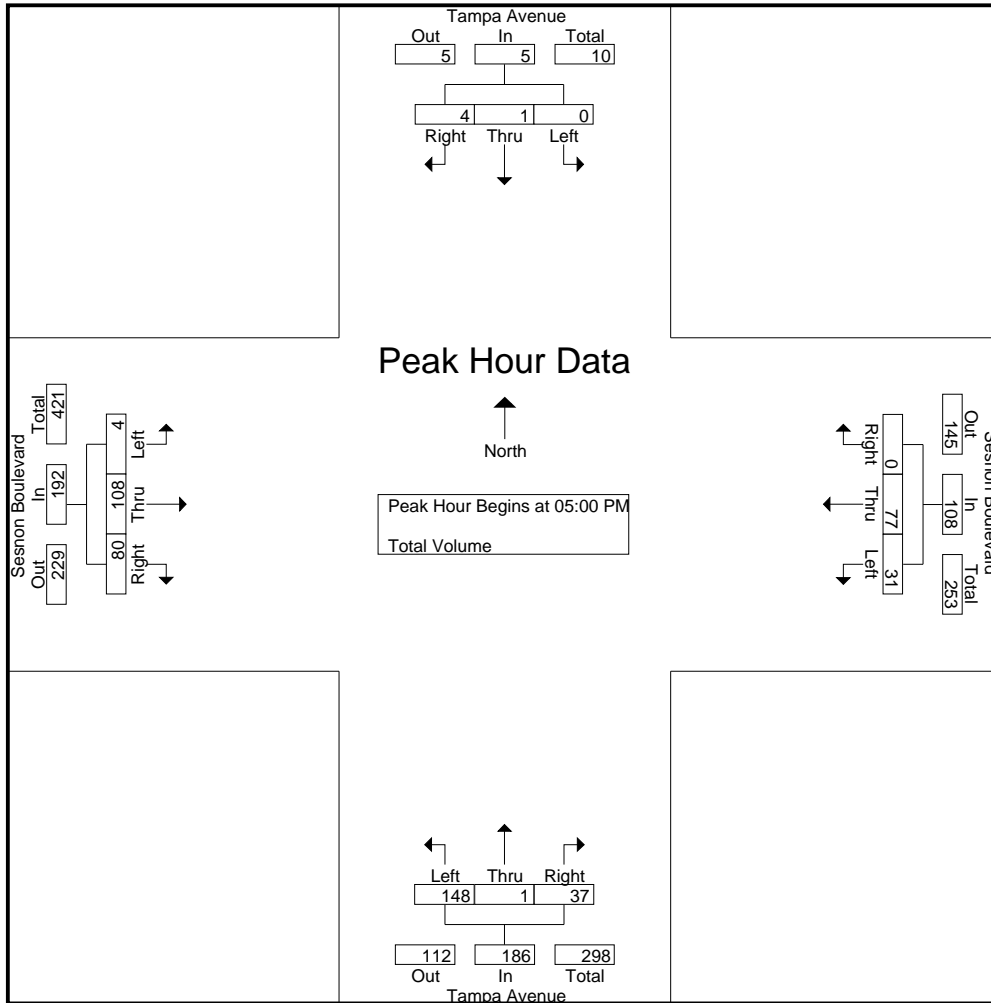
City of Los Angeles  
 N/S: Tampa Avenue  
 E/W: Sesnon Boulevard  
 Weather: Sunny

File Name : LACTASEPM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				Sesnon Boulevard Westbound				Tampa Avenue Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	1	4	14	20	1	35	30	3	11	44	0	23	22	45	128
04:15 PM	0	0	0	0	6	11	0	17	35	0	4	39	0	20	14	34	90
04:30 PM	0	3	2	5	6	19	0	25	23	1	13	37	2	18	13	33	100
04:45 PM	2	0	0	2	9	21	1	31	33	2	18	53	0	27	10	37	123
Total	3	5	3	11	35	71	2	108	121	6	46	173	2	88	59	149	441
05:00 PM	0	0	0	0	8	15	0	23	35	0	9	44	0	23	22	45	112
05:15 PM	0	1	2	3	10	16	0	26	37	1	10	48	2	20	19	41	118
05:30 PM	0	0	1	1	6	25	0	31	36	0	9	45	1	37	18	56	133
05:45 PM	0	0	1	1	7	21	0	28	40	0	9	49	1	28	21	50	128
Total	0	1	4	5	31	77	0	108	148	1	37	186	4	108	80	192	491
Grand Total	3	6	7	16	66	148	2	216	269	7	83	359	6	196	139	341	932
Apprch %	18.8	37.5	43.8		30.6	68.5	0.9		74.9	1.9	23.1		1.8	57.5	40.8		
Total %	0.3	0.6	0.8	1.7	7.1	15.9	0.2	23.2	28.9	0.8	8.9	38.5	0.6	21	14.9	36.6	

Start Time	Tampa Avenue Southbound				Sesnon Boulevard Westbound				Tampa Avenue Northbound				Sesnon Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	8	15	0	23	35	0	9	44	0	23	<b>22</b>	45	112
05:15 PM	0	<b>1</b>	<b>2</b>	<b>3</b>	<b>10</b>	16	0	26	37	<b>1</b>	<b>10</b>	48	<b>2</b>	20	19	41	118
05:30 PM	0	0	1	1	6	<b>25</b>	0	<b>31</b>	36	0	9	45	1	<b>37</b>	18	<b>56</b>	<b>133</b>
05:45 PM	0	0	1	1	7	21	0	28	<b>40</b>	0	9	<b>49</b>	1	28	21	50	128
Total Volume	0	1	4	5	31	77	0	108	148	1	37	186	4	108	80	192	491
% App. Total	0	20	80		28.7	71.3	0		79.6	0.5	19.9		2.1	56.2	41.7		
PHF	.000	.250	.500	.417	.775	.770	.000	.871	.925	.250	.925	.949	.500	.730	.909	.857	.923



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

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	1	2	1	4	9	21	1	31	33	2	18	53	0	23	22	45
+15 mins.	0	0	0	0	8	15	0	23	35	0	9	44	2	20	19	41
+30 mins.	0	3	2	5	10	16	0	26	37	1	10	48	1	37	18	56
+45 mins.	2	0	0	2	6	25	0	31	36	0	9	45	1	28	21	50
Total Volume	3	5	3	11	33	77	1	111	141	3	46	190	4	108	80	192
% App. Total	27.3	45.5	27.3		29.7	69.4	0.9		74.2	1.6	24.2		2.1	56.2	41.7	
PHF	.375	.417	.375	.550	.825	.770	.250	.895	.953	.375	.639	.896	.500	.730	.909	.857

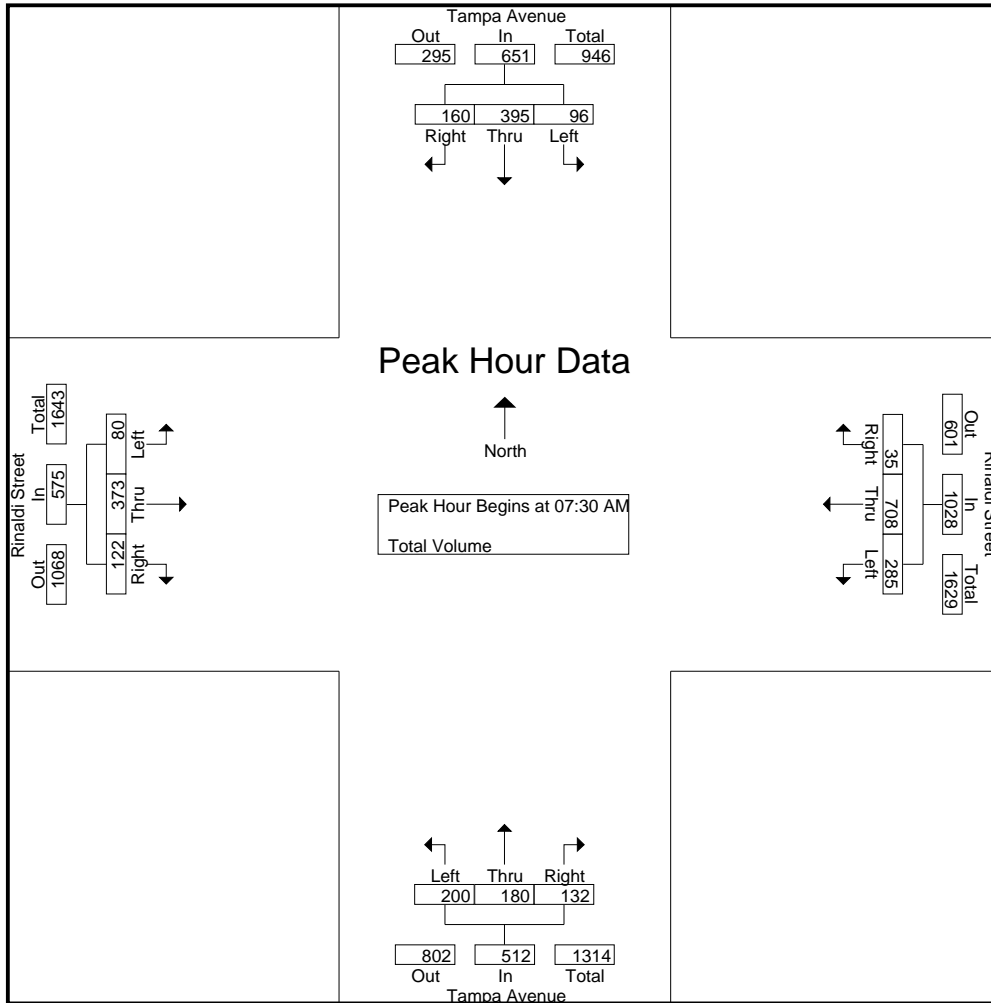
City of Los Angeles  
 N/S: Tampa Avenue  
 E/W: Rinaldi Street  
 Weather: Sunny

File Name : LACTARIAM  
 Site Code : 00000035  
 Start Date : 9/13/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				Rinaldi Street Westbound				Tampa Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	16	95	27	138	43	96	7	146	32	21	11	64	9	44	22	75	423
07:15 AM	30	122	26	178	76	132	5	213	21	26	30	77	10	75	33	118	586
07:30 AM	27	106	46	179	86	177	6	269	37	35	22	94	12	113	35	160	702
07:45 AM	28	104	28	160	71	183	8	262	40	67	55	162	34	107	34	175	759
Total	101	427	127	655	276	588	26	890	130	149	118	397	65	339	124	528	2470
08:00 AM	19	83	38	140	71	173	7	251	55	45	34	134	26	74	25	125	650
08:15 AM	22	102	48	172	57	175	14	246	68	33	21	122	8	79	28	115	655
08:30 AM	29	82	49	160	65	124	5	194	50	28	88	166	14	105	20	139	659
08:45 AM	20	77	36	133	49	138	7	194	58	31	72	161	16	115	34	165	653
Total	90	344	171	605	242	610	33	885	231	137	215	583	64	373	107	544	2617
Grand Total	191	771	298	1260	518	1198	59	1775	361	286	333	980	129	712	231	1072	5087
Apprch %	15.2	61.2	23.7		29.2	67.5	3.3		36.8	29.2	34		12	66.4	21.5		
Total %	3.8	15.2	5.9	24.8	10.2	23.6	1.2	34.9	7.1	5.6	6.5	19.3	2.5	14	4.5	21.1	

Start Time	Tampa Avenue Southbound				Rinaldi Street Westbound				Tampa Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	<b>106</b>	46	<b>179</b>	<b>86</b>	177	6	<b>269</b>	37	35	22	94	12	<b>113</b>	<b>35</b>	160	702
07:45 AM	<b>28</b>	104	28	160	71	<b>183</b>	8	262	40	<b>67</b>	<b>55</b>	<b>162</b>	<b>34</b>	107	34	<b>175</b>	<b>759</b>
08:00 AM	19	83	38	140	71	173	7	251	55	45	34	134	26	74	25	125	650
08:15 AM	22	102	<b>48</b>	172	57	175	<b>14</b>	246	<b>68</b>	33	21	122	8	79	28	115	655
Total Volume	96	395	160	651	285	708	35	1028	200	180	132	512	80	373	122	575	2766
% App. Total	14.7	60.7	24.6		27.7	68.9	3.4		39.1	35.2	25.8		13.9	64.9	21.2		
PHF	.857	.932	.833	.909	.828	.967	.625	.955	.735	.672	.600	.790	.588	.825	.871	.821	.911



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	30	122	26	178	86	177	6	269	40	67	55	162	10	75	33	118
+15 mins.	27	106	46	179	71	183	8	262	55	45	34	134	12	113	35	160
+30 mins.	28	104	28	160	71	173	7	251	68	33	21	122	34	107	34	175
+45 mins.	19	83	38	140	57	175	14	246	50	28	88	166	26	74	25	125
Total Volume	104	415	138	657	285	708	35	1028	213	173	198	584	82	369	127	578
% App. Total	15.8	63.2	21		27.7	68.9	3.4		36.5	29.6	33.9		14.2	63.8	22	
PHF	.867	.850	.750	.918	.828	.967	.625	.955	.783	.646	.563	.880	.603	.816	.907	.826

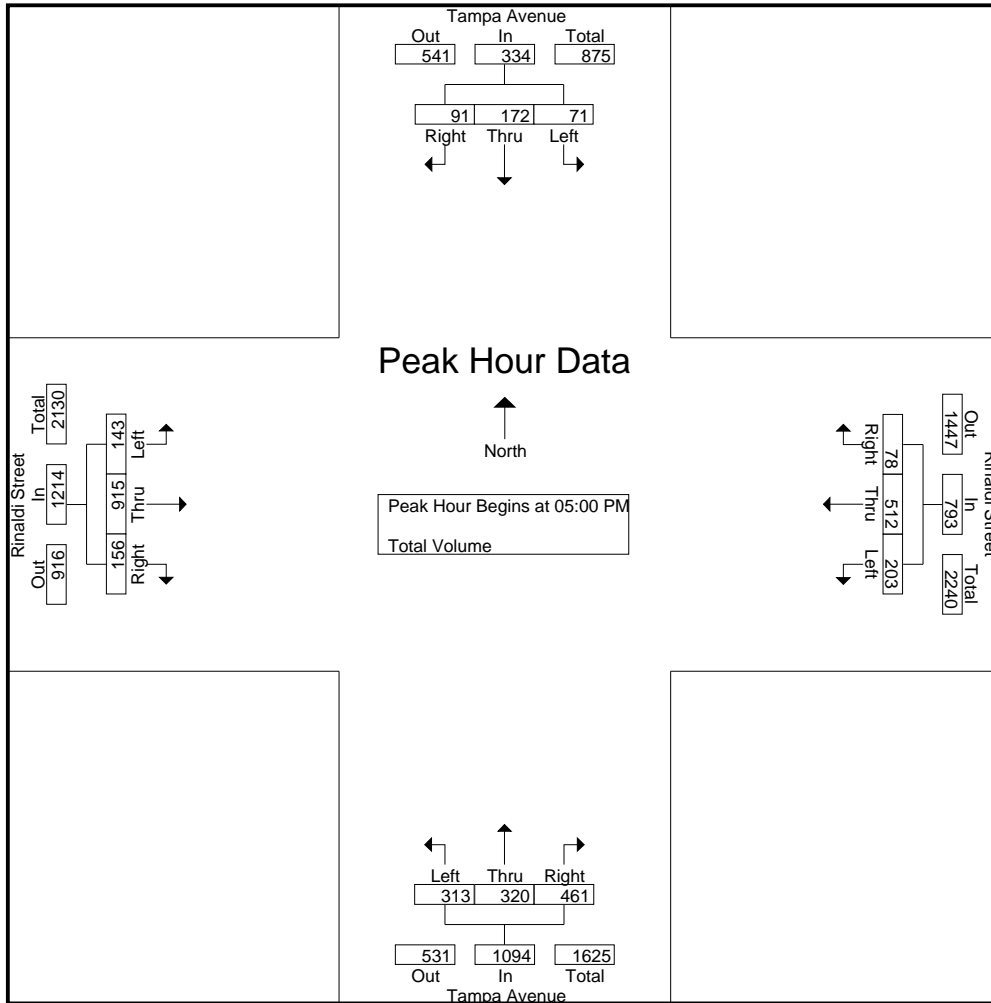
City of Los Angeles  
 N/S: Tampa Avenue  
 E/W: Rinaldi Street  
 Weather: Sunny

File Name : LACTARIPM  
 Site Code : 00000035  
 Start Date : 9/13/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				Rinaldi Street Westbound				Tampa Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	47	24	86	49	116	13	178	74	53	47	174	43	176	41	260	698
04:15 PM	23	44	22	89	50	111	16	177	71	57	46	174	29	227	58	314	754
04:30 PM	26	50	15	91	53	134	13	200	72	70	67	209	39	200	46	285	785
04:45 PM	20	33	24	77	38	134	14	186	90	68	60	218	22	205	43	270	751
Total	84	174	85	343	190	495	56	741	307	248	220	775	133	808	188	1129	2988
05:00 PM	23	36	18	77	55	121	22	198	66	76	96	238	32	219	43	294	807
05:15 PM	28	44	27	99	49	127	18	194	77	78	114	269	37	238	38	313	875
05:30 PM	11	42	30	83	59	128	19	206	73	80	125	278	34	215	31	280	847
05:45 PM	9	50	16	75	40	136	19	195	97	86	126	309	40	243	44	327	906
Total	71	172	91	334	203	512	78	793	313	320	461	1094	143	915	156	1214	3435
Grand Total	155	346	176	677	393	1007	134	1534	620	568	681	1869	276	1723	344	2343	6423
Apprch %	22.9	51.1	26		25.6	65.6	8.7		33.2	30.4	36.4		11.8	73.5	14.7		
Total %	2.4	5.4	2.7	10.5	6.1	15.7	2.1	23.9	9.7	8.8	10.6	29.1	4.3	26.8	5.4	36.5	

