COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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IN REPLY PLEASE REFER TO FILE: LD-4

December 16, 2004

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

HEARING ON THE UPDATE OF THE LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT PARKWAY CALABASAS/AGOURA AREA
SUPERVISORIAL DISTRICT 3
3 VOTES

AFTER THE PUBLIC HEARING, IT IS RECOMMENDED THAT YOUR BOARD:

1. Instruct the Executive Officer to file the enclosed Bridge and Major Thoroughfare (B&T) Report with the Interim Director of Public Works, and schedule a public hearing for the proposed update of the Lost Hills Road/Las Virgenes Road B&T Construction Fee District.

2. At the conclusion of the public hearing, and in the event written protests represent less than 50 percent of the assessable area within the B&T District:

   a. Find the proposed update to be statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA State Guideline Section 21080(8)(D).

b. Adopt the enclosed Resolution which was approved as to form by County Counsel, listing bridge and highway projects for which the District is expected to provide a total of $6.5 million in funding, establishing the revised fees and delegating the authority to the Director of Public Works to conduct annual inflation adjustment reviews of the fees for the District.

3. Authorize Public Works to continue administering the subject District.

4. Instruct Public Works to record a certified copy of the adopted Resolution with the Registrar-Recorder/County Clerk's Office.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare Construction Fee District is located within the City of Calabasas and in surrounding unincorporated County area. On June 24, 1997, your Board adopted the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare Construction Fee District pursuant to Government Code Section 66484 and County Code Section 21.32.200. The City of Calabasas had previously adopted the District within its jurisdictional boundaries on October 16, 1996.

The updated District will provide financing for the construction of the proposed District improvements. The improvement projects will provide mitigation of traffic impacts of new development by providing funding for the construction of new bridge and major thoroughfare facilities and additions to existing facilities.

On August 19, 1997, your Board approved a Cooperative Agreement between the County of Los Angeles and the City of Calabasas. The Agreement provided for the City and County to work together on all District matters and establish the fees within their respective jurisdictions. Both agencies will cooperate with each other in the collection of fees and the construction of the proposed highway improvements to serve the areas. The District is expected to provide $6.5 million to fund the construction of bridge and highway improvements needed by new development.

On August 4, 2004, the City of Calabasas approved the District Report update and Resolution No. 2004-894 authorizing the update.

Adoption of the enclosed Resolution by your Board will authorize the fee revision within the County unincorporated area. The Resolution defines the improvements, sets the method of fee apportionment, and provides for annual fee increases tied to the

Los Angeles Regional Construction Cost Index to help insure full funding of projects, annual reviews to reassess development trends and construction costs, and refinements of project scopes. The Resolution also complies with the requirements of Government Code Section 66000, et seq., regarding development fees.

Implementation of Strategic Plan Goals

This action is consistent with the County Strategic Plan Goal of Fiscal Responsibility as these benefit assessments provide sufficient funds to continue constructing our road and bridge facilities in an effective manner. It also satisfies the goal of Service Excellence since constructing road and bridge facilities provides traffic mitigation to residents that improve the quality of life in the County.

FISCAL IMPACT/FINANCING

All Lost Hills Road/Las Virgenes Road B&T Construction Fee District revenue generated from the update of the District will be expended on the proposed District projects. There will be no fiscal impact on the County General Fund.

Sufficient funds will be available from the District update to finance the proposed improvements. The proposed fee increases will not affect Public Works' current fiscal year budget. This will have no impact on net County cost for the current or future fiscal years.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Public Works has determined that the District update is statutorily exempt from the provisions of the CEQA pursuant to CEQA State Guideline Section 21080(8)(D) in that the District is only obtaining funds for capital projects necessary to maintain services within existing service areas.

A public hearing must be held under the provisions of Government Code Section 66484, and notice thereof must be given pursuant to Government Code Section 65091, prior to approval of the update. According to Government Code Section 66484 (a)6, the fee revision must be rejected in the event of a majority protest (based on area of developable land). The proposed Resolution approved as to form by County Counsel and containing the necessary information is enclosed for your Board's use following conclusion of the hearing. Once adopted, a certified copy of the Resolution will be recorded with the Registrar-Recorder/County Clerk's Office.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of the requested update by your Board will ensure the timely completion of the much-needed roadway and bridge improvements to serve the circulation needs created by new developments within the subject District. The District's improvements will help mitigate the additional traffic congestion impacts generated as a result of approved subdivisions and building permits within the District.