Start Time	Tampa Avenue Southbound				Rinaldi Street Westbound				Tampa Avenue Northbound				Rinaldi Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	36	18	77	55	121	22	198	66	76	96	238	32	219	43	294	807
05:15 PM	<b>28</b>	44	27	<b>99</b>	49	127	18	194	77	78	114	269	37	238	38	313	875
05:30 PM	11	42	<b>30</b>	83	<b>59</b>	128	19	<b>206</b>	73	80	125	278	34	215	31	280	847
05:45 PM	9	<b>50</b>	16	75	40	<b>136</b>	19	195	<b>97</b>	<b>86</b>	<b>126</b>	<b>309</b>	<b>40</b>	<b>243</b>	<b>44</b>	<b>327</b>	<b>906</b>
Total Volume	71	172	91	334	203	512	78	793	313	320	461	1094	143	915	156	1214	3435
% App. Total	21.3	51.5	27.2		25.6	64.6	9.8		28.6	29.3	42.1		11.8	75.4	12.9		
PHF	.634	.860	.758	.843	.860	.941	.886	.962	.807	.930	.915	.885	.894	.941	.886	.928	.948



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

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	26	<b>50</b>	15	91	55	121	<b>22</b>	198	66	76	96	238	32	219	43	294
+15 mins.	20	33	24	77	49	127	18	194	77	78	114	269	37	238	38	313
+30 mins.	23	36	18	77	<b>59</b>	128	19	<b>206</b>	73	80	125	278	34	215	31	280
+45 mins.	<b>28</b>	44	<b>27</b>	<b>99</b>	40	<b>136</b>	19	195	<b>97</b>	<b>86</b>	<b>126</b>	<b>309</b>	<b>40</b>	<b>243</b>	<b>44</b>	<b>327</b>
Total Volume	97	163	84	344	203	512	78	793	313	320	461	1094	143	915	156	1214
% App. Total	28.2	47.4	24.4		25.6	64.6	9.8		28.6	29.3	42.1		11.8	75.4	12.9	
PHF	.866	.815	.778	.869	.860	.941	.886	.962	.807	.930	.915	.885	.894	.941	.886	.928



City of Los Angeles  
 N/S: Tampa Avenue  
 E/W: SR-118 Westbound Ramps  
 Weather: Sunny

File Name : LACTA118WAM  
 Site Code : 00000000  
 Start Date : 9/8/2011  
 Page No : 1

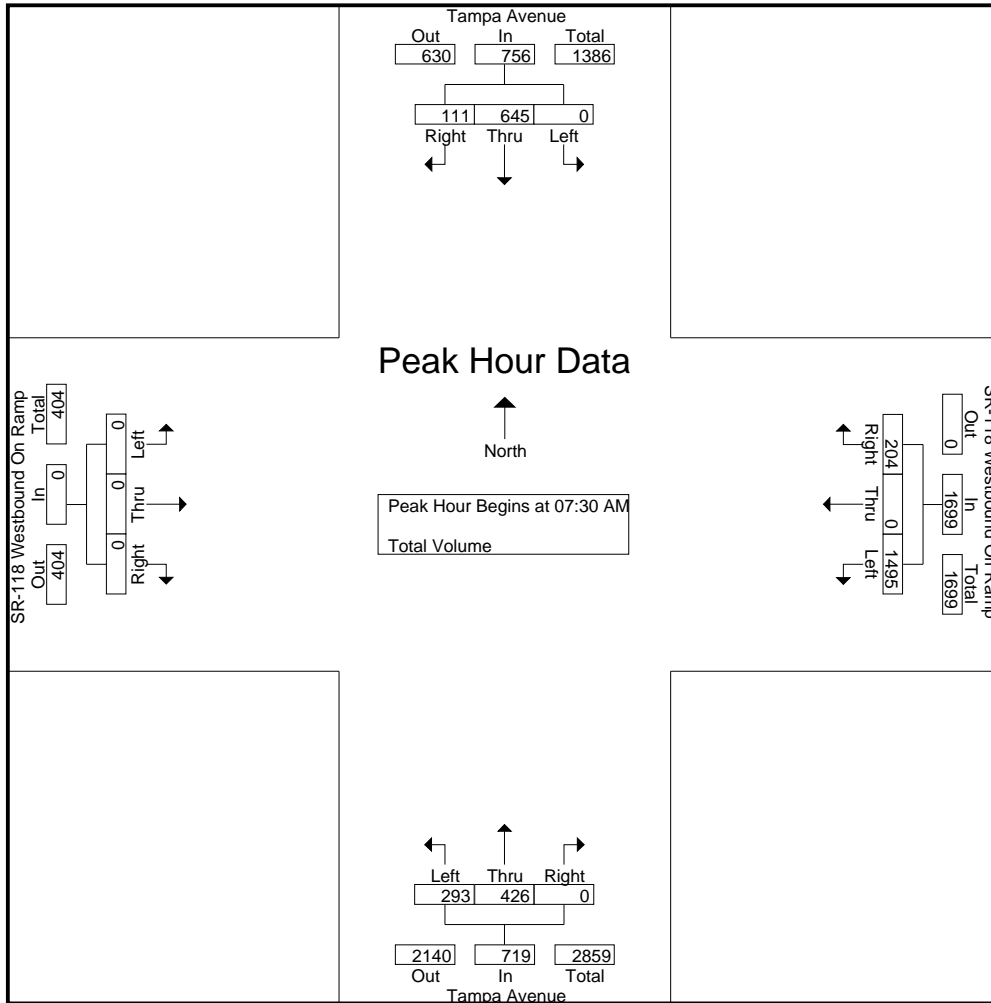
Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				SR-118 Westbound Off Ramp Westbound				Tampa Avenue Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	160	22	182	350	0	46	396	56	52	0	108	0	0	0	0	686
07:15 AM	0	193	26	219	336	0	30	366	65	64	0	129	0	0	0	0	714
07:30 AM	0	208	31	239	372	0	49	421	92	93	0	185	0	0	0	0	845
07:45 AM	0	172	28	200	386	0	38	424	73	139	0	212	0	0	0	0	836
Total	0	733	107	840	1444	0	163	1607	286	348	0	634	0	0	0	0	3081
08:00 AM	0	144	20	164	376	0	54	430	64	99	0	163	0	0	0	0	757
08:15 AM	0	121	32	153	361	0	63	424	64	95	0	159	0	0	0	0	736
08:30 AM	0	146	49	195	320	0	55	375	46	102	0	148	0	0	0	0	718
08:45 AM	0	142	24	166	328	0	70	398	39	70	0	109	0	0	0	0	673
Total	0	553	125	678	1385	0	242	1627	213	366	0	579	0	0	0	0	2884
Grand Total	0	1286	232	1518	2829	0	405	3234	499	714	0	1213	0	0	0	0	5965
Apprch %	0	84.7	15.3		87.5	0	12.5		41.1	58.9	0		0	0	0		
Total %	0	21.6	3.9	25.4	47.4	0	6.8	54.2	8.4	12	0	20.3	0	0	0	0	

Start Time	Tampa Avenue Southbound				SR-118 Westbound Off Ramp Westbound				Tampa Avenue Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	<b>208</b>	31	<b>239</b>	372	0	49	421	<b>92</b>	93	0	185	0	0	0	0	<b>845</b>
07:45 AM	0	172	28	200	<b>386</b>	0	38	424	73	<b>139</b>	0	<b>212</b>	0	0	0	0	836
08:00 AM	0	144	20	164	376	0	54	<b>430</b>	64	99	0	163	0	0	0	0	757
08:15 AM	0	121	<b>32</b>	153	361	0	<b>63</b>	424	64	95	0	159	0	0	0	0	736
Total Volume	0	645	111	756	1495	0	204	1699	293	426	0	719	0	0	0	0	3174
% App. Total	0	85.3	14.7		88	0	12		40.8	59.2	0		0	0	0		
PHF	.000	.775	.867	.791	.968	.000	.810	.988	.796	.766	.000	.848	.000	.000	.000	.000	.939

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

Peak Hour for Entire Intersection Begins at 07:30 AM



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	0	160	22	182	372	0	49	421	<b>92</b>	93	0	185	0	0	0	0
+15 mins.	0	193	26	219	<b>386</b>	0	38	424	73	<b>139</b>	0	<b>212</b>	0	0	0	0
+30 mins.	0	<b>208</b>	<b>31</b>	<b>239</b>	376	0	54	<b>430</b>	64	99	0	163	0	0	0	0
+45 mins.	0	172	28	200	361	0	<b>63</b>	424	64	95	0	159	0	0	0	0
Total Volume	0	733	107	840	1495	0	204	1699	293	426	0	719	0	0	0	0
% App. Total	0	87.3	12.7		88	0	12		40.8	59.2	0		0	0	0	
PHF	.000	.881	.863	.879	.968	.000	.810	.988	.796	.766	.000	.848	.000	.000	.000	.000

City of Los Angeles  
 N/S: Tampa Avenue  
 E/W: SR-118 Westbound Ramps  
 Weather: Sunny

File Name : LACTA118WPM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

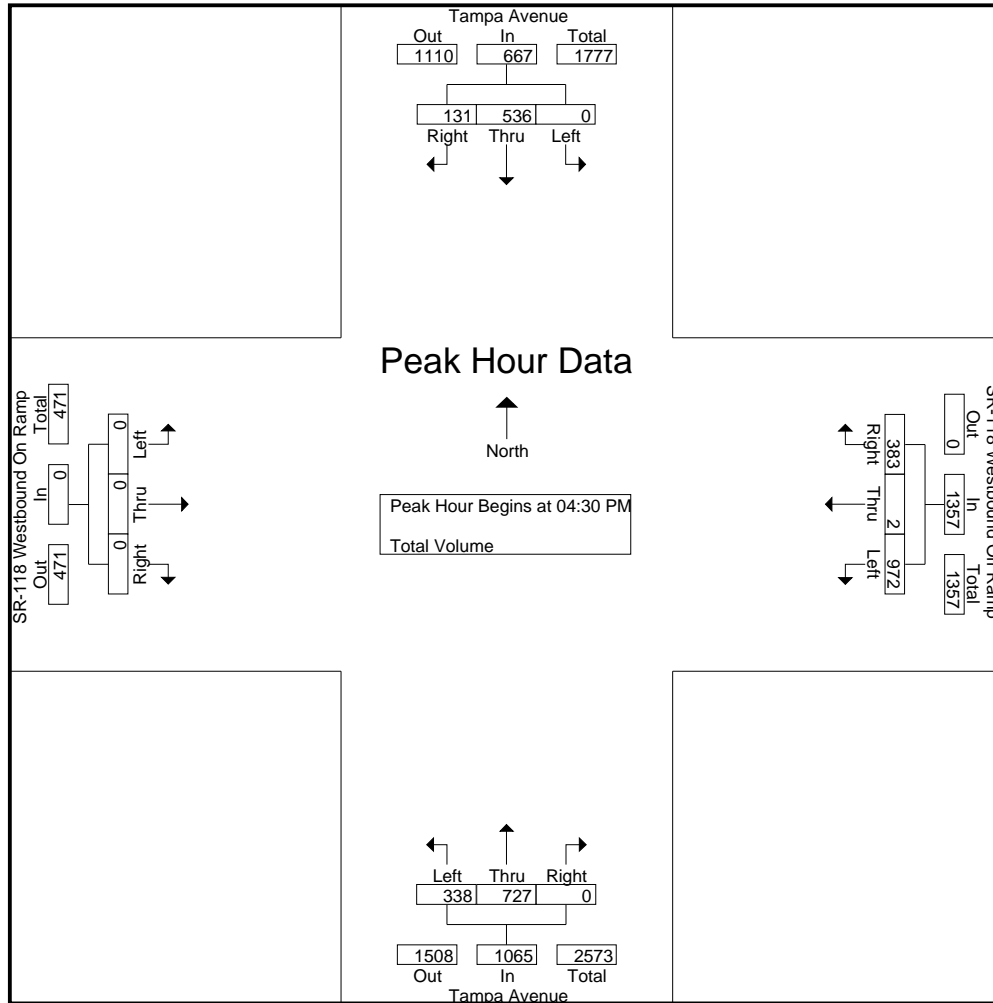
Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				SR-118 Westbound Off Ramp Westbound				Tampa Avenue Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	129	38	167	209	0	78	287	89	132	0	221	0	0	0	0	675
04:15 PM	0	118	26	144	213	0	84	297	77	149	0	226	0	0	0	0	667
04:30 PM	0	130	35	165	218	0	95	313	81	172	0	253	0	0	0	0	731
04:45 PM	0	138	31	169	255	2	113	370	73	195	0	268	0	0	0	0	807
Total	0	515	130	645	895	2	370	1267	320	648	0	968	0	0	0	0	2880
05:00 PM	0	130	33	163	219	0	77	296	88	208	0	296	0	0	0	0	755
05:15 PM	0	138	32	170	280	0	98	378	96	152	0	248	0	0	0	0	796
05:30 PM	0	145	29	174	197	1	97	295	102	103	0	205	0	0	0	0	674
05:45 PM	0	141	25	166	241	0	83	324	68	131	0	199	0	0	0	0	689
Total	0	554	119	673	937	1	355	1293	354	594	0	948	0	0	0	0	2914
Grand Total	0	1069	249	1318	1832	3	725	2560	674	1242	0	1916	0	0	0	0	5794
Apprch %	0	81.1	18.9		71.6	0.1	28.3		35.2	64.8	0		0	0	0		
Total %	0	18.5	4.3	22.7	31.6	0.1	12.5	44.2	11.6	21.4	0	33.1	0	0	0	0	

Start Time	Tampa Avenue Southbound				SR-118 Westbound Off Ramp Westbound				Tampa Avenue Northbound				SR-118 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	130	<b>35</b>	165	218	0	95	313	81	172	0	253	0	0	0	0	731
04:45 PM	0	<b>138</b>	31	169	255	<b>2</b>	<b>113</b>	370	73	195	0	268	0	0	0	0	<b>807</b>
05:00 PM	0	130	33	163	219	0	77	296	88	<b>208</b>	0	<b>296</b>	0	0	0	0	755
05:15 PM	0	138	32	<b>170</b>	<b>280</b>	0	98	<b>378</b>	<b>96</b>	152	0	248	0	0	0	0	796
Total Volume	0	536	131	667	972	2	383	1357	338	727	0	1065	0	0	0	0	3089
% App. Total	0	80.4	19.6		71.6	0.1	28.2		31.7	68.3	0		0	0	0		
PHF	.000	.971	.936	.981	.868	.250	.847	.897	.880	.874	.000	.899	.000	.000	.000	.000	.957

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

Peak Hour for Entire Intersection Begins at 04:30 PM



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

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	0	138	31	169	218	0	95	313	81	172	0	253	0	0	0	0
+15 mins.	0	130	<b>33</b>	163	255	<b>2</b>	<b>113</b>	370	73	195	0	268	0	0	0	0
+30 mins.	0	138	32	170	219	0	77	296	88	<b>208</b>	0	<b>296</b>	0	0	0	0
+45 mins.	0	<b>145</b>	29	<b>174</b>	<b>280</b>	0	98	<b>378</b>	<b>96</b>	152	0	248	0	0	0	0
Total Volume	0	551	125	676	972	2	383	1357	338	727	0	1065	0	0	0	0
% App. Total	0	81.5	18.5		71.6	0.1	28.2		31.7	68.3	0		0	0	0	
PHF	.000	.950	.947	.971	.868	.250	.847	.897	.880	.874	.000	.899	.000	.000	.000	.000

City of Los Angeles  
 N/S:Tampa Avenue  
 E/W: SR-118 Eastbound Ramps  
 Weather: Sunny

File Name : LACTA118EAM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

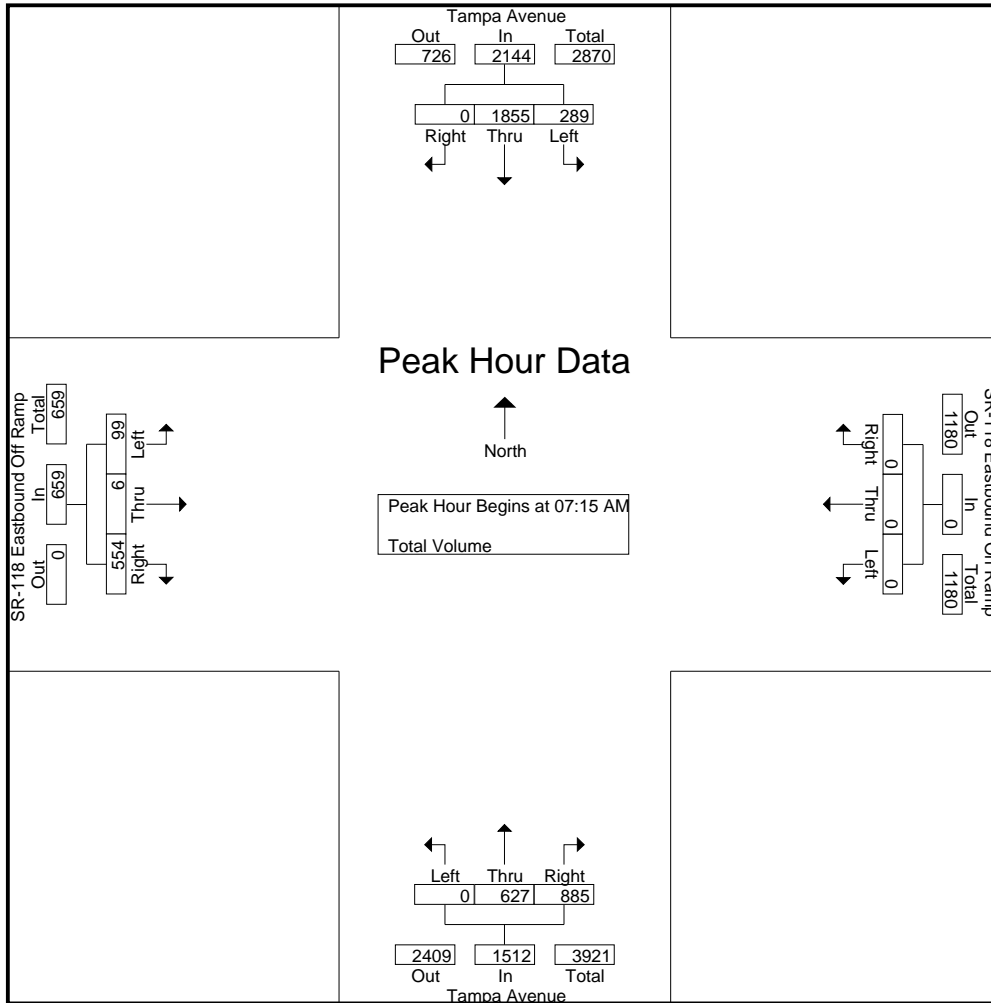
Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				SR-118 Eastbound On Ramp Westbound				Tampa Avenue Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	86	425	0	511	0	0	0	0	0	94	206	300	18	1	97	116	927
07:15 AM	87	442	0	529	0	0	0	0	0	107	219	326	29	0	140	169	1024
07:30 AM	73	484	0	557	0	0	0	0	0	184	228	412	28	1	165	194	1163
07:45 AM	73	473	0	546	0	0	0	0	0	198	219	417	24	1	159	184	1147
Total	319	1824	0	2143	0	0	0	0	0	583	872	1455	99	3	561	663	4261
08:00 AM	56	456	0	512	0	0	0	0	0	138	219	357	18	4	90	112	981
08:15 AM	59	427	0	486	0	0	0	0	0	138	212	350	29	0	122	151	987
08:30 AM	87	381	0	468	0	0	0	0	0	103	181	284	46	2	121	169	921
08:45 AM	79	386	0	465	0	0	0	0	0	94	178	272	28	2	99	129	866
Total	281	1650	0	1931	0	0	0	0	0	473	790	1263	121	8	432	561	3755
Grand Total	600	3474	0	4074	0	0	0	0	0	1056	1662	2718	220	11	993	1224	8016
Apprch %	14.7	85.3	0		0	0	0		0	38.9	61.1		18	0.9	81.1		
Total %	7.5	43.3	0	50.8	0	0	0	0	0	13.2	20.7	33.9	2.7	0.1	12.4	15.3	