CONCLUSION

Please return one copy of the letter indicating the Board's action at the conclusion of the hearing and one copy of the recorded Resolution.

Respectfully submitted,

DONALD L. WOLFE
Interim Director of Public Works

JKC:ca
P:LDPUB\SUBDIVSN\TRANSPLAN\BOARD\HEARINGLHupdate.doc

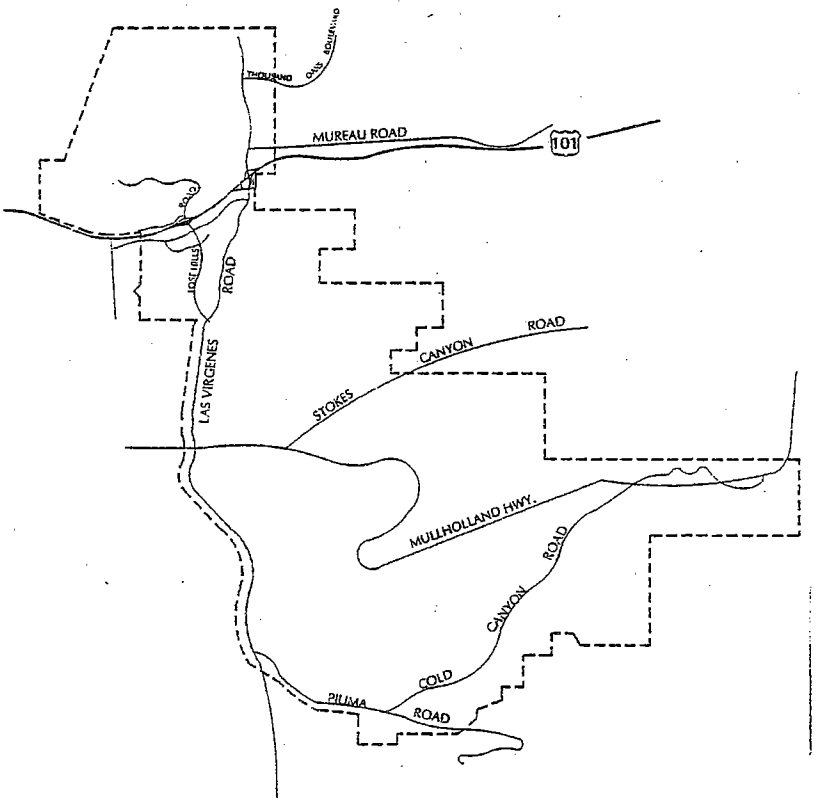
Enc.

cc: Chief Administrative Office
County Counsel

EXHIBIT A

THE LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND THOROUGHFARE CONSTRUCTION FEE DISTRICT UPDATE, CITY OF CALABASAS AND COUNTY OF LOS ANGELES, CALIFORNIA

TRAFFIC AND CIRCULATION IMPROVEMENT ANALYSIS



February 2, 2004

ATE Project #02023

Prepared for:

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City of Calabasas
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Richard L. Pool, P.E.
Scott A. Schell, AICP

February 2, 2004 02023.01R04.LTR

Mr. Robert Yalda
Director of Transportation
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

TRAFFIC AND CIRCULATION IMPROVEMENT STUDY FOR THE LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND THOROUGHFARE CONSTRUCTION FEE DISTRICT UPDATE

Associated Transportation Engineers (ATE) is pleased to submit the following traffic improvement study for the Lost Hills Road/Las Virgenes Road Bridge and Thoroughfare (B & T) Construction Fee District Update located in the City of Calabasas and unincorporated Los Angeles County. The report examines existing and buildout traffic conditions within the Lost Hills Road and Las Virgenes Road corridors and recommends roadway and intersection improvements that can be funded in relation to future developments. The report also addresses L.A. County Public Works staff comments.

We appreciate the opportunity to assist you with this project. Please contact our office if you have any questions or comments regarding the contents of the study.

Associated Transportation Engineers

Scott A. Schell, AICP
Principal Transportation Planner

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INTRODUCTION

The following report presents the results of the traffic and circulation improvement study completed by Associated Transportation Engineers (ATE) for the Los Angeles County and City of Calabasas Bridge and Major Thoroughfare (B & T) Construction Fee District Update. The B & T District was created to fund roadway and intersection improvements needed to accommodate future traffic volumes for areas within the B & T District boundaries. These areas include portions of the City of Calabasas and unincorporated areas of Los Angeles County that will use the Lost Hills Road/Ventura Freeway and Las Virgenes Road/Ventura Freeway interchanges as their primary access and/or receive significant benefit from the improvements funded by the B & T District. Figure 1 illustrates the existing boundaries of the B & T District. A legal description of the B & T District boundary is included in the Technical Appendix for reference.

The City of Calabasas and the County of Los Angeles approved the current Bridge and Major Thoroughfare Construction Fee District (B & T District) report for the Lost Hills Road and Las Virgenes Road Corridors. Significant land use development and associated traffic growth has occurred since the B & T District was adopted by the City on July 24, 1996 and adopted by the County on June 24, 1997. The purpose of the update is to re-evaluate the improvement prioritization list, develop new improvements and associated cost estimates, and assess new B & T traffic fee requirements.

AUTHORITY

The State of California Government Code Section 66484, regarding Subdivisions, gives local agencies the authority to adopt local ordinances that "may require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, or constructing major thoroughfares." The local adopted ordinance must refer to the circulation element of its general plan, provide for a public hearing, provide for the establishment of boundaries of an area of benefit, and provide for the identification of the costs, a fair method of allocation of costs to the area of benefit and a fair fee apportionment (to be disclosed at the public hearing). Further, the local ordinance must provide that the payment of fees shall not be required unless the major thoroughfares are in addition to or a reconstruction of any existing thoroughfares serving the area at the time of district adoption, and that the planned bridge facility is an original bridge serving the area, or an addition to any existing bridge facility serving the area, at the time of district adoption. It must further provide that if owners of more than one-half of the area of property to be benefitted by the improvement(s) file proper written protests, the district proceedings as proposed shall be abandoned for at least one year. The local ordinance allows acceptance of considerations in lieu of the payment of fees, permits a local agency to advance money from its general fund or road fund to be reimbursed from bridge and major thoroughfare funds, permits a local agency to incur an interest bearing indebtedness for the construction of bridge or major thoroughfare facilities, and does not preclude an agency from providing funds for the construction of bridge or major thoroughfare facilities to defray costs not allocated to the District.

The Los Angeles County Board of Supervisors adopted Ordinance No. 82-0050 on March 2, 1982, adding Section 21.32.200 to the Los Angeles County Code, providing for the establishment of bridge and major thoroughfare construction fees to be paid by subdividers or building permit applicants. This added Section is consistent with the requirements and provisions of State Law. The City of Calabasas adopted the aforementioned Section 21.32.200 and other relevant sections of the County Code as part of its City Code shortly after City incorporation (County Code Section 21.32.200 is included in the Technical Appendix).

PURPOSE

The purpose of the bridge and major thoroughfare construction fee district is to defray the costs of additional highway improvements necessitated by new development. The district provides a source of funding for new roadways and bridges where existing State, County and City revenues are unable to do so.