Start Time	Tampa Avenue Southbound				SR-118 Eastbound On Ramp Westbound				Tampa Avenue Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	<b>87</b>	442	0	529	0	0	0	0	0	107	219	326	<b>29</b>	0	140	169	1024
07:30 AM	73	<b>484</b>	0	<b>557</b>	0	0	0	0	0	184	<b>228</b>	412	28	1	<b>165</b>	<b>194</b>	<b>1163</b>
07:45 AM	73	473	0	546	0	0	0	0	0	<b>198</b>	219	<b>417</b>	24	1	159	184	1147
08:00 AM	56	456	0	512	0	0	0	0	0	138	219	357	18	<b>4</b>	90	112	981
Total Volume	289	1855	0	2144	0	0	0	0	0	627	885	1512	99	6	554	659	4315
% App. Total	13.5	86.5	0		0	0	0		0	41.5	58.5		15	0.9	84.1		
PHF	.830	.958	.000	.962	.000	.000	.000	.000	.000	.792	.970	.906	.853	.375	.839	.849	.928

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

Peak Hour for Entire Intersection Begins at 07:15 AM



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	87	442	0	529	0	0	0	0	0	184	228	412	18	1	97	116
+15 mins.	73	484	0	557	0	0	0	0	0	198	219	417	29	0	140	169
+30 mins.	73	473	0	546	0	0	0	0	0	138	219	357	28	1	165	194
+45 mins.	56	456	0	512	0	0	0	0	0	138	212	350	24	1	159	184
Total Volume	289	1855	0	2144	0	0	0	0	0	658	878	1536	99	3	561	663
% App. Total	13.5	86.5	0		0	0	0	0	0	42.8	57.2		14.9	0.5	84.6	
PHF	.830	.958	.000	.962	.000	.000	.000	.000	.000	.831	.963	.921	.853	.750	.850	.854

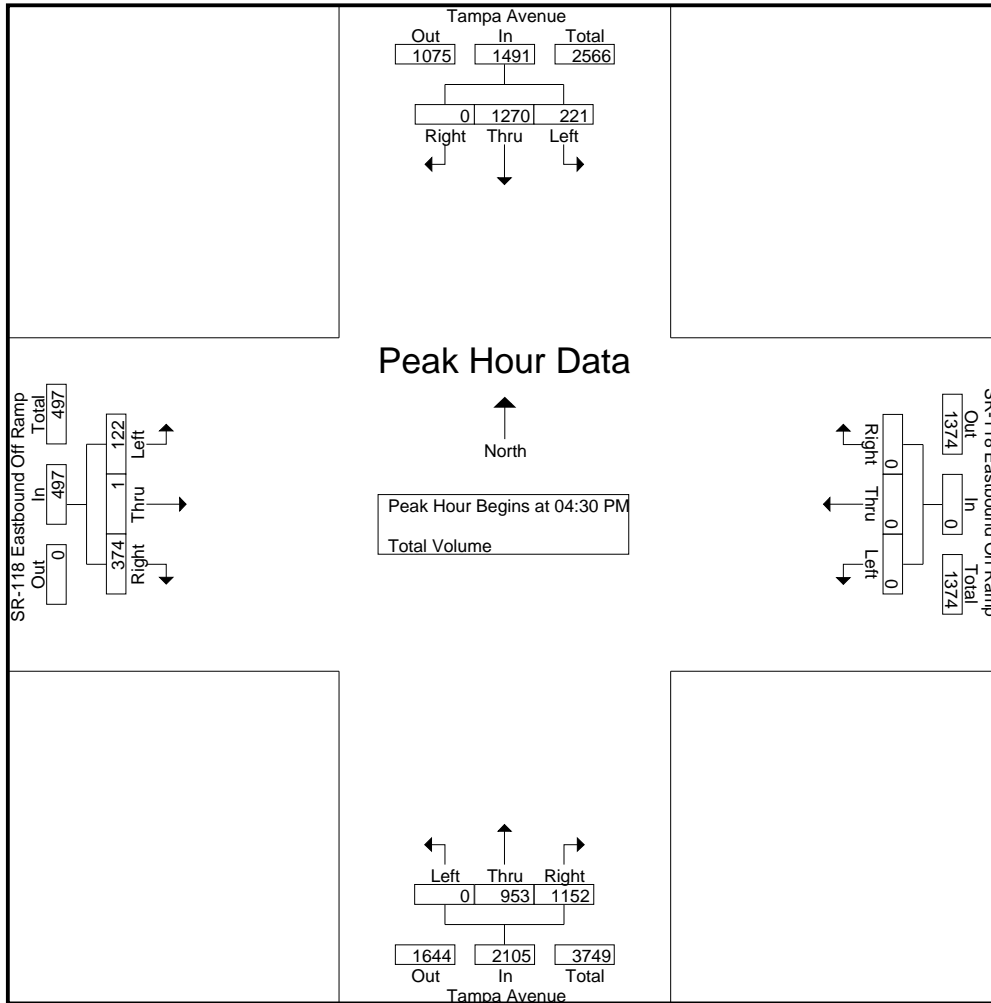
City of Los Angeles  
 N/S: Tampa Avenue  
 E/W: SR 118 Eastbound Ramps  
 Weather: Sunny

File Name : LACTA118EPM  
 Site Code : 00000001  
 Start Date : 9/8/2011  
 Page No : 1

Groups Printed- Total Volume

Start Time	Tampa Avenue Southbound				SR-118 Eastbound On Ramp Westbound				Tampa Avenue Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	66	270	0	336	0	0	0	0	0	187	338	525	27	0	76	103	964
04:15 PM	45	278	0	323	0	0	0	0	0	196	310	506	21	0	95	116	945
04:30 PM	56	283	0	339	0	0	0	0	0	215	258	473	47	0	101	148	960
04:45 PM	55	332	0	387	0	0	0	0	0	244	261	505	22	0	98	120	1012
Total	222	1163	0	1385	0	0	0	0	0	842	1167	2009	117	0	370	487	3881
05:00 PM	56	297	0	353	0	0	0	0	0	250	246	496	44	1	107	152	1001
05:15 PM	54	358	0	412	0	0	0	0	0	244	387	631	9	0	68	77	1120
05:30 PM	62	297	0	359	0	0	0	0	0	192	282	474	10	1	39	50	883
05:45 PM	85	301	0	386	0	0	0	0	0	199	277	476	11	0	35	46	908
Total	257	1253	0	1510	0	0	0	0	0	885	1192	2077	74	2	249	325	3912
Grand Total	479	2416	0	2895	0	0	0	0	0	1727	2359	4086	191	2	619	812	7793
Apprch %	16.5	83.5	0		0	0	0		0	42.3	57.7		23.5	0.2	76.2		
Total %	6.1	31	0	37.1	0	0	0	0	0	22.2	30.3	52.4	2.5	0	7.9	10.4	

Start Time	Tampa Avenue Southbound				SR-118 Eastbound On Ramp Westbound				Tampa Avenue Northbound				SR-118 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	<b>56</b>	283	0	339	0	0	0	0	0	215	258	473	<b>47</b>	0	101	148	960
04:45 PM	55	332	0	387	0	0	0	0	0	244	261	505	22	0	98	120	1012
05:00 PM	56	297	0	353	0	0	0	0	0	<b>250</b>	246	496	44	<b>1</b>	<b>107</b>	<b>152</b>	1001
05:15 PM	54	<b>358</b>	0	<b>412</b>	0	0	0	0	0	244	<b>387</b>	<b>631</b>	9	0	68	77	<b>1120</b>
Total Volume	221	1270	0	1491	0	0	0	0	0	953	1152	2105	122	1	374	497	4093
% App. Total	14.8	85.2	0		0	0	0		0	45.3	54.7		24.5	0.2	75.3		
PHF	.987	.887	.000	.905	.000	.000	.000	.000	.000	.953	.744	.834	.649	.250	.874	.817	.914



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

Peak Hour for Each Approach Begins at:

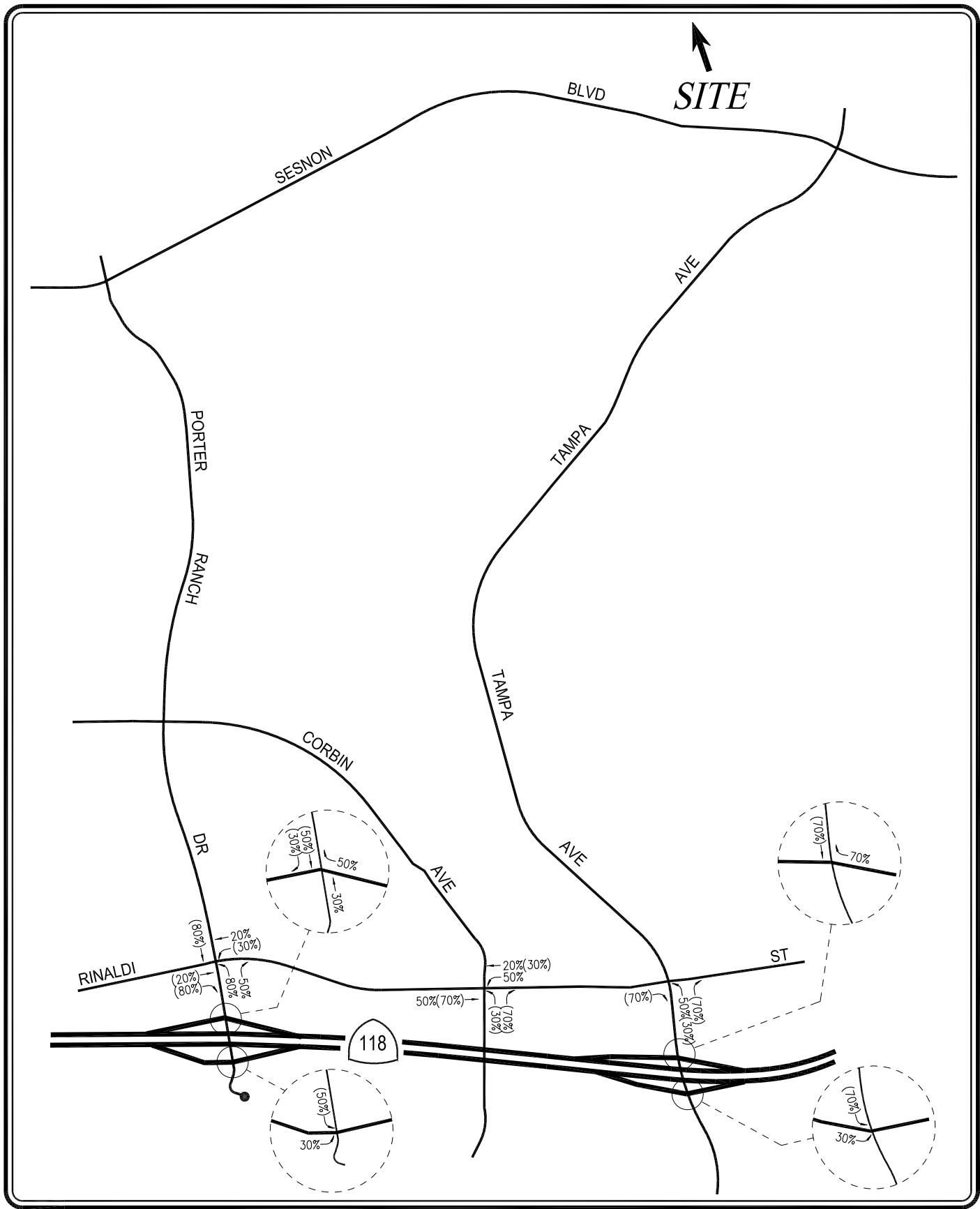
	04:45 PM				04:00 PM				04:45 PM				04:15 PM			
+0 mins.	55	332	0	387	0	0	0	0	0	244	261	505	21	0	95	116
+15 mins.	56	297	0	353	0	0	0	0	0	<b>250</b>	246	496	<b>47</b>	0	101	148
+30 mins.	54	<b>358</b>	0	<b>412</b>	0	0	0	0	0	244	<b>387</b>	<b>631</b>	22	0	98	120
+45 mins.	<b>62</b>	297	0	359	0	0	0	0	0	192	282	474	44	<b>1</b>	<b>107</b>	<b>152</b>
Total Volume	227	1284	0	1511	0	0	0	0	0	930	1176	2106	134	1	401	536
% App. Total	15	85	0		0	0	0		0	44.2	55.8		25	0.2	74.8	
PHF	.915	.897	.000	.917	.000	.000	.000	.000	.000	.930	.760	.834	.713	.250	.937	.882