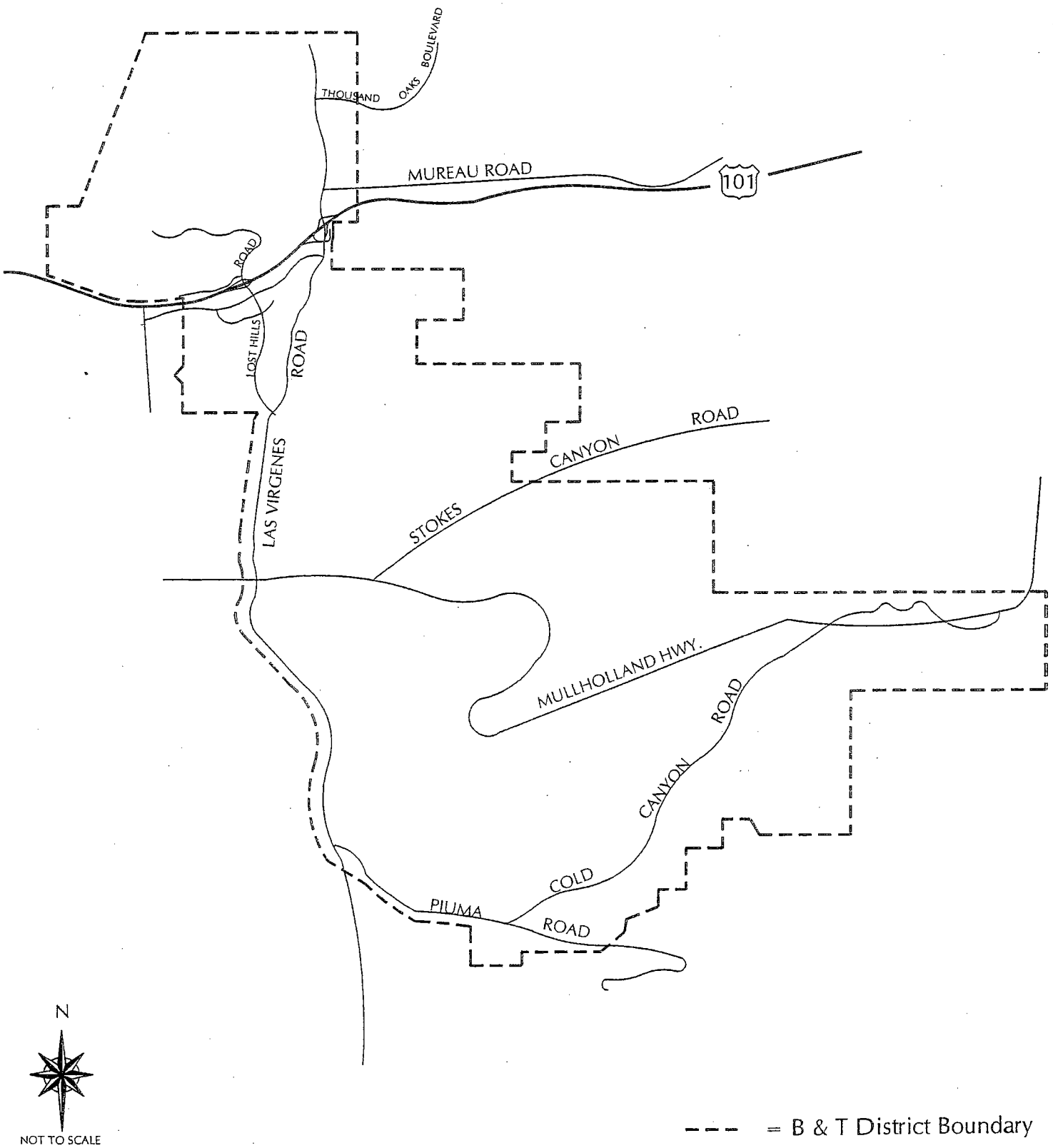
CONCEPT

As authorized by statutes cited above, the adoption of a specific area of benefit permits the County and City to levy a fee against future development located within the area of benefit. This funding method appropriately assesses those developments causing the need for additional public facility costs. The charge is levied in proportion to the estimated number of trips generated by the development based on development type and nationally accepted trip generation data. The adoption of this district does not cause a charge against existing development. The construction fee is collected at the time of issuance of a building permit.

EXISTING STREET NETWORK

The two principal roadways traversing the B & T District are Las Virgenes Road and Lost Hills Road. Within the B & T District, Las Virgenes Road extends south from the Ventura County line to Piuma Road in the Monte Nido area of L.A. County. Lost Hills Road extends southwest from U.S. Highway 101 to Las Virgenes Road. Both roadways connect to arterial and collector streets. The primary components of the street system within the B & T District are illustrated in Figure 2 and described below.

U.S. Highway 101 extends along the Pacific Coast between Los Angeles and San Francisco. Within the City of Calabasas the freeway is six-lanes wide and provides the principal route between Calabasas and the cities of Thousand Oaks, Camarillo and Ventura to the north; and the San Fernando Valley and Los Angeles to the south. Access between U.S. Highway 101 and the Lost Hills Road and Las Virgenes Road corridors are provided by interchanges which are controlled by traffic signals.



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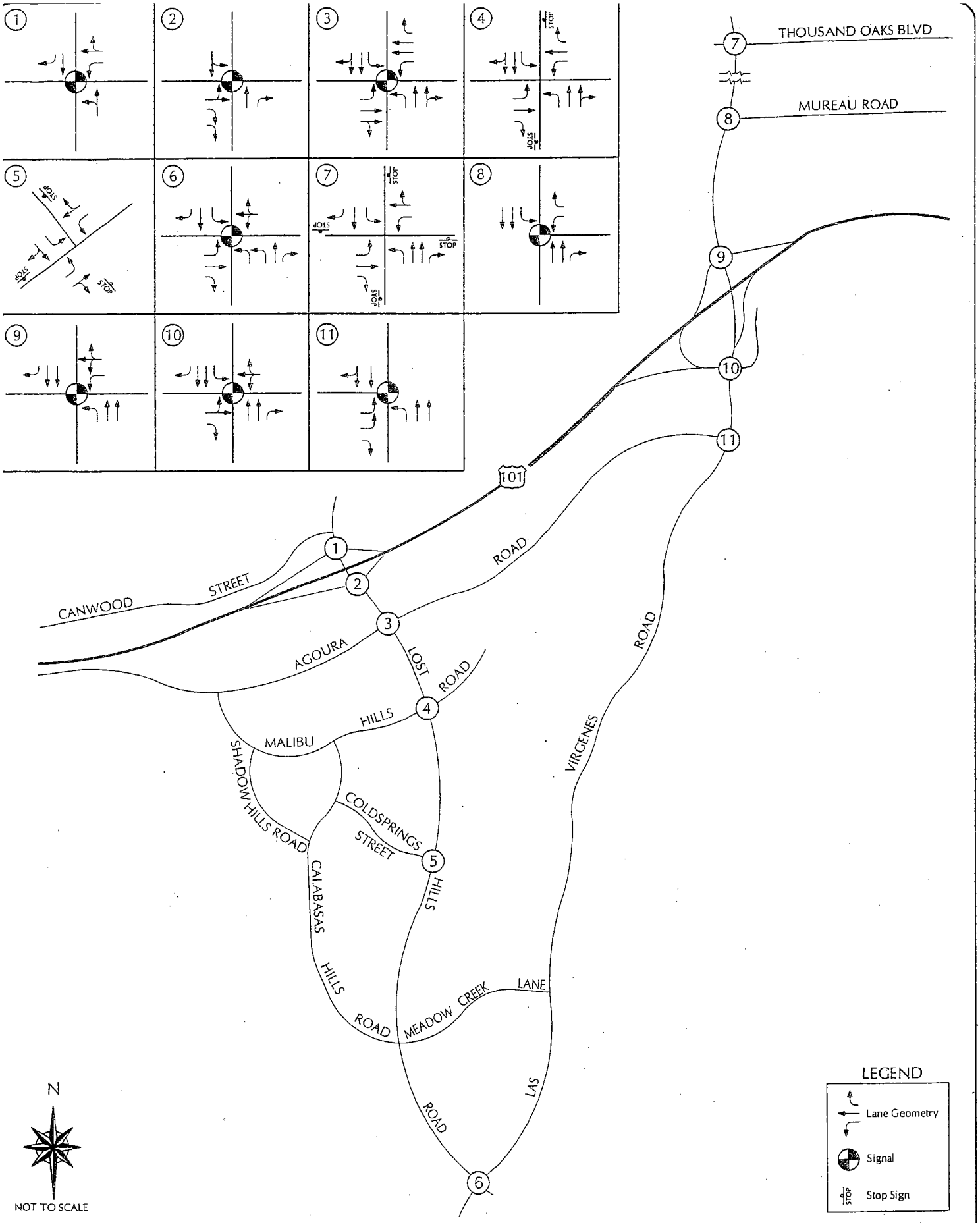
Lost Hills Road/Las Virgenes Road B & T District Boundaries

FIGURE 1



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Existing Street Network

FIGURE 2

Lost Hills Road is a two to four-lane north-south arterial street that extends northerly from Las Virgenes Road to its terminus at the County Landfill north of U.S. Highway 101. The existing freeway overcrossing structure at U.S. 101 is two lanes wide. This roadway, along with Las Virgenes Road to the east, provides the major north-south travel route in the western portion of the City of Calabasas. Lost Hills Road is controlled by traffic signals at its intersections with the U.S. Highway 101 Ramps, Agoura Road and Las Virgenes Road. Lost Hills Road is controlled by two-way stop signs at Malibu Hills Road and all-way stop signs at Cold Springs Street.