**APPENDIX D**  
**PROJECT TRIP DISTRIBUTION**

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NOT TO SCALE

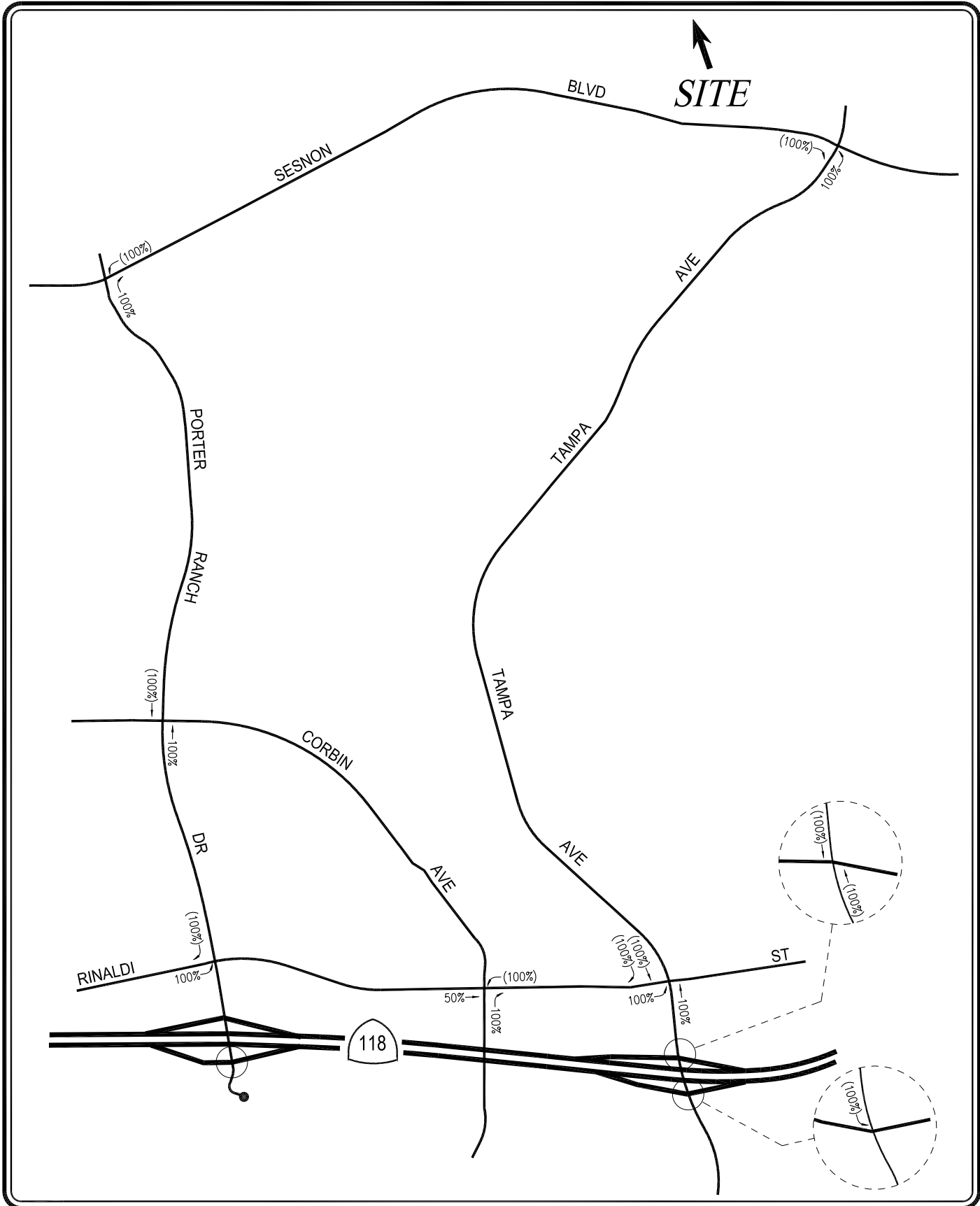
XX = INBOUND PERCENTAGE  
(XX) = OUTBOUND PERCENTAGE

# APPENDIX FIGURE D-1 CONSTRUCTION WORKERS TRIP DISTRIBUTION (ALL PARKING LOTS)

LINSCOTT, LAW & GREENSPAN, engineers

ALISO CANYON TURBINE REPLACEMENT PROJECT

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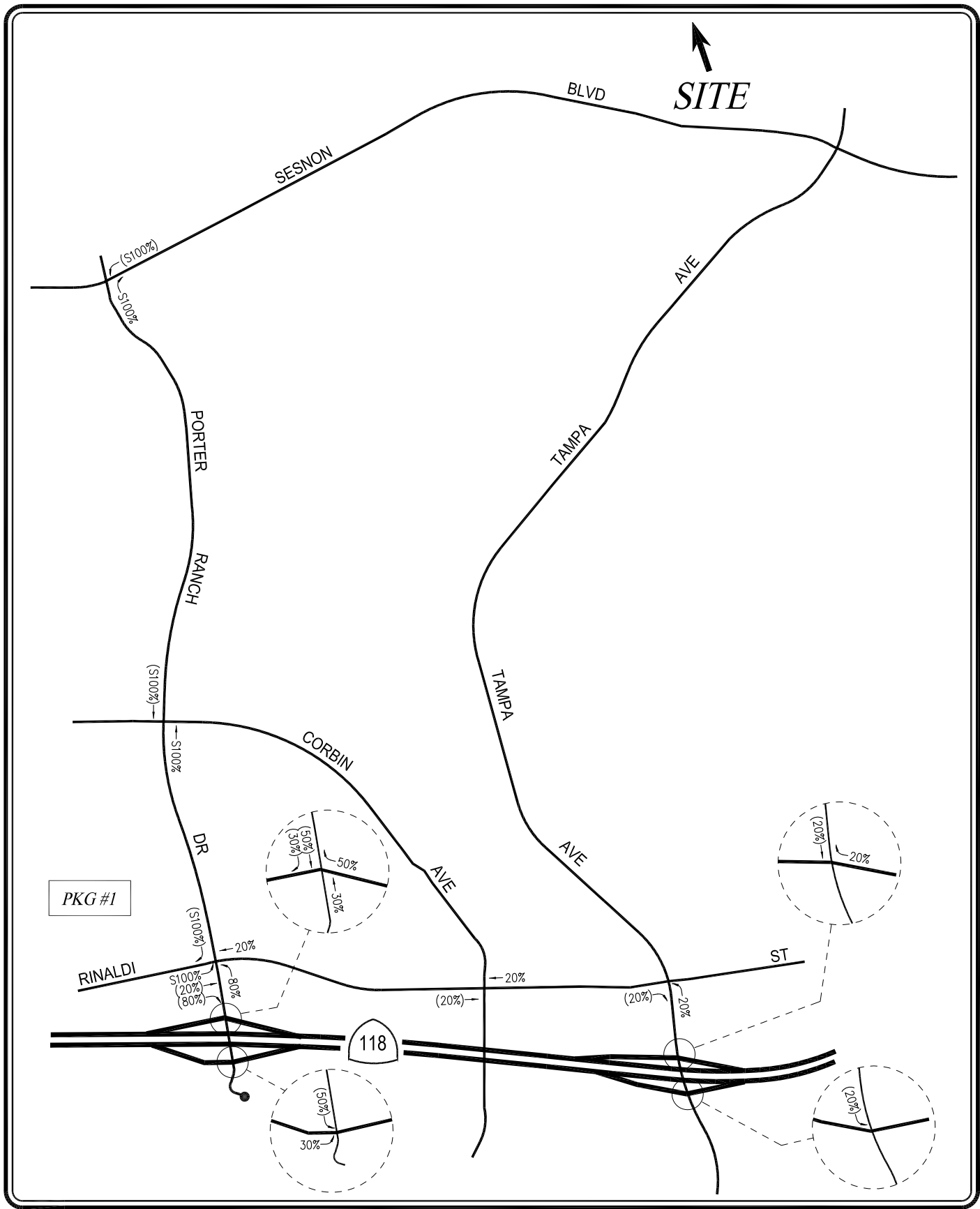


NOT TO SCALE

XX = INBOUND PERCENTAGE  
(XX) = OUTBOUND PERCENTAGE

# APPENDIX FIGURE D-2 SHUTTLE TRIP DISTRIBUTION (ALL PARKING LOTS)

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NOT TO SCALE

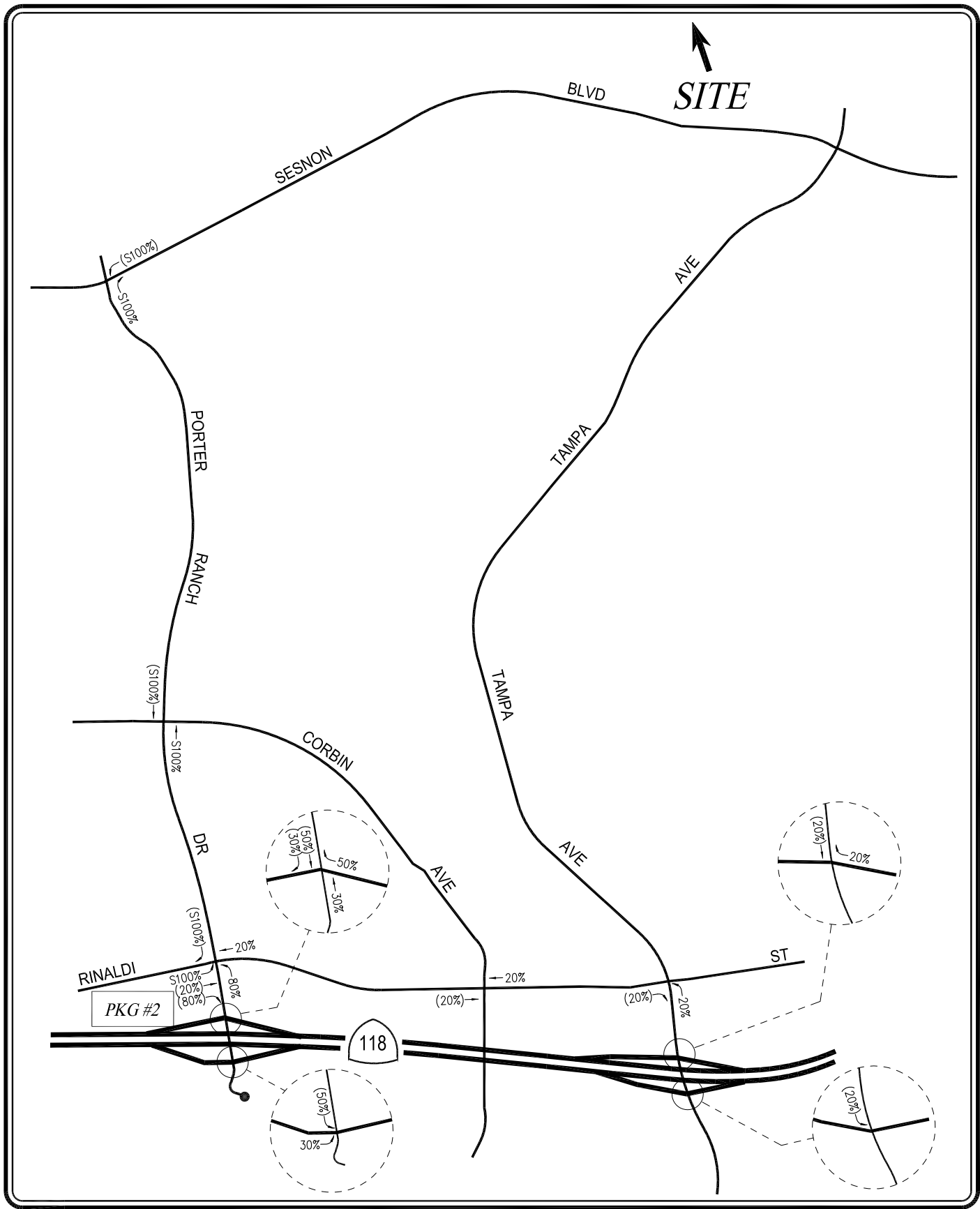
XX = INBOUND PERCENTAGE  
 (XX) = OUTBOUND PERCENTAGE  
 S = SHUTTLE

### APPENDIX FIGURE D-3 PROJECT CONSTRUCTION TRIP DISTRIBUTION PARKING AREA #1

LINSCOTT, LAW & GREENSPAN, engineers

ALISO CANYON TURBINE REPLACEMENT PROJECT

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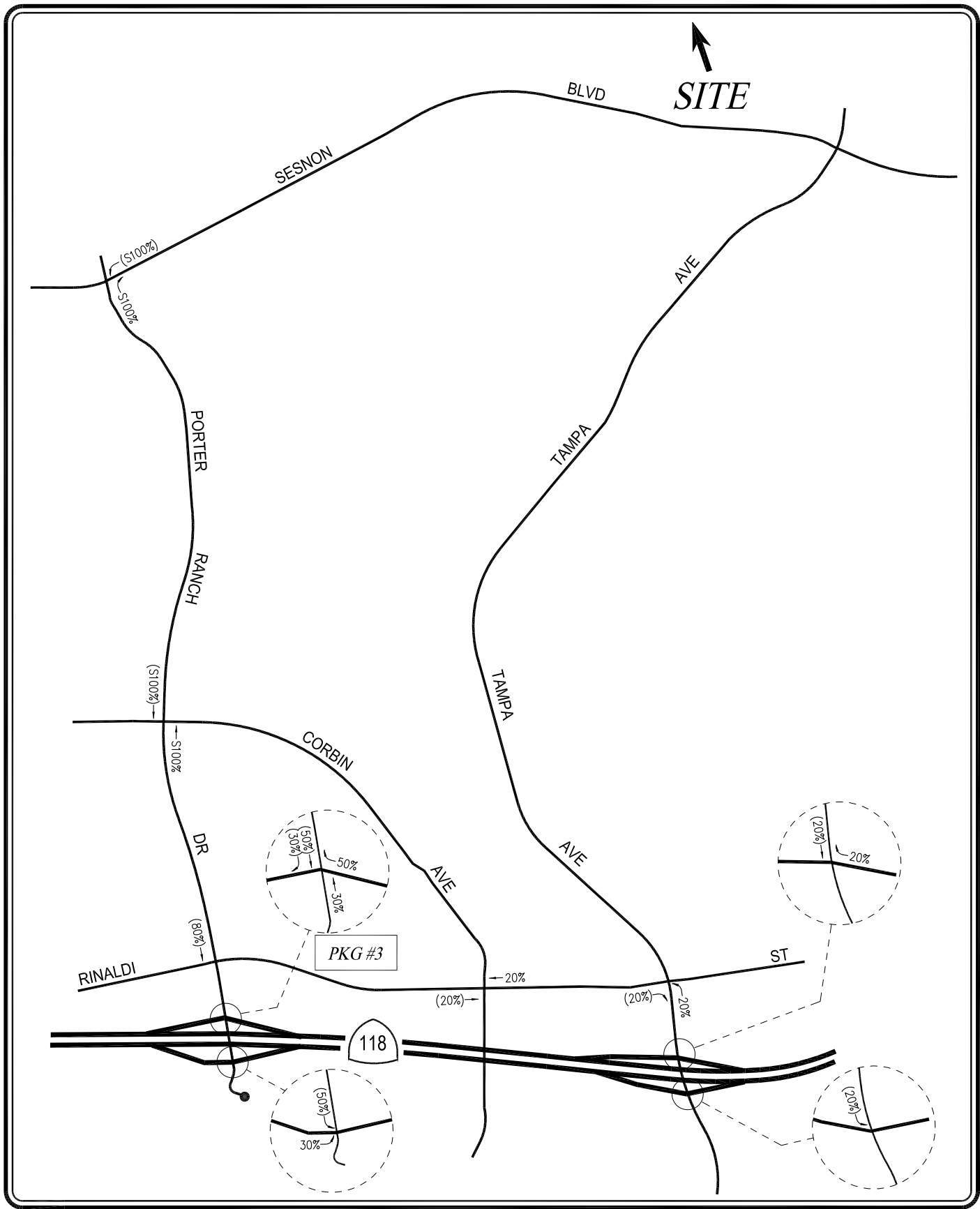


NOT TO SCALE

XX = INBOUND PERCENTAGE  
 (XX) = OUTBOUND PERCENTAGE  
 S = SHUTTLE

**APPENDIX FIGURE D-4**  
**PROJECT CONSTRUCTION**  
**TRIP DISTRIBUTION**  
**PARKING AREA #2**  
 ALISO CANYON TURBINE REPLACEMENT PROJECT

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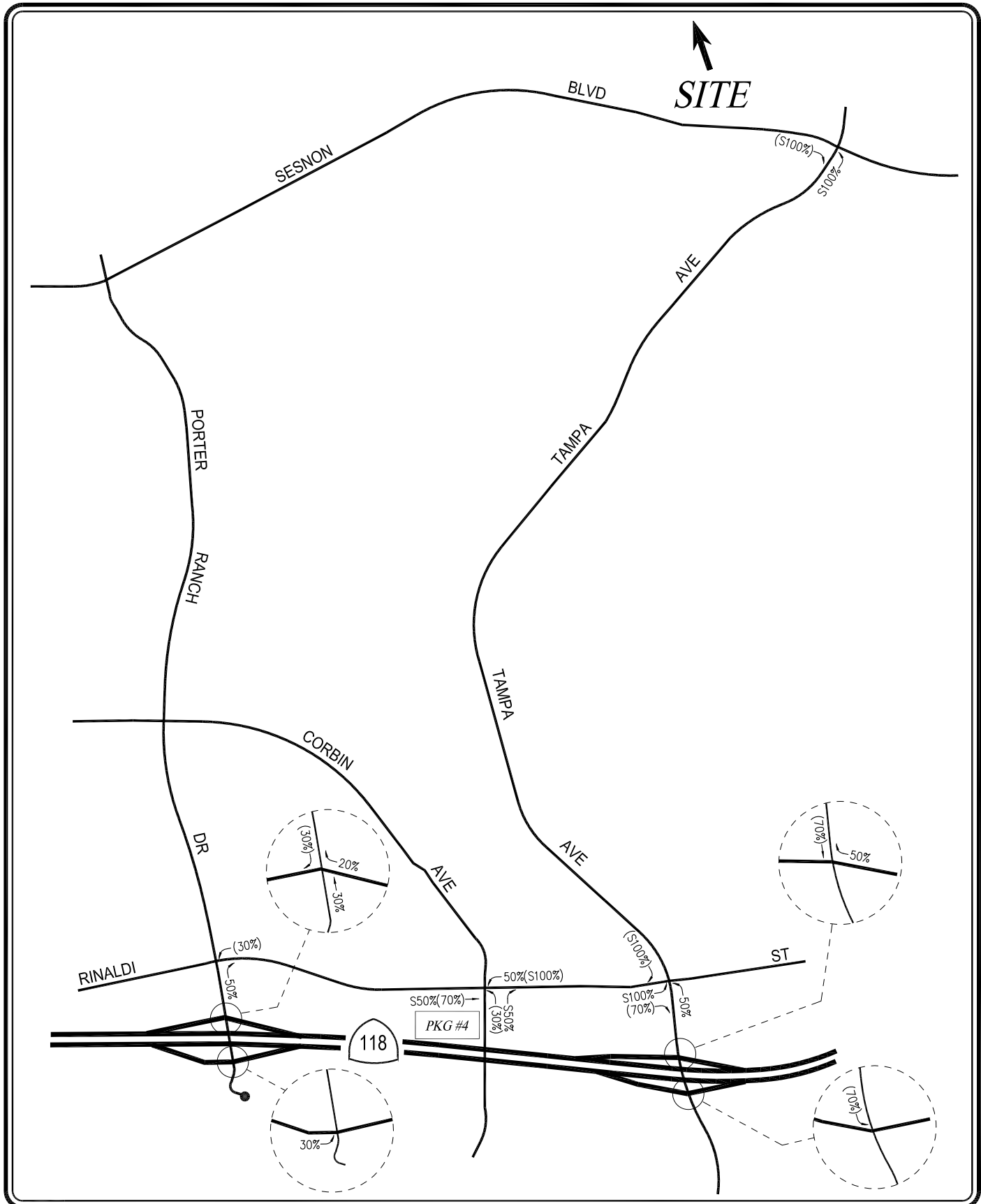
NOT TO SCALE

XX = INBOUND PERCENTAGE  
 (XX) = OUTBOUND PERCENTAGE  
 S = SHUTTLE

LINSCOTT, LAW & GREENSPAN, engineers

**APPENDIX FIGURE D-5**  
**PROJECT CONSTRUCTION**  
**TRIP DISTRIBUTION**  
**PARKING AREA #3**  
 ALISO CANYON TURBINE REPLACEMENT PROJECT