Las Virgenes Road is a north-south arterial street which connects Calabasas to the Malibu area via its junction with Malibu Canyon Road. South of U.S. Highway 101, Las Virgenes Road is four-lanes wide until its intersection with Agoura Road, where it becomes a two-lane facility. North of U.S. Highway 101, Las Virgenes Road extends to its terminus just south of the Ventura County limits. Within the study area, Las Virgenes Road is controlled by traffic signals at its intersections with Mureau Road, the U.S. Highway 101 Ramps, Agoura Road and Lost Hills Road. The intersection at Thousand Oaks Boulevard is controlled by an all-way stop sign.

Agoura Road is a four-lane east-west roadway from Las Virgenes Road to the westerly City limit. From the City limit to Liberty Canyon Road, Agoura Road is striped for two lanes but can accommodate four lanes.

Malibu Hills Road is a four-lane collector road which extends southeast from Agoura Road to its terminus east of Lost Hills Road. The Lost Hills Road/Malibu Hills Road intersection is controlled by a two-way stop-sign.

Cold Springs Street is a two-lane collector road which extends southeast from Calabasas Hills Road to Lost Hills Road. The Lost Hills Road/Cold Springs Street intersection is currently controlled by all-way stop signs.

Thousand Oaks Boulevard extends east from Las Virgenes Road, serving the residential communities located in the City, County and Hidden Hills areas. The Las Virgenes Road/Thousand Oaks Boulevard intersection is controlled by all-way stop-signs.

2002 TRAFFIC VOLUMES AND LEVELS OF SERVICE

Existing average daily traffic (ADT) volumes and A.M. and P.M. peak hour intersection turning movement volumes were obtained from counts completed by ATE in March 2002 for this study. Figures 3 and 4 illustrate the existing average daily and peak hour traffic volumes.

Table 1 shows the existing A.M. and P.M. peak hour levels of service for the study-area intersections. The City of Calabasas' General Plan has adopted a level of service threshold of LOS C (V/C ratio 0.80) or better as the minimum standard for intersection/roadway operations. City policy requires that levels of service for signalized intersections be calculated using the Intersection Capacity Utilization (ICU) method. The ICU level of service calculation

assumes a lane capacity of 1,600 vehicles per hour and a 0.10 lost time factor. Levels of service for the stop-sign controlled intersections were calculated using the unsignalized intersection methodology outlined in the Highway Capacity Manual (HCM).[1] More complete level of service definitions and worksheets are included in the Technical Appendix.

Table 1
Existing Peak Hour Levels of Service

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
Lost Hills Road/101 NB Ramps	Signal	0.77	C	**0.89**	D
Lost Hills Road/101 SB Ramps	Signal	0.64	B	0.61	B
Lost Hills Road/Agoura Road	Signal	0.60	A	0.68	B
Lost Hills Road/Malibu Hills Road	Two-Way Stop	13.4 sec.	B	20.0 sec.	C
Lost Hills Road/Cold Springs Street	All-Way Stop	17.2 sec.	C	14.1 sec.	B
Lost Hills Road/Las Virgenes Road	Signal	**0.97**	E	0.71	C
Las Virgenes Road/ Thousand Oaks Boulevard	All-Way Stop	**>50.0 sec.**	F	10.7 sec.	B
Las Virgenes Road/Mureau Road	Signal	0.47	A	0.55	A
Las Virgenes Road/101 NB Ramps	Signal	**0.85**	D	0.67	B
Las Virgenes Road/101 SB Ramps	Signal	0.77	C	0.79	C
Las Virgenes Road/Agoura Road	Signal	0.65	B	0.56	A

The data presented in Table 1 show that the following intersections currently operate below the City's LOS C threshold:

- Lost Hills Road/U.S. 101 NB Ramps (P.M. peak hour)
- Lost Hills Road/Las Virgenes Road (A.M. peak hour)
- Las Virgenes Road/Thousand Oaks Boulevard (A.M. peak hour)
- Las Virgenes Road/U.S. 101 NB Ramps (A.M. peak hour)

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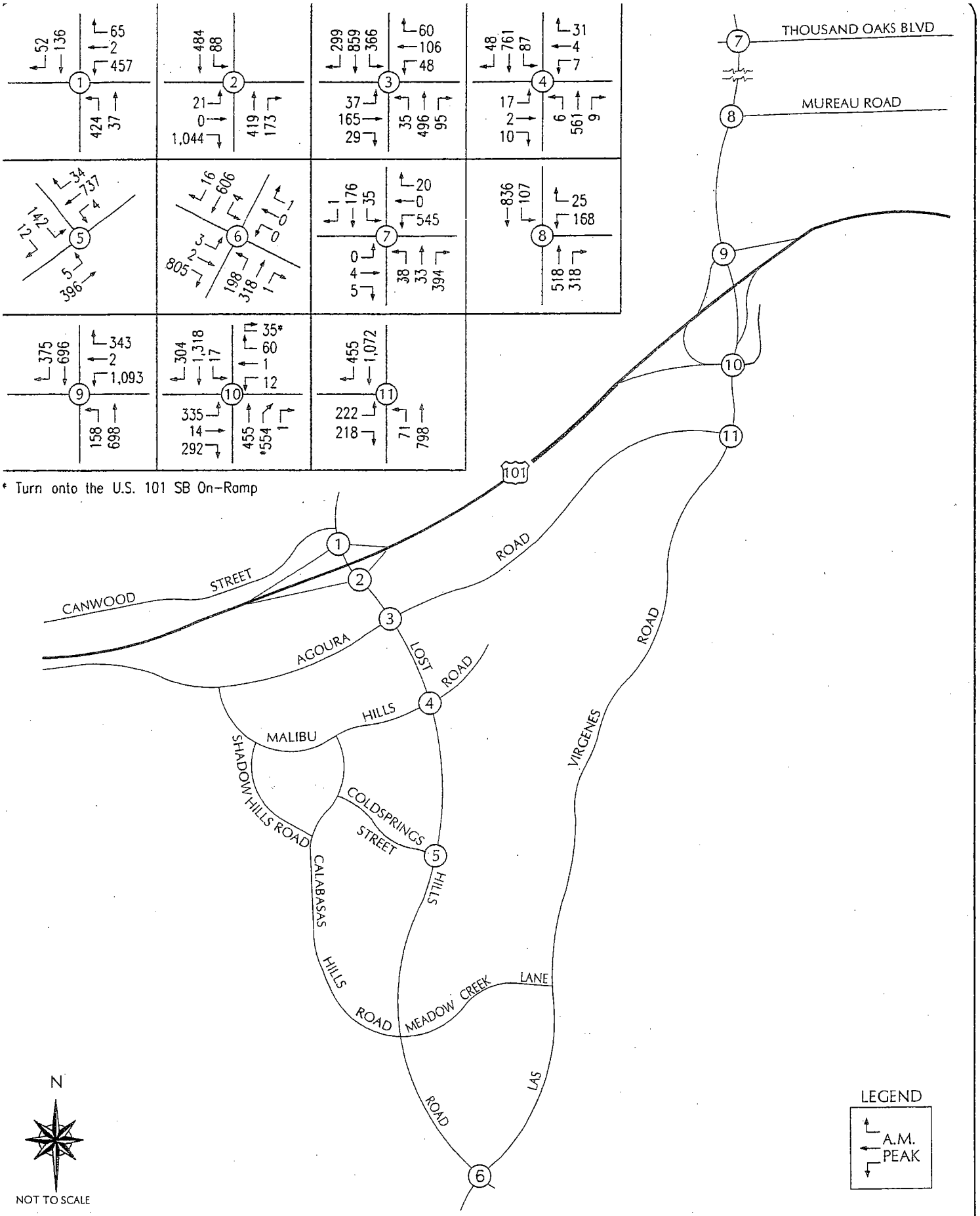
1 2000 Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.