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NOT TO SCALE

XX = INBOUND PERCENTAGE  
 (XX) = OUTBOUND PERCENTAGE  
 S = SHUTTLE

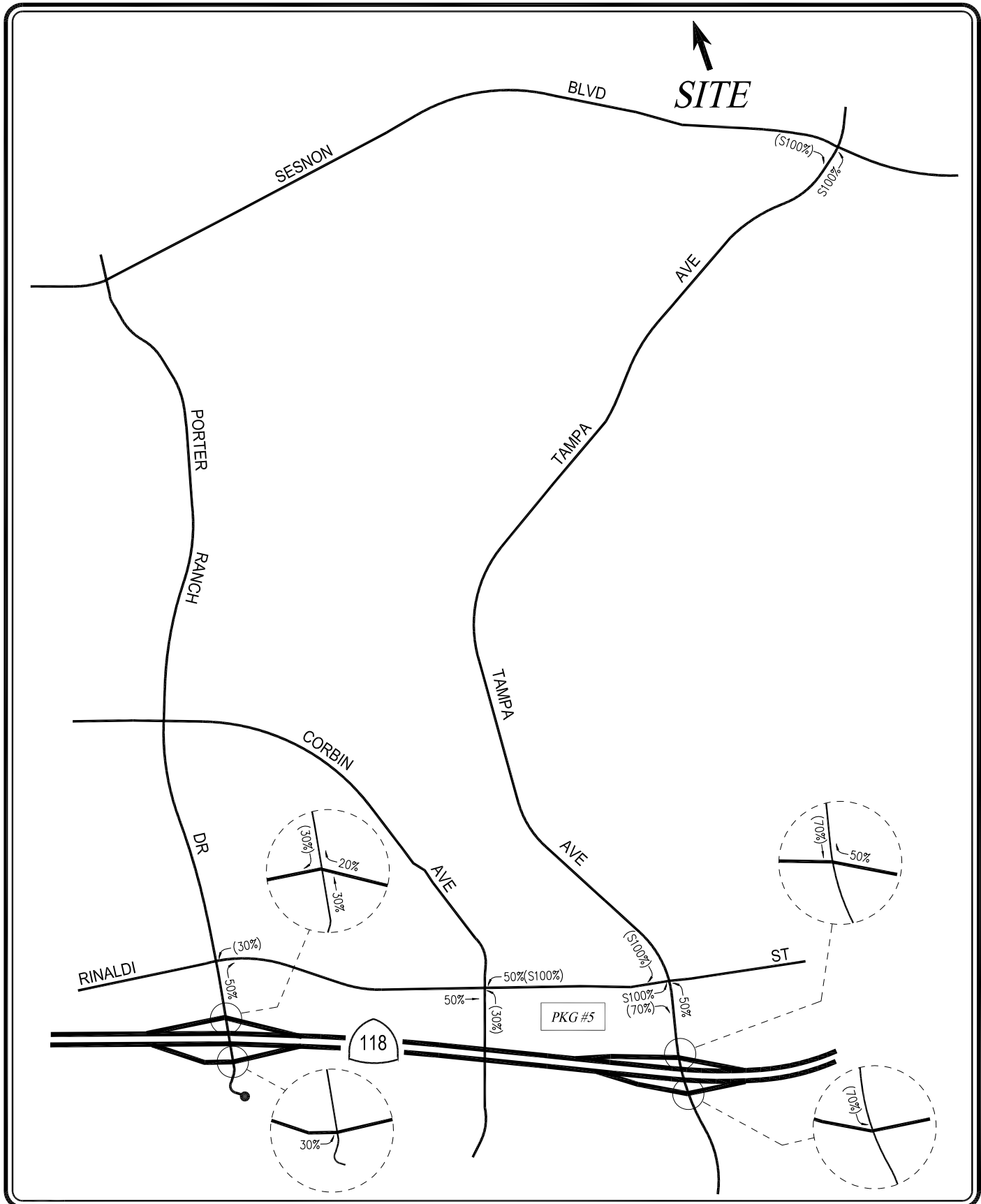
## APPENDIX FIGURE D-6 PROJECT CONSTRUCTION TRIP DISTRIBUTION PARKING AREA #4

LINSCOTT, LAW & GREENSPAN, engineers

ALISO CANYON TURBINE REPLACEMENT PROJECT



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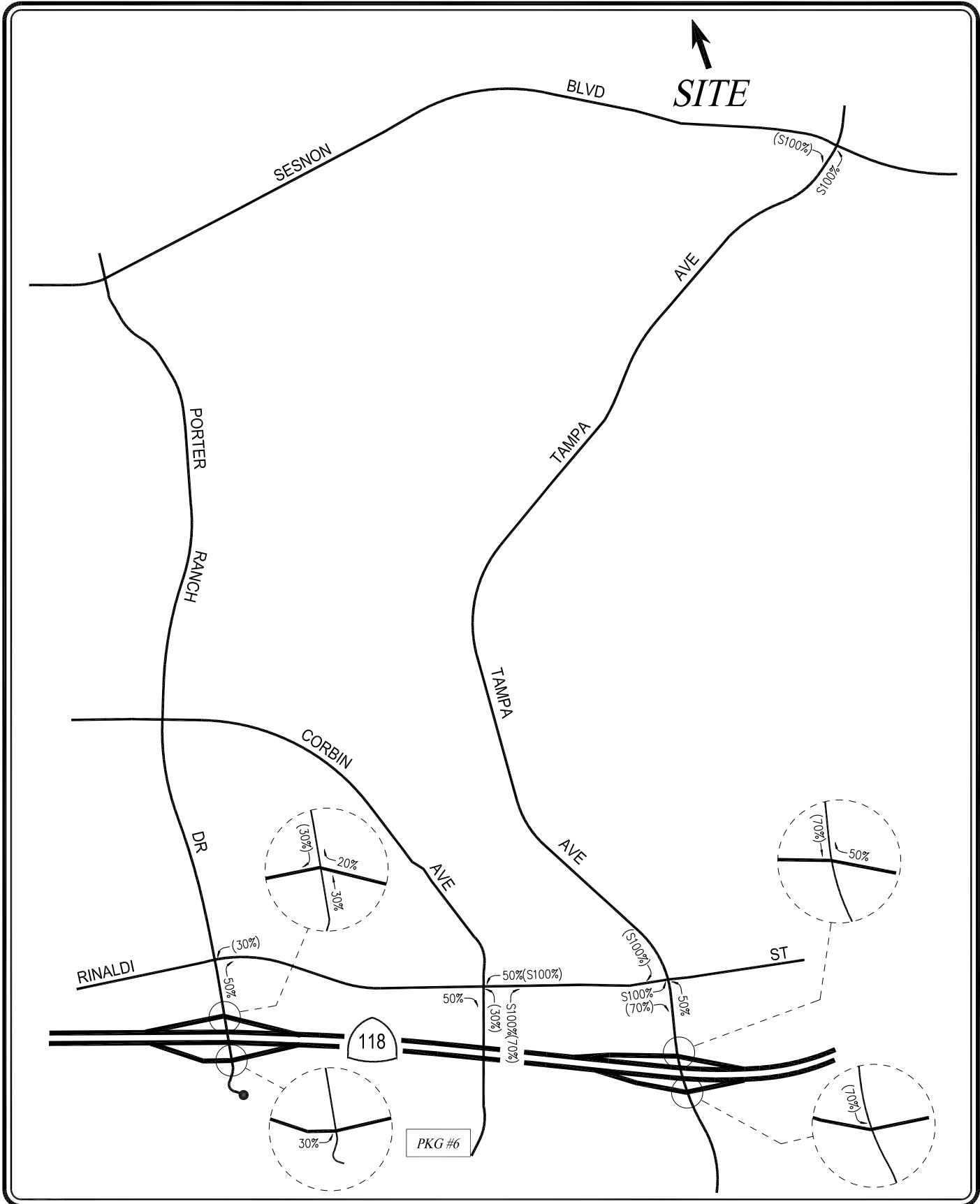
NOT TO SCALE

XX = INBOUND PERCENTAGE  
 (XX) = OUTBOUND PERCENTAGE  
 S = SHUTTLE

LINSCOTT, LAW & GREENSPAN, engineers

**APPENDIX FIGURE D-7**  
**PROJECT CONSTRUCTION**  
**TRIP DISTRIBUTION**  
**PARKING AREA #5**  
 ALISO CANYON TURBINE REPLACEMENT PROJECT

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NOT TO SCALE

XX = INBOUND PERCENTAGE  
(XX) = OUTBOUND PERCENTAGE  
S = SHUTTLE

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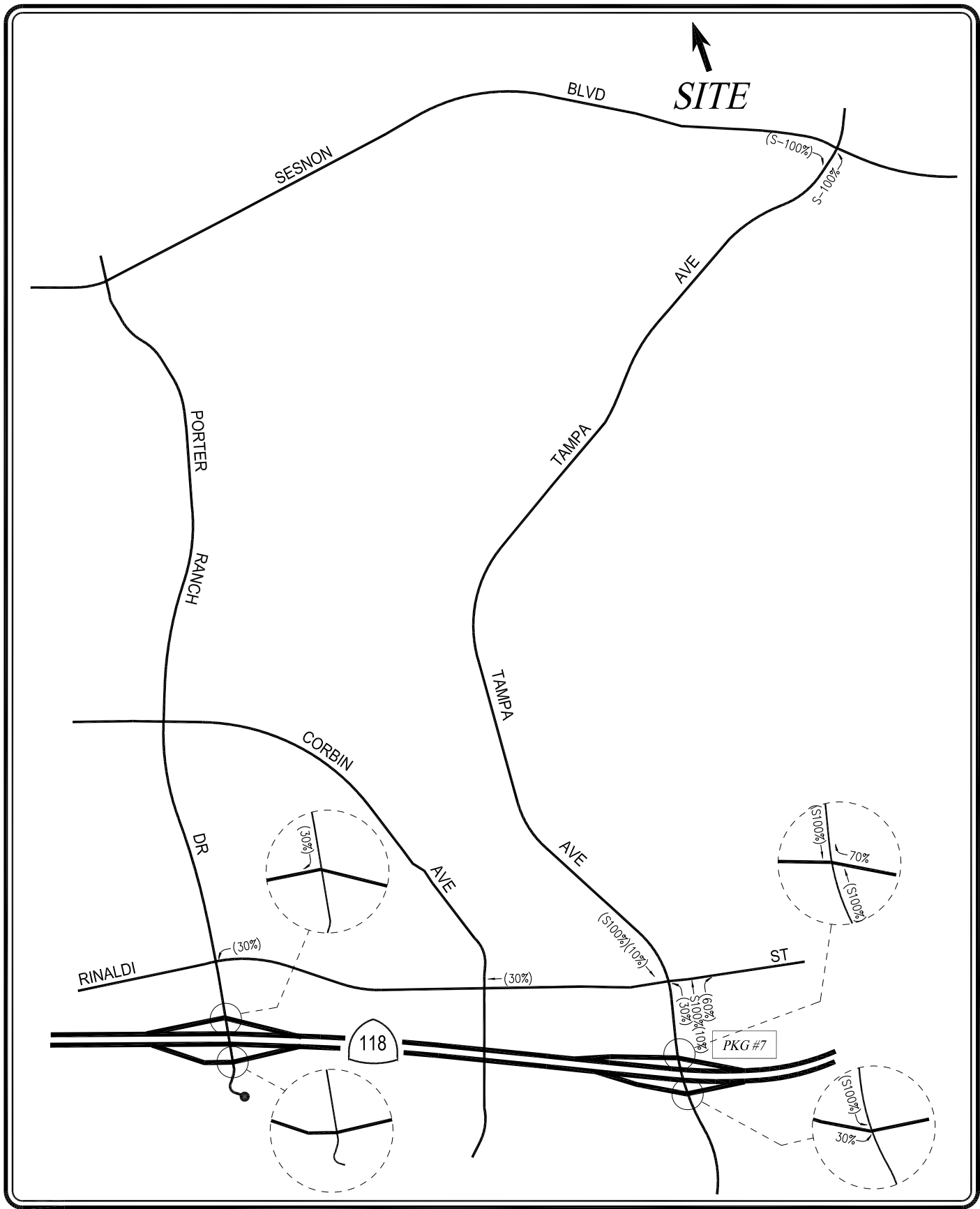
# APPENDIX FIGURE D-8

## PROJECT CONSTRUCTION TRIP DISTRIBUTION

### PARKING AREA #6

ALISO CANYON TURBINE REPLACEMENT PROJECT

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XX = INBOUND PERCENTAGE  
 (XX) = OUTBOUND PERCENTAGE  
 S = SHUTTLE

## APPENDIX FIGURE D-9 PROJECT CONSTRUCTION TRIP DISTRIBUTION PARKING AREA #7

LINSCOTT, LAW & GREENSPAN, engineers

ALISO CANYON TURBINE REPLACEMENT PROJECT

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## APPENDIX E

### CMA AND HCM LEVELS OF SERVICE EXPLANATION CMA AND HCM DATA WORKSHEETS AM & PM PEAK HOURS

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## CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics		
Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

### SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

### SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

### SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

### SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

### SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

### SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

## LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections	
Level of Service	Average Control Delay (Sec/Veh)
A	$\leq 10$
B	$> 10$ and $\leq 15$
C	$> 15$ and $\leq 25$
D	$> 25$ and $\leq 35$
E	$> 35$ and $\leq 50$
F	$> 50$

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

**LOS A** describes operations with very low control delay, up to 10 seconds per vehicle.

**LOS B** describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

**LOS C** describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

**LOS D** describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

**LOS E** describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

**LOS F** describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.



**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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 626.796.2322 Fax 626.792.0941

**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: Sesnon Boulevard  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA1  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ Sesnon Boulevard  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	
NB Left	23	0	23	0	0	23	0	0	23	1	24	0	0	24	0	0	24	0	
Comb. L-T	1	88	1	88	1	88	1	88	1	91	91	1	91	91	1	91	91	1	
NB Thru	65	0	65	0	0	65	0	0	67	0	67	0	0	67	0	0	67	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	162	1	162	29	191	191	1	191	5	167	167	1	167	196	0	196	196	1	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	14	0	14	0	0	14	0	0	0	0	14	0	0	14	0	0	14	0	
Comb. L-T	1	71	1	71	1	71	1	71	4	73	73	1	73	73	1	73	73	1	
SB Thru	127	0	127	0	0	127	0	0	131	0	131	0	0	131	0	0	131	0	
Comb. T-R	1	71	1	71	1	71	1	71	73	73	73	1	73	73	1	73	73	1	
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	5	0	5	0	0	5	0	0	0	0	5	0	0	5	0	0	5	0	
Comb. L-T	1	35	1	35	1	35	1	35	1	36	36	1	36	36	1	36	36	1	
EB Thru	30	0	30	0	0	30	0	0	31	0	31	0	0	31	0	0	31	0	
Comb. T-R	1	88	1	88	1	88	1	88	91	91	91	1	91	91	1	91	91	1	
EB Right	88	0	88	0	0	88	0	0	3	91	91	0	0	91	0	0	91	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	133	0	133	29	162	162	0	162	4	137	137	0	29	166	0	166	166	0	
Comb. L-T	1	133	1	162	1	162	1	162	4	137	137	1	137	166	1	166	166	1	
WB Thru	14	0	14	0	0	14	0	14	0	14	14	0	0	14	0	0	14	0	
Comb. T-R	1	19	1	19	1	19	1	19	0	20	20	1	20	20	1	20	20	1	
WB Right	5	0	5	0	0	5	0	5	0	5	5	0	0	5	0	0	5	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	176	N-S:	205	N-S:	205	N-S:	205	N-S:	181	N-S:	210	N-S:	210	N-S:	210	N-S:	210	N-S:
	E-W:	221	E-W:	250	E-W:	250	E-W:	250	E-W:	228	E-W:	257	E-W:	257	E-W:	257	E-W:	257	E-W:
	SUM:	397	SUM:	455	SUM:	455	SUM:	455	SUM:	409	SUM:	467	SUM:	467	SUM:	467	SUM:	467	SUM:
No. of Phases:	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	
(N/A=0, ATSA=1, ATCS=2)	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	
Volume / Capacity:	0.331	0.379	0.379	0.379	0.379	0.379	0.379	0.379	0.341	0.341	0.389	0.389	0.389	0.389	0.389	0.389	0.389	0.389	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: Sesnon Boulevard  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA1  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ Sesnon Boulevard  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION				
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	
NB Left	50	0	0	0	0	0	50	0	2	52	0	0	52	0	0	52	0	0	-	
Comb. L-T	1	165	1	1	165	1	165	1	165	1	170	1	170	1	170	1	170	1	170	
NB Thru	115	0	0	0	0	115	0	3	118	0	0	118	0	0	118	0	0	0	-	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
NB Right	179	1	179	208	1	208	208	1	208	5	184	1	184	29	213	0	213	1	213	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
SB Left	9	0	0	0	0	0	9	0	0	9	0	0	9	0	0	9	0	0	-	
Comb. L-T	1	29	1	1	29	1	29	1	29	1	30	1	30	1	30	1	30	1	30	
SB Thru	47	0	0	0	0	47	0	1	48	0	0	48	0	0	48	0	0	0	-	
Comb. T-R	1	29	1	1	29	1	29	1	29	1	30	1	30	1	30	1	30	1	30	
SB Right	2	0	0	0	0	2	0	0	2	0	0	2	0	0	2	0	2	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Left	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	-	
Comb. L-T	1	18	1	1	18	1	18	1	18	1	19	1	19	1	19	1	19	1	19	
EB Thru	17	0	0	0	0	17	0	1	18	0	0	18	0	0	18	0	18	0	-	
Comb. T-R	1	51	1	1	51	1	51	1	51	1	53	1	53	1	53	1	53	1	53	
EB Right	51	0	0	0	0	51	0	2	53	0	0	53	0	0	53	0	53	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Left	66	0	29	95	0	0	95	0	2	68	0	29	97	0	0	97	0	0	-	
Comb. L-T	1	66	1	1	95	1	95	1	95	1	68	1	68	1	97	1	97	1	97	
WB Thru	4	0	0	4	0	4	0	0	0	4	0	0	4	0	0	4	0	0	-	
Comb. T-R	1	22	1	1	22	1	22	1	22	1	23	1	23	1	23	1	23	1	23	
WB Right	18	0	0	18	0	18	0	1	19	0	0	19	0	0	19	0	19	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Crit. Volumes:	N-S:	188	N-S:	217	N-S:	217	217	194	N-S:	194	N-S:	223	N-S:	223	N-S:	223	N-S:	223	N-S:	223
	E-W:	117	E-W:	146	E-W:	146	146	121	E-W:	121	E-W:	150	E-W:	150	E-W:	150	E-W:	150	E-W:	150
	SUM:	305	SUM:	363	SUM:	363	363	314	SUM:	314	SUM:	372	SUM:	372	SUM:	372	SUM:	372	SUM:	372
No. of Phases:	U	0	U	0	U	0	0	0	U	0	U	0	U	0	U	0	U	0	U	
(N/A=0, ATSA=1, ATCS=2)																				
Volume / Capacity:		0.254		0.303		0.303	0.303	0.262		0.310		0.310		0.310		0.310		0.310		
Level of Service:		A		A		A	A	A		A		A		A		A		A		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: Corbin Avenue  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA2  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ Corbin Avenue  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	
NB Left	27	1	27	1	27	0	27	1	27	1	28	1	28	0	28	1	28	1	28
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	88	2	44	29	117	0	117	2	59	3	91	2	45	29	120	2	120	2	60
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	23	1	23	0	23	0	23	1	23	1	24	1	24	0	24	1	24	1	24
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	93	1	93	0	93	0	93	1	93	3	96	1	96	0	96	1	96	1	96
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	159	2	80	29	188	0	188	2	94	5	164	2	82	29	193	2	193	2	96
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	132	1	132	0	132	0	132	1	132	4	136	1	136	0	136	1	136	1	136
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	64	1	64	0	64	0	64	1	64	2	66	1	66	0	66	1	66	1	66
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	79	2	40	0	79	0	79	2	40	2	81	2	41	0	81	2	81	2	41
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	113	1	113	0	113	0	113	1	113	3	116	1	116	0	116	1	116	1	116
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	37	1	37	0	37	0	37	1	37	1	38	1	38	0	38	1	38	1	38
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	47	1	47	0	47	0	47	1	47	1	48	1	48	0	48	1	48	1	48
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	54	1	54	0	54	0	54	1	54	2	56	1	56	0	56	1	56	1	56
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 137	E-W: 137	SUM: 274	N-S: 152	E-W: 137	SUM: 288	N-S: 152	E-W: 137	SUM: 288	N-S: 141	E-W: 141	SUM: 282	N-S: 141	E-W: 141	SUM: 296	N-S: 156	E-W: 141	SUM: 296	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.082	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.098	0.098	0.098	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: Corbin Avenue  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA2  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ Corbin Avenue  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	
NB Left	95	1	95	1	95	0	95	1	95	3	98	1	98	0	98	1	98	1	98
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	194	2	97	2	112	0	223	2	112	6	200	2	100	29	229	2	114	0	229
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	10	1	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10	0	10
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	65	1	65	1	65	0	65	1	65	2	67	1	67	0	67	1	67	0	67
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	87	2	44	2	58	0	116	2	58	3	90	2	45	29	119	2	59	0	119
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	50	1	50	1	50	0	50	1	50	2	52	1	52	0	52	1	52	0	52
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	64	1	64	1	64	0	64	1	64	2	66	1	66	0	66	1	66	0	66
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	48	2	24	2	24	0	48	2	24	1	49	2	25	0	49	2	25	0	49
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	36	1	36	1	36	0	36	1	36	1	37	1	37	0	37	1	37	0	37
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	20	1	20	1	20	0	20	1	20	1	21	1	21	0	21	1	21	0	21
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	59	1	59	1	59	0	59	1	59	2	61	1	61	0	61	1	61	0	61
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	99	1	99	1	99	0	99	1	99	3	102	1	102	0	102	1	102	0	102
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 162	E-W: 131	SUM: 293	N-S: 177	E-W: 131	SUM: 307	N-S: 177	E-W: 131	SUM: 307	N-S: 167	E-W: 134	SUM: 301	N-S: 181	E-W: 134	SUM: 316	N-S: 181	E-W: 134	SUM: 316	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.095	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.101	0.101	0.101	0.111	0.111	0.111	0.111	0.111	0.111	0.111
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: Rinaldi Street  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA3  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ Rinaldi Street  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION						
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume				
NB Left	973	2	535	2	554	0	1007	2	554	29	1002	2	551	34	1036	2	570	0	1036	2	570	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	128	2	64	2	64	0	128	2	64	4	132	2	66	0	132	2	66	0	132	2	66	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	522	1	522	1	543	0	543	1	543	16	538	1	538	21	559	1	559	0	559	1	559	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	20	2	11	2	11	0	20	2	11	1	21	2	11	0	21	2	11	0	21	2	11	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	332	1	203	1	218	0	332	1	218	10	342	1	209	0	342	1	224	0	342	1	224	
Comb. T-R	1	1	203	1	218	0	218	1	218	2	220	1	209	0	220	1	224	0	220	1	224	
SB Right	74	0	0	0	0	0	103	0	0	2	76	0	0	29	105	0	105	0	105	0	105	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	24	2	13	2	29	0	53	2	29	1	25	2	14	29	54	2	30	0	54	2	30	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	276	2	138	2	138	0	276	2	138	10	286	2	143	0	286	2	143	0	286	2	143	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right [1]	414	1	414	1	414	0	414	1	414	13	427	1	427	0	427	1	427	0	427	1	427	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	136	2	75	2	75	0	136	2	75	4	140	2	77	0	140	2	77	0	140	2	77	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	423	1	218	1	222	0	431	1	222	14	437	1	225	8	445	1	229	0	445	1	229	
Comb. T-R	1	1	218	1	222	0	222	1	222	0	222	1	225	0	222	1	229	0	222	1	229	
WB Right	13	0	0	0	0	0	13	0	0	0	13	0	0	0	13	0	13	0	13	0	13	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	738	N-S:	771	N-S:	771	N-S:	771	N-S:	761	N-S:	794	N-S:	794	N-S:	794	N-S:	794	N-S:	794	N-S:	794
	E-W:	231	E-W:	251	E-W:	251	E-W:	251	E-W:	239	E-W:	259	E-W:	259	E-W:	259	E-W:	259	E-W:	259	E-W:	259
	SUM:	969	SUM:	1023	SUM:	1023	SUM:	1023	SUM:	999	SUM:	1052	SUM:	1052	SUM:	1052	SUM:	1052	SUM:	1052	SUM:	1052
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.605	0.644	0.644	0.644	0.644	0.644	0.644	0.644	0.627	0.665	0.665	0.665	0.665	0.665	0.665	0.665	0.665	0.665	0.665	0.665	0.665	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] The northbound right-turn movement has an overlapping phase with the westbound left-turn phase. The eastbound right-turn movement has an overlapping phase with the northbound left-turn phase.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: Rinaldi Street  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA3  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ Rinaldi Street  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/MITIGATION		
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total
NB Left	399	2	219	2	219	0	399	2	219	12	411	2	226	0	411	2	226	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	305	2	153	2	153	0	305	2	153	9	314	2	157	0	314	2	157	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	424	1	424	1	424	0	424	1	424	13	437	1	437	0	437	1	437	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	42	2	23	2	23	0	42	2	23	1	43	2	24	0	43	2	24	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	154	1	105	1	105	134	288	1	187	5	159	1	108	134	293	1	190	134
Comb. T-R	1	1	105	1	105	1	106	1	106	1	107	1	108	1	109	1	110	1
SB Right	56	0	0	0	0	29	85	0	0	2	88	0	0	29	87	0	87	29
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	93	2	51	2	51	29	122	2	67	3	96	2	53	29	125	2	69	29
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	700	2	350	2	350	33	733	2	367	22	722	2	361	33	755	2	378	33
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	440	1	440	1	440	134	574	1	574	13	453	1	453	134	587	1	587	134
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	419	2	230	2	230	50	469	2	258	13	432	2	237	50	482	2	265	50
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	358	1	213	1	213	0	358	1	213	13	371	1	220	0	371	1	220	0
Comb. T-R	1	1	213	1	213	1	214	1	214	1	215	1	220	1	221	1	220	1
WB Right	68	0	0	0	0	0	68	0	0	2	70	0	0	0	70	0	70	2
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	324		N-S:	406		N-S:	406		N-S:	406		N-S:	334		N-S:	416	
	E-W:	580		E-W:	624		E-W:	624		E-W:	624		E-W:	599		E-W:	643	
	SUM:	905		SUM:	1030		SUM:	1030		SUM:	1030		SUM:	933		SUM:	1058	
No. of Phases:	4		4		4		4		4		4		4		4		4	
(N/A=0, ATSA=1, ATCS=2)	2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.558		0.649		0.649		0.649		0.649		0.649		0.578		0.670		0.670	
Level of Service:	A		B		B		B		B		B		A		B		B	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] The northbound right-turn movement has an overlapping phase with the westbound left-turn phase. The eastbound right-turn movement has an overlapping phase with the northbound left-turn phase.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: SR-118 Freeway Westbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA4  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ SR-118 Freeway Westbound Ramps  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION		
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total
NB Left	9	1	9	0	0	0	1	9	0	9	0	9	0	9	0	9	1	9
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	353	2	177	13	366	0	183	2	183	11	364	2	182	13	377	2	188	0
Comb. T-R	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	710	1	383	0	710	0	383	1	383	22	732	1	395	0	732	1	395	0
Comb. T-R	0	1	383	1	383	1	383	1	383	1	395	1	395	1	395	1	395	1
SB Right	187	1	131	0	187	0	131	0	187	6	193	1	135	0	193	1	135	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	14	0	0	0	14	0	14	0	14	0	14	0	14	0	14	0	14	0
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	0	0	584	0	0	0	593	0	593	0	601	0	601	0	611	0	611	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	1266	1	696	21	1287	0	708	1	708	38	1304	1	717	21	1325	1	729	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crit. Volumes:	N-S:	392	N-S:	392	N-S:	392	N-S:	404	N-S:	404	N-S:	404	N-S:	404	N-S:	404	N-S:	404
	E-W:	696	E-W:	708	E-W:	708	E-W:	717	E-W:	729	E-W:	729	E-W:	729	E-W:	729	E-W:	729
	SUM:	1088	SUM:	1100	SUM:	1100	SUM:	1121	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1133
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.626	0.633	0.633	0.633	0.633	0.633	0.648	0.655	0.655	0.655	0.655	0.655	0.655	0.655	0.655	0.655	0.655	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: SR-118 Freeway Westbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA4  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ SR-118 Freeway Westbound Ramps  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	
NB Left	38	1	38	1	38	1	38	1	38	1	38	1	38	1	38	1	38	1	39
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	-
NB Thru	384	2	192	0	384	2	192	12	386	2	198	0	386	2	198	0	386	2	198
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-
SB Thru	783	1	438	84	867	1	487	24	807	1	451	84	881	1	500	0	891	1	500
Comb. T-R	1	438	1	487	1	487	1	487	1	451	1	451	1	500	1	500	1	500	1
SB Right	308	1	216	50	358	1	251	9	317	1	222	50	367	1	257	0	367	1	257
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	25	0	0	25	0	0	25	1	26	0	26	0	26	0	26	0	26	0	26
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-
WB Thru	1	0	380	0	1	0	380	0	1	0	391	0	1	0	391	0	1	0	391
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	-
WB Right	788	1	433	0	788	1	433	24	812	1	447	0	812	1	447	0	812	1	447
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crit. Volumes:	N-S:	476	525	N-S:	525	525	525	525	525	525	490	540	540	540	540	540	540	540	540
	E-W:	433	433	E-W:	433	433	433	433	433	447	447	447	447	447	447	447	447	447	447
	SUM:	909	959	SUM:	959	959	959	959	959	937	986	986	986	986	986	986	986	986	986
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.506	0.539	0.539	0.539	0.539	0.539	0.539	0.539	0.539	0.524	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557	0.557
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.



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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: SR-118 Freeway Eastbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA5  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ SR-118 Freeway Eastbound Ramps  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION		
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume
NB Left [1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru [1]	23	1	22	23	1	22	23	1	22	23	1	23	23	1	23	23	1	23
Comb. T-R	1	22	23	1	22	23	1	22	23	1	23	23	1	23	23	1	23	23
NB Right [1]	21	0	21	0	0	21	0	0	21	0	0	22	0	0	22	0	0	22
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left [1]	702	1	491	702	1	491	702	1	491	21	506	723	0	506	723	0	506	723
Comb. L-T	1	225	225	1	225	225	1	225	0	231	231	0	231	231	0	231	231	0
SB Thru [1]	14	0	14	0	0	14	0	0	14	0	14	14	0	14	14	0	14	14
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	333	1	233	346	1	242	346	1	242	10	343	356	13	249	356	0	249	356
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	4	0	125	4	0	129	4	0	129	0	4	4	0	133	4	0	133	4
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	21	0	0	21	0	0	21	0	0	1	22	22	0	0	22	0	0	22
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	0	1	1
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	513	513	N-S:	513	513	N-S:	513	513	529	529	N-S:	529	529	529	N-S:	529	529
	E-W:	233	242	E-W:	242	242	E-W:	242	240	240	240	E-W:	240	249	249	E-W:	249	249
	SUM:	747	756	SUM:	756	756	SUM:	756	769	769	769	SUM:	778	778	778	SUM:	778	778
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.424	0.430	0.430	0.430	0.430	0.430	0.430	0.440	0.440	0.440	0.440	0.446	0.446	0.446	0.446	0.446	0.446	0.446
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] North-south split phasing

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Porter Ranch Drive  
 E-W St: SR-118 Freeway Eastbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA5  
 Counts by: Counts Unlimited Inc.

Porter Ranch Drive @ SR-118 Freeway Eastbound Ramps  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION				
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume		
NB Left [1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru [1]	59	40	0	59	40	0	59	40	2	41	61	0	41	0	61	41	1	41		
Comb. T-R	1	40	0	1	40	0	1	40	0	41	41	0	41	0	41	0	41	41		
NB Right [1]	21	0	0	21	0	0	21	0	1	22	22	0	22	0	22	0	22	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left [1]	810	567	84	894	626	1	894	626	25	835	1	84	84	1	919	1	643	1	643	
Comb. L-T	1	269	0	1	294	1	294	1	1	27	1	277	1	302	1	302	1	302		
SB Thru [1]	26	0	0	26	0	0	26	0	1	27	0	0	0	0	27	0	27	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	342	1	239	342	1	239	342	1	10	352	1	247	0	352	1	247	0	352	1	247
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	3	120	0	3	120	0	3	120	0	3	0	123	0	3	0	123	0	3	0	123
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	14	0	0	14	0	0	14	0	0	14	0	0	0	14	0	0	0	14	0	0
Comb. L-T-R	1	1	1	1	1	1	1	1	0	14	1	0	0	14	1	0	0	14	1	0
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	607	666	N-S:	666	666	N-S:	666	625	684	684	625	684	684	684	684	684	684	N-S:	684
	E-W:	239	239	E-W:	239	239	E-W:	239	247	247	247	247	247	247	247	247	247	247	E-W:	247
	SUM:	846	905	SUM:	905	905	SUM:	905	872	931	931	872	931	931	931	931	931	931	SUM:	931
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		3
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		2
Volume / Capacity:	0.494	0.535	0.535	0.535	0.535	0.535	0.535	0.512	0.553	0.553	0.553	0.512	0.553	0.553	0.553	0.553	0.553		0.553	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] North-south split phasing

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Corbin Avenue  
 E-W St: Rinaldi Street  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA6  
 Counts by: Counts Unlimited Inc.

Corbin Avenue @ Rinaldi Street  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/MITIGATION					
	No. of Lanes	Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	
NB Left	164	2	90	0	164	2	90	5	169	2	93	2	169	0	169	2	93	0	169	2	93
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	116	2	58	0	116	2	58	4	120	2	60	2	120	0	120	2	60	0	120	2	60
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	143	1	143	29	172	1	172	4	147	1	147	1	176	29	176	1	176	0	176	1	176
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	133	2	73	0	133	2	73	4	137	2	75	2	137	0	137	2	75	0	137	2	75
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	182	1	99	0	182	1	99	6	188	1	101	1	188	0	188	1	101	0	188	1	101
Comb. T-R	1	1	99	1	99	1	99	1	101	1	101	1	101	0	101	1	101	0	101	1	101
SB Right	15	0	0	0	15	0	0	0	15	0	0	0	15	0	15	0	0	0	15	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	34	1	34	0	34	1	34	1	35	1	35	1	35	0	35	1	35	0	35	1	35
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	264	2	132	36	300	2	150	10	274	2	137	2	310	36	310	2	155	0	310	2	155
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	384	1	384	0	384	1	384	12	396	1	396	1	396	0	396	1	396	0	396	1	396
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	302	1	302	50	352	1	352	9	311	1	311	1	361	50	361	1	361	0	361	1	361
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	516	1	348	8	524	1	352	17	533	1	359	1	541	8	541	1	363	0	541	1	363
Comb. T-R	1	1	348	1	352	1	352	1	359	1	359	1	363	0	363	1	363	0	363	1	363
WB Right	179	0	0	0	179	0	0	5	184	0	0	0	184	0	184	0	184	0	184	0	184
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 189	E-W: 596	SUM: 785	N-S: 189	E-W: 646	SUM: 835	N-S: 189	E-W: 646	SUM: 835	N-S: 194	E-W: 614	SUM: 808	N-S: 194	E-W: 664	SUM: 858	N-S: 194	E-W: 664	SUM: 858	N-S: 194	E-W: 664	SUM: 858
No. of Phases:	4	2	2	4	2	2	4	2	2	4	2	2	4	2	2	4	2	2	4	2	2
(N/A=0, ATSA=1, ATCS=2)	0.471	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507	0.507
Volume / Capacity:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] The eastbound right-turn movement has an overlapping phase with the northbound left-turn phase.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Corbin Avenue  
 E-W St: Rinaldi Street  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA6  
 Counts by: Counts Unlimited Inc.

Corbin Avenue @ Rinaldi Street  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/MITIGATION						
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total				
NB Left	254	2	140	50	304	2	167	2	167	8	262	2	144	2	312	2	171	2	312	2	171	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	191	2	96	0	191	2	96	2	96	6	197	2	98	2	197	2	98	2	197	2	98	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	355	1	355	146	501	1	501	11	501	11	366	1	366	1	512	1	512	1	512	1	512	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	155	2	85	0	155	2	85	2	85	5	160	2	88	2	160	2	88	2	160	2	88	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	113	1	82	0	113	1	82	1	82	3	116	1	84	1	116	1	84	1	116	1	84	
Comb. T-R	1	1	82	1	82	1	82	1	82	1	84	1	84	1	84	1	84	1	84	1	84	
SB Right	51	0	0	0	51	0	0	2	53	2	53	0	0	0	53	0	0	0	53	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	23	1	23	0	23	1	23	1	23	1	24	1	24	1	24	1	24	1	24	1	24	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	692	2	346	132	824	2	412	22	412	22	714	2	357	2	846	2	423	2	846	2	423	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	238	1	238	0	238	1	238	7	245	7	245	1	245	1	245	1	245	1	245	1	245	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	88	1	88	29	117	1	117	3	91	3	91	1	91	1	120	1	120	1	120	1	120	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	661	1	409	50	711	1	434	22	683	22	683	1	422	1	733	1	447	1	733	1	447	
Comb. T-R	1	1	409	1	434	1	434	1	434	1	422	1	422	1	447	1	447	1	447	1	447	
WB Right	157	0	0	0	157	0	0	5	162	5	162	0	0	0	162	0	0	0	162	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	396	N-S:	528	N-S:	528	N-S:	528	N-S:	528	408	N-S:	540	N-S:	540	N-S:	540	N-S:	540	N-S:	540	
	E-W:	434	E-W:	529	E-W:	529	E-W:	529	E-W:	529	448	E-W:	543	E-W:	543	E-W:	543	E-W:	543	E-W:	543	
	SUM:	830	SUM:	1057	SUM:	1057	SUM:	1057	SUM:	1057	856	SUM:	1082	SUM:	1082	SUM:	1082	SUM:	1082	SUM:	1082	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.504	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.522	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.687	0.687	
Level of Service:	A	B	B	B	B	B	B	B	B	A	A	B	B	B	B	B	B	B	B	B	B	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] The eastbound right-turn movement has an overlapping phase with the northbound left-turn phase.

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**CRITICAL MOVEMENT ANALYSIS**

Tampa Avenue @ Sesnon Boulevard  
 Peak Hour: AM  
 Annual Growth: 1.0%  
 Date: 10/26/2011  
 Date of Count: 2011  
 Buildout Year: 2014

N-S St: Tampa Avenue  
 E-W St: Sesnon Boulevard  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA7  
 Counts by: Counts Unlimited Inc.

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	103	0	29	0	0	132	0	0	3	106	0	0	29	135	0	0	135	0	0
Comb. L-T	1	103	132	1	132	1	132	1	132	1	106	1	106	1	135	1	135	1	135
NB Thru	3	0	0	0	0	3	0	0	0	3	0	0	0	3	0	0	3	0	0
Comb. T-R	1	42	42	1	42	1	42	1	42	1	43	1	43	1	43	1	43	1	43
NB Right	39	0	0	0	0	39	0	0	1	40	0	0	0	40	0	0	40	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0
Comb. L-T	1	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
SB Thru	2	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0	2	0	0
Comb. T-R	1	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0
Comb. L-T	1	233	233	1	240	1	240	1	240	1	240	1	240	1	247	1	247	1	247
EB Thru	239	0	0	0	0	239	0	0	7	246	0	0	0	246	0	0	246	0	0
Comb. T-R	1	233	233	1	255	1	255	1	255	1	240	1	240	1	262	1	262	1	262
EB Right	226	0	29	255	0	0	255	0	7	233	0	0	29	262	0	0	262	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	65	0	0	0	0	65	0	0	2	67	0	0	0	67	0	0	67	0	0
Comb. L-T	1	100	100	1	100	1	100	1	100	1	103	1	103	1	103	1	103	1	103
WB Thru	134	0	0	0	0	134	0	0	4	138	0	0	0	138	0	0	138	0	0
Comb. T-R	1	100	100	1	100	1	100	1	100	1	103	1	103	1	103	1	103	1	103
WB Right	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	105	134	134	N-S:	134	108	108	N-S:	137	137	137	137	N-S:	137	137	137	N-S:	137
	E-W:	298	320	320	E-W:	320	307	307	E-W:	329	329	329	329	E-W:	329	329	329	E-W:	329
	SUM:	403	454	454	SUM:	454	415	415	SUM:	465	465	465	465	SUM:	465	465	465	SUM:	465
No. of Phases:	U	0	0	0	U	0	0	0	U	0	0	0	0	U	0	0	0	U	0
(N/A=0, ATSA=1, ATCS=2)	U	0	0	0	U	0	0	0	U	0	0	0	0	U	0	0	0	U	0
Volume / Capacity:	0.335	0.378	0.378	0.378	0.378	0.378	0.346	0.346	0.346	0.388	0.388	0.388	0.388	0.388	0.388	0.388	0.388	0.388	0.388
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Tampa Avenue  
 E-W St: Sesnon Boulevard  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA7  
 Counts by: Counts Unlimited Inc.

Tampa Avenue @ Sesnon Boulevard  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/26/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/MITIGATION					
	No. of Lanes	Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	
NB Left	148	0	0	29	177	0	0	177	0	4	152	0	29	181	0	0	181	0	0	0	
Comb. L-T	1	148	1	177	1	177	1	177	1	152	1	152	1	181	1	181	1	181	1	181	
NB Thru	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	
Comb. T-R	1	38	1	38	1	38	1	38	1	39	1	39	1	39	1	39	1	39	1	39	
NB Right	37	0	0	0	37	0	0	37	0	1	38	0	0	38	0	0	38	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
SB Thru	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	
Comb. T-R	1	4	1	4	1	4	1	4	1	4	1	4	1	4	1	4	1	4	1	4	
SB Right	4	0	0	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	4	0	0	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0	0	
Comb. L-T	1	96	1	111	1	111	1	111	1	99	1	99	1	113	1	113	1	113	1	113	
EB Thru	108	0	0	108	0	108	0	108	0	3	111	0	0	111	0	0	111	0	0	0	
Comb. T-R	1	96	1	111	1	111	1	111	1	99	1	99	1	113	1	113	1	113	1	113	
EB Right	80	0	0	29	109	0	0	109	0	2	82	0	29	111	0	0	111	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	31	0	0	0	31	0	0	31	0	1	32	0	0	32	0	0	32	0	0	0	
Comb. L-T	1	54	1	54	1	54	1	54	1	56	1	56	1	56	1	56	1	56	1	56	
WB Thru	77	0	0	0	77	0	0	77	0	2	79	0	0	79	0	0	79	0	0	0	
Comb. T-R	1	54	1	54	1	54	1	54	1	56	1	56	1	56	1	56	1	56	1	56	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	152	N-S:	181	N-S:	181	N-S:	181	N-S:	157	N-S:	157	N-S:	186	N-S:	186	N-S:	186	N-S:	186	186
	E-W:	127	E-W:	142	E-W:	142	E-W:	142	E-W:	131	E-W:	131	E-W:	145	E-W:	145	E-W:	145	E-W:	145	145
	SUM:	279	SUM:	323	SUM:	323	SUM:	323	SUM:	287	SUM:	287	SUM:	331	SUM:	331	SUM:	331	SUM:	331	331
No. of Phases:	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	0
(N/A=0, ATSA=1, ATCS=2)	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	0	0
Volume / Capacity:	0.233	0.269	0.269	0.269	0.269	0.269	0.269	0.269	0.240	0.240	0.240	0.240	0.276	0.276	0.276	0.276	0.276	0.276	0.276	0.276	0.276
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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**CRITICAL MOVEMENT ANALYSIS**

Tampa Avenue @ Rinaldi Street  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

N-S St: Tampa Avenue  
 E-W St: Rinaldi Street  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA8  
 Counts by: Counts Unlimited Inc.

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION				
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	No. of Lanes	Volume	Total	Added Volume	Lane Volume	No. of Lanes	Volume	Total	
NB Left	200	2	110	2	122	0	2	122	6	206	2	113	2	227	2	125	0	227	2	125
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	180	2	90	2	105	0	2	105	5	185	2	93	2	214	2	107	0	214	2	107
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	132	1	132	1	132	0	1	132	4	136	1	136	1	136	0	136	0	136	1	136
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	96	2	53	2	53	0	2	53	3	99	2	54	2	99	2	54	0	99	2	54
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	395	1	278	1	307	0	1	307	12	407	1	286	1	436	1	315	0	436	1	315
Comb. T-R	1	1	278	1	307	0	1	307	0	307	1	286	1	436	1	315	0	436	1	315
SB Right	160	0	0	0	0	0	0	0	5	165	0	0	0	194	0	194	0	194	0	194
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	80	1	80	1	109	0	1	109	2	82	1	82	1	111	1	111	0	111	1	111
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	373	2	187	2	187	0	2	187	13	386	2	193	2	386	2	193	0	386	2	193
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	122	1	122	1	122	0	1	122	4	126	1	126	1	126	0	126	0	126	1	126
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	285	2	157	2	157	0	2	157	9	294	2	161	2	294	2	161	0	294	2	161
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	708	1	372	1	372	0	1	372	22	730	1	383	1	730	1	383	0	730	1	383
Comb. T-R	1	1	372	1	372	0	1	372	1	372	1	383	1	730	1	383	0	730	1	383
WB Right	35	0	0	0	0	0	0	0	1	36	0	0	0	36	0	36	0	36	0	36
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	388	N-S:	428	N-S:	428	N-S:	428	428	399	N-S:	399	N-S:	440	N-S:	440	N-S:	440	N-S:	440
	E-W:	452	E-W:	481	E-W:	481	E-W:	481	481	466	E-W:	466	E-W:	495	E-W:	495	E-W:	495	E-W:	495
	SUM:	839	SUM:	909	SUM:	909	SUM:	909	909	865	SUM:	865	SUM:	934	SUM:	934	SUM:	934	SUM:	934
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.510	0.561	0.561	0.561	0.561	0.561	0.561	0.561	0.561	0.529	0.561	0.529	0.561	0.561	0.561	0.561	0.561	0.561	0.561	0.561
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] The northbound right-turn movement has an overlapping phase with the westbound left-turn phase. The eastbound right-turn movement has an overlapping phase with the northbound left-turn phase.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Tampa Avenue  
 E-W St: Rinaldi Street  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA8  
 Counts by: Counts Unlimited Inc.

Tampa Avenue @ Rinaldi Street  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION		
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total	Added Volume	Lane Volume	Total
NB Left	313	2	172	2	200	363	2	200	9	322	2	177	50	372	2	205	0	372
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	320	2	160	2	183	366	2	183	10	330	2	165	46	376	2	188	0	376
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	461	1	461	1	561	561	1	561	14	475	1	475	100	575	1	575	0	575
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	71	2	39	2	39	71	2	39	2	73	2	40	0	73	2	40	0	73
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	172	1	132	1	169	218	1	169	5	177	1	135	46	223	1	173	0	223
Comb. T-R	1	1	132	1	169	218	1	169	0	177	1	135	0	223	1	173	0	223
SB Right	91	0	0	0	29	120	0	0	3	94	0	0	29	123	0	123	0	123
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	143	1	143	1	172	172	1	172	4	147	1	147	29	176	1	176	0	176
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	915	2	458	2	458	915	2	458	29	944	2	472	0	944	2	472	0	944
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	156	1	156	1	273	273	1	273	5	161	1	161	117	278	1	278	0	278
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	203	2	112	2	112	203	2	112	6	209	2	115	0	209	2	115	0	209
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	512	1	295	1	295	512	1	295	18	530	1	305	0	530	1	305	0	530
Comb. T-R	1	1	295	1	295	512	1	295	0	530	1	305	0	530	1	305	0	530
WB Right	78	0	0	0	78	78	0	78	2	80	0	0	0	80	0	80	0	80
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	388	N-S:	488	N-S:	488	N-S:	488	4	488	N-S:	400	4	488	N-S:	500	4	488
	E-W:	569	E-W:	569	E-W:	569	E-W:	569	2	569	E-W:	587	2	569	E-W:	587	2	569
	SUM:	958	SUM:	1058	SUM:	1058	SUM:	1058	0.669	1058	SUM:	987	0.618	1058	SUM:	1087	0.691	1087
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.596	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669
Level of Service:	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes: 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The northbound right-turn movement has an overlapping phase with the westbound left-turn phase. The eastbound right-turn movement has an overlapping phase with the northbound left-turn phase.



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**CRITICAL MOVEMENT ANALYSIS**

Tampa Avenue @ SR-118 Freeway Westbound Ramps  
 Date: 10/27/2011  
 Peak Hour: AM  
 Annual Growth: 1.0%  
 Date of Count: 2011  
 Buildout Year: 2014

N-S St: Tampa Avenue  
 E-W St: SR-118 Freeway Westbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA9  
 Counts by: Counts Unlimited Inc.

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	293	2	161	2	161	2	293	2	161	9	302	2	166	0	302	2	166	0	302
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	426	2	213	2	228	0	455	2	228	13	439	2	219	29	468	2	234	0	468
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	645	3	189	3	196	0	674	3	196	20	665	3	195	29	694	3	202	0	694
Comb. T-R	1	189	0	1	196	0	111	1	196	3	114	0	195	0	114	1	202	0	114
SB Right [1]	111	0	0	0	0	0	111	0	0	3	114	0	0	0	114	0	114	0	114
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1495	1	822	1	822	0	1495	1	822	45	1540	1	847	0	1540	1	847	0	1540
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	673	0	673	0	0	0	673	0	0	0	693	0	0	0	693	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	204	1	204	29	233	0	233	1	233	6	210	1	210	29	239	1	239	0	239
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crit. Volumes:	N-S: 350	E-W: 822	SUM: 1172	N-S: 357	E-W: 822	SUM: 1180	N-S: 357	E-W: 822	SUM: 1180	N-S: 361	E-W: 847	SUM: 1208	N-S: 368	E-W: 847	SUM: 1215	N-S: 368	E-W: 847	SUM: 1215	
No. of Phases:	3	2	2	3	2	2	3	2	2	3	2	2	3	2	2	3	2	2	2
Volume / Capacity:	0.723	0.728	0.728	0.728	0.728	0.728	0.728	0.728	0.728	0.748	0.748	0.753	0.753	0.753	0.753	0.753	0.753	0.753	
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 0% of overlapping left turn.  
 [1] No right-turn on red.

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**CRITICAL MOVEMENT ANALYSIS**

N-S St: Tampa Avenue  
 E-W St: SR-118 Freeway Westbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project\1-11-3925-1  
 File Name: CMA9  
 Counts by: Counts Unlimited Inc.

Tampa Avenue @ SR-118 Freeway Westbound Ramps  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	
NB Left	338	2	186	2	186	2	186	2	186	10	348	2	192	2	348	0	192	2	192
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	727	2	364	2	378	2	378	2	378	22	749	2	375	2	778	29	389	2	389
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	536	3	167	3	203	3	203	3	203	16	552	3	172	3	698	146	208	3	208
Comb. T-R	1	167	203	1	203	1	203	1	203	1	172	1	172	1	208	0	208	1	208
SB Right [1]	131	0	0	0	131	0	131	0	131	4	135	0	0	0	135	0	135	0	135
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	972	1	535	1	535	1	535	1	535	29	1001	1	551	1	1001	0	551	1	1001
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	2	0	439	0	439	0	439	0	439	0	2	0	453	0	2	0	453	0	453
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	383	1	383	0	383	0	383	1	383	12	395	1	395	1	395	0	395	1	395
Comb. L-T-R	1	1	383	1	383	1	383	1	383	1	395	1	395	1	395	0	395	1	395
Crit. Volumes:	N-S: 364	E-W: 535	SUM: 898	N-S: 389	E-W: 535	SUM: 924	N-S: 389	E-W: 535	SUM: 924	N-S: 375	E-W: 551	SUM: 925	N-S: 400	E-W: 551	SUM: 951	N-S: 400	E-W: 551	SUM: 951	
No. of Phases:	3	2	3	3	2	3	3	2	3	2	3	3	2	3	2	3	2	3	2
(N/A=0, ATSA=1, ATCS=2)	3	2	3	3	2	3	3	2	3	2	3	3	2	3	2	3	2	3	2
Volume / Capacity:	0.530	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 0% of overlapping left turn.  
 [1] No right-turn on red.

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**CRITICAL MOVEMENT ANALYSIS**

Tampa Avenue @ SR-118 Freeway Eastbound Ramps  
 Peak Hour: AM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

N-S St: Tampa Avenue  
 E-W St: SR-118 Freeway Eastbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA10  
 Counts by: Counts Unlimited Inc.

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION						
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	2	314	314	2	627	314	19	646	2	323	323	0	646	2	323	323	0	646	2	323	323	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	2	487	487	2	885	487	27	912	2	501	501	0	912	2	501	501	0	912	2	501	501	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	2	159	159	2	318	159	9	288	2	164	164	29	327	2	180	180	0	327	2	180	180	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	3	618	618	3	1855	618	56	1911	3	637	637	0	1911	3	637	637	0	1911	3	637	637	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	99	0	0	13	112	0	3	102	0	0	0	13	115	0	0	0	0	115	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	6	271	271	6	6	284	0	6	0	279	0	0	6	0	292	292	0	6	0	0	292	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	554	1	388	0	554	388	17	571	1	400	400	0	571	1	400	400	0	571	1	400	400	
Comb. L-T-R	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	646	662	N-S:	662	662	662	662	N-S:	665	665	665	665	N-S:	681	681	681	681	N-S:	681	681	681
	E-W:	388	388	E-W:	388	388	388	388	E-W:	400	400	400	400	E-W:	400	400	400	400	E-W:	400	400	400
	SUM:	1034	1049	SUM:	1049	1049	1049	1049	SUM:	1065	1065	1065	1065	SUM:	1081	1081	1081	1081	SUM:	1081	1081	1081
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.625	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.647	0.647	0.647	0.647	0.658	0.658	0.658	0.658	0.658	0.658	0.658	0.658	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

Assumptions:  
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 [1] No right-turn on red 4PM - 6PM.

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**CRITICAL MOVEMENT ANALYSIS**

Tampa Avenue @ SR-118 Freeway Eastbound Ramps  
 Peak Hour: PM  
 Annual Growth: 1.0%

Date: 10/27/2011  
 Date of Count: 2011  
 Buildout Year: 2014

N-S St: Tampa Avenue  
 E-W St: SR-118 Freeway Eastbound Ramps  
 Project: Aliso Canyon Turbine Replacement Project(1-11-3925-1  
 File Name: CMA10  
 Counts by: Counts Unlimited Inc.

Movement	2011 EXIST. TRAFFIC			2011 EXIST. + PROJECT			2011 EXIST. + PROJ. + MIT			2014 FUTURE BASELINE			2014 FUTURE W/PROJECT			2014 FUTURE W/IMITIGATION					
	No. of Lanes	Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	Lane No. of	Added Volume	Total Volume	
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	953	2	477	0	953	2	477	29	982	2	491	0	982	2	491	0	982	2	491	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	1152	2	634	0	1152	2	634	35	1187	2	653	0	1187	2	653	0	1187	2	653	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	221	2	122	146	367	2	202	7	228	2	125	146	374	2	206	0	374	2	206	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1270	3	423	0	1270	3	423	38	1308	3	436	0	1308	3	436	0	1308	3	436	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	122	0	0	0	122	0	0	4	126	0	0	0	126	0	0	0	126	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1	0	235	0	1	0	235	0	1	0	242	0	1	0	242	0	1	0	242	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	374	1	262	0	374	1	262	11	385	1	270	0	385	1	270	0	385	1	270	0	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	755	N-S:	835	N-S:	835	N-S:	835	N-S:	778	N-S:	868	N-S:	868	N-S:	868	N-S:	868	N-S:	868	868
	E-W:	262	E-W:	262	E-W:	262	E-W:	262	E-W:	270	E-W:	270	E-W:	270	E-W:	270	E-W:	270	E-W:	270	270
	SUM:	1017	SUM:	1097	SUM:	1097	SUM:	1097	SUM:	1048	SUM:	1128	SUM:	1128	SUM:	1128	SUM:	1128	SUM:	1128	1128
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(N/A=0, ATCS=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.614	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.635	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes: 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 0% of overlapping left turn.  
 [1] No right-turn on red 4PM - 6PM.

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Existing

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Porter Ranch Drive*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	5	30	88	133	14	5
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	65	162	14	127	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	20	103	140	12	88	162	77	64
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3	0.0	0.9	0.0	0.3	0.0	0.2	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.4	0.0	1.0	0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.3	0.1	-0.7	0.1	0.0

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.02	0.09	0.12	0.01	0.08	0.14	0.07	0.06
hd, final value (s)	5.77	5.05	6.06	5.29	5.54	4.71	5.60	5.51
x, final value	0.03	0.14	0.24	0.02	0.14	0.21	0.12	0.10
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.5	2.7	3.8	3.0	3.2	2.4	3.3	3.2

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	270	353	390	262	338	412	327	314
Delay (s/veh)	8.66	8.60	10.62	8.09	9.11	8.68	9.06	8.81
LOS	A	A	B	A	A	A	A	A
Approach: Delay (s/veh)	8.61		10.42		8.83		8.95	
LOS	A		B		A		A	
Intersection Delay (s/veh)	9.18							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Existing

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Porter Ranch Drive*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	17	51	66	4	18
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	50	115	179	9	47	2
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	9	60	68	20	165	179	32	26
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.3	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.9	0.0	1.0	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.6	0.2	-0.7	0.1	-0.1

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.01	0.05	0.06	0.02	0.15	0.16	0.03	0.02
hd, final value (s)	5.56	4.91	5.96	4.84	5.12	4.27	5.36	5.16
x, final value	0.01	0.08	0.11	0.03	0.23	0.21	0.05	0.04
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.3	2.6	3.7	2.5	2.8	2.0	3.1	2.9

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	259	310	318	270	415	429	282	276
Delay (s/veh)	8.34	8.05	9.41	7.68	9.39	8.12	8.33	8.06
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.09		9.02		8.73		8.21	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.64							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Existing w/ Project Const.

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*

North/South Street: *Porter Ranch Drive*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	5	30	88	162	14	5
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	65	191	14	127	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	20	103	169	12	88	191	77	64
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3	0.0	1.0	0.0	0.3	0.0	0.2	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.4	0.0	1.0	0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.3	0.1	-0.7	0.1	0.0

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.02	0.09	0.15	0.01	0.08	0.17	0.07	0.06
hd, final value (s)	5.90	5.18	6.15	5.38	5.65	4.82	5.75	5.65
x, final value	0.03	0.15	0.29	0.02	0.14	0.26	0.12	0.10
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.6	2.9	3.9	3.1	3.4	2.5	3.4	3.4

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	270	353	419	262	338	441	327	314
Delay (s/veh)	8.80	8.78	11.33	8.18	9.26	9.17	9.25	8.99
LOS	A	A	B	A	A	A	A	A
Approach: Delay (s/veh)	8.78		11.12		9.20		9.13	
LOS	A		B		A		A	
Intersection Delay (s/veh)	9.59							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Existing w/ Project Const.

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Porter Ranch Drive*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	17	51	95	4	18
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	50	115	208	9	47	2
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	9	60	97	20	165	208	32	26
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.3	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.9	0.0	1.0	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.6	0.2	-0.7	0.1	-0.1

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.01	0.05	0.09	0.02	0.15	0.18	0.03	0.02
hd, final value (s)	5.67	5.02	6.04	4.92	5.22	4.37	5.49	5.30
x, final value	0.01	0.08	0.16	0.03	0.24	0.25	0.05	0.04
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.4	2.7	3.7	2.6	2.9	2.1	3.2	3.0

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	259	310	347	270	415	458	282	276
Delay (s/veh)	8.45	8.18	9.90	7.75	9.55	8.54	8.47	8.21
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.22		9.54		8.99		8.35	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.95							
Intersection LOS	A							



# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Future

Project ID <i>Aliso Canyon Turbine Replacement Project/1-11-3925</i>	
East/West Street: <i>Sesnon Boulevard</i>	North/South Street: <i>Porter Ranch Drive</i>

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	5	31	91	137	14	5
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	67	167	14	131	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	20	107	144	12	91	167	79	66
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.3	0.0	1.0	0.0	0.3	0.0	0.2	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.4	0.0	1.0	0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.3	0.1	-0.7	0.1	0.0

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.02	0.10	0.13	0.01	0.08	0.15	0.07	0.06
hd, final value (s)	5.81	5.09	6.10	5.33	5.58	4.75	5.64	5.55
x, final value	0.03	0.15	0.24	0.02	0.14	0.22	0.12	0.10
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.5	2.8	3.8	3.0	3.3	2.4	3.3	3.3

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	270	357	394	262	341	417	329	316
Delay (s/veh)	8.71	8.70	10.76	8.13	9.19	8.78	9.13	8.88
LOS	A	A	B	A	A	A	A	A
Approach: Delay (s/veh)	8.70		10.56		8.93		9.02	
LOS	A		B		A		A	
Intersection Delay (s/veh)	9.27							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Future

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Porter Ranch Drive*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	18	53	68	4	19
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	52	118	184	9	48	2
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	10	62	70	21	170	184	33	26
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.3	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.9	0.0	1.0	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.6	0.2	-0.7	0.1	-0.1

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.01	0.06	0.06	0.02	0.15	0.16	0.03	0.02
hd, final value (s)	5.59	4.94	5.99	4.87	5.15	4.29	5.38	5.19
x, final value	0.02	0.09	0.12	0.03	0.24	0.22	0.05	0.04
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.3	2.6	3.7	2.6	2.8	2.0	3.1	2.9

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	260	312	320	271	420	434	283	276
Delay (s/veh)	8.37	8.10	9.48	7.71	9.49	8.19	8.36	8.10
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.13		9.07		8.82		8.25	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.71							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Future w/ Project Construction

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Porter Ranch Drive*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	5	31	91	166	14	5
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	67	196	14	131	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	20	107	173	12	91	196	79	66
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3	0.0	1.0	0.0	0.3	0.0	0.2	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.4	0.0	1.0	0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.3	0.1	-0.7	0.1	0.0

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.02	0.10	0.15	0.01	0.08	0.17	0.07	0.06
hd, final value (s)	5.94	5.22	6.19	5.42	5.69	4.86	5.78	5.70
x, final value	0.03	0.16	0.30	0.02	0.14	0.26	0.13	0.10
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.6	2.9	3.9	3.1	3.4	2.6	3.5	3.4

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	270	357	423	262	341	446	329	316
Delay (s/veh)	8.85	8.88	11.50	8.22	9.34	9.29	9.32	9.06
LOS	A	A	B	A	A	A	A	A
Approach: Delay (s/veh)	8.88		11.28		9.31		9.20	
LOS	A		B		A		A	
Intersection Delay (s/veh)	9.70							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#1: Porter Ranch Dr/Sesnon Bl City of Los Angeles Future w/ Project Construction

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Porter Ranch Drive*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	18	53	97	4	19
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	52	118	213	9	48	2
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flow Rate (veh/h)	10	62	99	21	170	213	33	26
% Heavy Vehicles	0	0	0	0	0	0	0	0
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.3	0.0	0.3	0.0
Prop. Right-Turns	0.0	0.9	0.0	0.9	0.0	1.0	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	-0.6	0.2	-0.7	0.1	-0.1

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.01	0.06	0.09	0.02	0.15	0.19	0.03	0.02
hd, final value (s)	5.70	5.05	6.07	4.94	5.24	4.39	5.52	5.33
x, final value	0.02	0.09	0.17	0.03	0.25	0.26	0.05	0.04
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.4	2.8	3.8	2.6	2.9	2.1	3.2	3.0

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	260	312	349	271	420	463	283	276
Delay (s/veh)	8.49	8.23	9.98	7.79	9.66	8.62	8.51	8.24
LOS	A	A	A	A	A	A	A	A
Approach: Delay (s/veh)	8.27		9.59		9.08		8.39	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.02							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Existing

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Tampa Avenue*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	239	226	65	134	1
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	103	3	39	1	2	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	120	346	132	68	145		2	1
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

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

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.11	0.31	0.12	0.06	0.13		0.00	0.00
hd, final value (s)	5.18	4.72	5.65	5.40	5.92		6.51	6.26
x, final value	0.17	0.45	0.21	0.10	0.24		0.00	0.00
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	2.9	2.4	3.4	3.1	3.6		4.2	4.0

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	370	596	382	318	395		252	251
Delay (s/veh)	8.96	11.27	9.82	8.71	10.46		9.23	8.97
LOS	A	B	A	A	B		A	A
Approach: Delay (s/veh)	10.68		9.44		10.46		9.14	
LOS	B		A		B		A	
Intersection Delay (s/veh)	10.33							
Intersection LOS	B							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Existing

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Tampa Avenue*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	108	80	31	77	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	148	1	37	0	1	4
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	58	134	69	39	186		0	5
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	0.4	0.0	0.8		0.0	0.0
Prop. Right-Turns	0.0	0.6	0.0	0.0	0.2		0.0	0.8
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.4	0.2	0.0	0.0		0.0	-0.6

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.05	0.12	0.06	0.03	0.17		0.00	0.00
hd, final value (s)	5.18	4.72	5.44	5.21	5.26		5.44	4.88
x, final value	0.08	0.18	0.10	0.06	0.27		0.00	0.01
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	2.9	2.4	3.1	2.9	3.0		3.1	2.6

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	308	384	319	289	436		0	255
Delay (s/veh)	8.35	8.43	8.77	8.23	9.90		8.14	7.61
LOS	A	A	A	A	A		A	A
Approach: Delay (s/veh)	8.40		8.57		9.90		7.61	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.00							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Existing w/ Project Const.

Project ID <i>Aliso Canyon Turbine Replacement Project/1-11-3925</i>	
East/West Street: <i>Sesnon Boulevard</i>	North/South Street: <i>Tampa Avenue</i>

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	239	255	65	134	1
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	132	3	39	1	2	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	120	375	132	68	174		2	1
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5	0.0	0.8		0.5	0.0
Prop. Right-Turns	0.0	0.7	0.0	0.0	0.2		0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.5	0.2	-0.0	0.0		0.3	0.0

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.11	0.33	0.12	0.06	0.15		0.00	0.00
hd, final value (s)	5.30	4.82	5.81	5.55	6.03		6.66	6.41
x, final value	0.18	0.50	0.21	0.10	0.29		0.00	0.00
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.0	2.5	3.5	3.3	3.7		4.4	4.1

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	370	625	382	318	424		252	251
Delay (s/veh)	9.13	12.27	10.08	8.90	11.19		9.39	9.12
LOS	A	B	B	A	B		A	A
Approach: Delay (s/veh)	11.51		9.68		11.19		9.30	
LOS	B		A		B		A	
Intersection Delay (s/veh)	11.02							
Intersection LOS	B							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Existing

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Tampa Avenue*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	108	109	31	77	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	177	1	37	0	1	4
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	58	163	69	39	215		0	5
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	0.4	0.0	0.8		0.0	0.0
Prop. Right-Turns	0.0	0.7	0.0	0.0	0.2		0.0	0.8
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.5	0.2	0.0	0.1		0.0	-0.6

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.05	0.14	0.06	0.03	0.19		0.00	0.00
hd, final value (s)	5.28	4.77	5.57	5.34	5.35		5.56	5.00
x, final value	0.09	0.22	0.11	0.06	0.32		0.00	0.01
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.0	2.5	3.3	3.0	3.1		3.3	2.7

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	308	413	319	289	465		0	255
Delay (s/veh)	8.47	8.78	8.93	8.37	10.54		8.26	7.73
LOS	A	A	A	A	B		A	A
Approach: Delay (s/veh)	8.70		8.73		10.54		7.73	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.42							
Intersection LOS	A							



# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Future

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Tampa Avenue*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	246	233	67	138	1
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	106	3	40	1	2	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	124	356	136	70	149		2	1
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

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

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.11	0.32	0.12	0.06	0.13		0.00	0.00
hd, final value (s)	5.21	4.74	5.69	5.43	5.96		6.57	6.31
x, final value	0.18	0.47	0.21	0.11	0.25		0.00	0.00
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	2.9	2.4	3.4	3.1	3.7		4.3	4.0

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	374	606	386	320	399		252	251
Delay (s/veh)	9.04	11.56	9.94	8.77	10.59		9.29	9.03
LOS	A	B	A	A	B		A	A
Approach: Delay (s/veh)	10.91		9.54		10.59		9.20	
LOS	B		A		B		A	
Intersection Delay (s/veh)	10.51							
Intersection LOS	B							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Future

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Tampa Avenue*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	111	82	32	79	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	152	1	38	0	1	4
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	59	138	71	40	191		0	5
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	0.5	0.0	0.8		0.0	0.0
Prop. Right-Turns	0.0	0.6	0.0	0.0	0.2		0.0	0.8
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.4	0.2	0.0	0.0		0.0	-0.6

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.05	0.12	0.06	0.04	0.17		0.00	0.00
hd, final value (s)	5.20	4.75	5.46	5.24	5.28		5.47	4.91
x, final value	0.09	0.18	0.11	0.06	0.28		0.00	0.01
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	2.9	2.4	3.2	2.9	3.0		3.2	2.6

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	309	388	321	290	441		0	255
Delay (s/veh)	8.38	8.50	8.82	8.26	10.02		8.17	7.64
LOS	A	A	A	A	B		A	A
Approach: Delay (s/veh)	8.46		8.62		10.02		7.64	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.08							
Intersection LOS	A							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 AM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Future w/ Project Construction

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*

North/South Street: *Tampa Avenue*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	246	262	67	138	1
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	135	3	40	1	2	0
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	124	385	136	70	178		2	1
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5	0.0	0.8		0.5	0.0
Prop. Right-Turns	0.0	0.7	0.0	0.0	0.2		0.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.5	0.2	-0.0	0.0		0.3	0.0

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.11	0.34	0.12	0.06	0.16		0.00	0.00
hd, final value (s)	5.33	4.84	5.85	5.59	6.07		6.73	6.47
x, final value	0.18	0.52	0.22	0.11	0.30		0.00	0.00
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.0	2.5	3.5	3.3	3.8		4.4	4.2

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	374	635	386	320	428		252	251
Delay (s/veh)	9.22	12.63	10.20	8.97	11.36		9.45	9.19
LOS	A	B	B	A	B		A	A
Approach: Delay (s/veh)	11.80		9.78		11.36		9.36	
LOS	B		A		B		A	
Intersection Delay (s/veh)	11.24							
Intersection LOS	B							

# ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst Agency/Co. Date Performed Analysis Time Period	FSB LLG Engineers 10/26/2011 PM Peak Hour	Intersection Jurisdiction Analysis Year	#7: Tampa Ave/Sesnon Blvd City of Los Angeles Future w/ Project Construction

Project ID *Aliso Canyon Turbine Replacement Project/1-11-3925*

East/West Street: *Sesnon Boulevard*      North/South Street: *Tampa Avenue*

## Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	111	111	32	79	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	181	1	38	0	1	4
%Thrus Left Lane				50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>TR</i>	<i>LT</i>	<i>TR</i>	<i>LTR</i>		<i>LT</i>	<i>TR</i>
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	59	167	71	40	220		0	5
% Heavy Vehicles	0	0	0	0	0		0	0
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	0.25							

## Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	0.5	0.0	0.8		0.0	0.0
Prop. Right-Turns	0.0	0.7	0.0	0.0	0.2		0.0	0.8
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.5	0.2	0.0	0.1		0.0	-0.6

## Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.05	0.15	0.06	0.04	0.20		0.00	0.00
hd, final value (s)	5.30	4.80	5.59	5.37	5.37		5.59	5.03
x, final value	0.09	0.22	0.11	0.06	0.33		0.00	0.01
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t <sub>s</sub> (s)	3.0	2.5	3.3	3.1	3.1		3.3	2.7

## Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	309	417	321	290	470		0	255
Delay (s/veh)	8.50	8.86	8.99	8.41	10.67		8.29	7.77
LOS	A	A	A	A	B		A	A
Approach: Delay (s/veh)	8.77		8.78		10.67		7.77	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.51							
Intersection LOS	A							