* Turn onto the U.S. 101 SB On-Ramp

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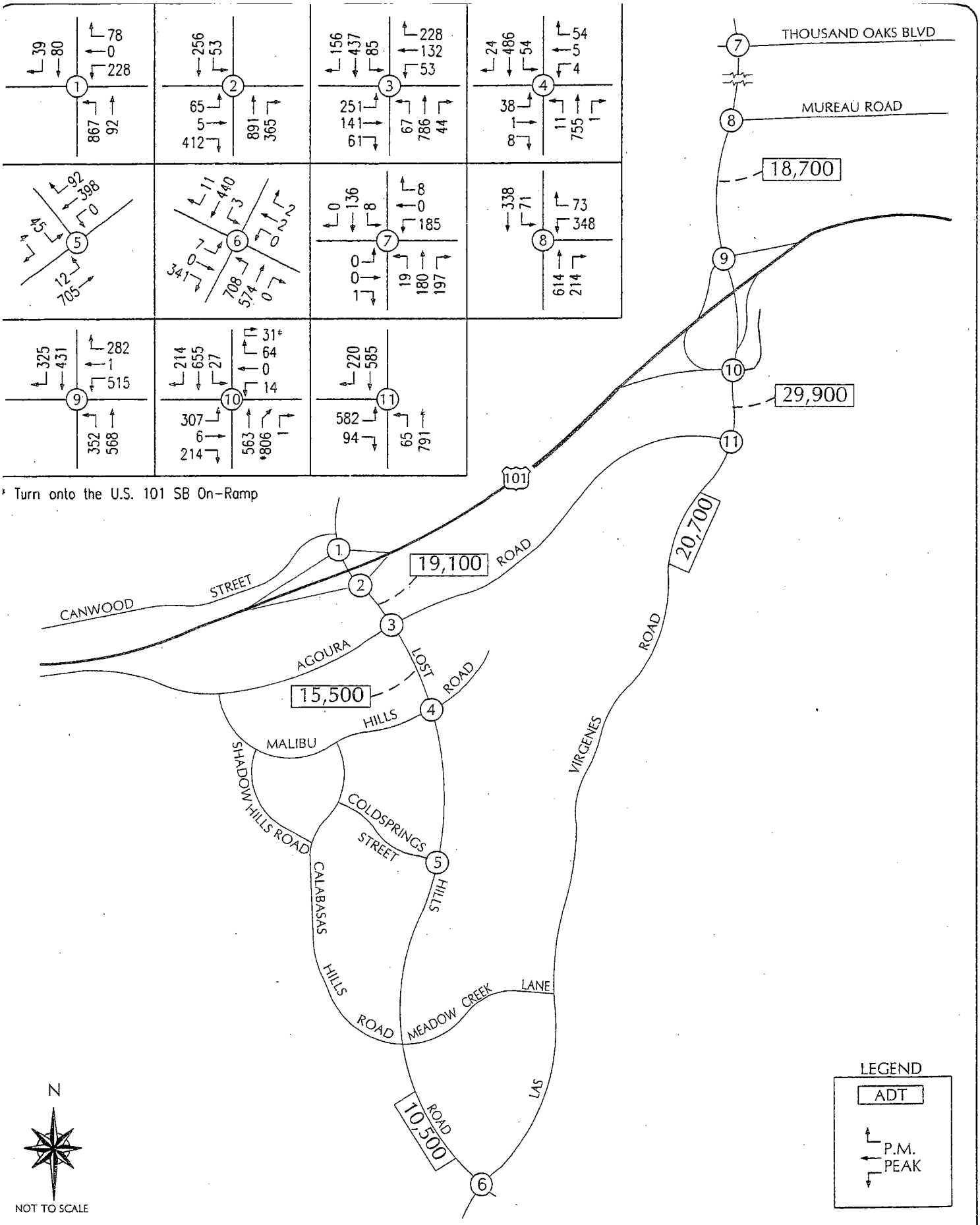
Existing A.M. Peak Hour Volumes

FIGURE 3



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Existing P.M. Peak Hour Volumes

FIGURE 4

As reviewed in the following section, the City has programmed improvements at the Lost Hills Road/Las Virgenes Road and Las Virgenes Road/Thousand Oaks Boulevard intersections which would resolve the existing deficiencies. The improvements required at the Lost Hills Road and Las Virgenes Road interchanges with U.S. Highway 101 were identified in the previous B & T District report. Funds have been collected by the City from developments which have occurred since the 1996 B & T District was adopted to address these anticipated deficiencies.

COMPLETED IMPROVEMENTS

Two of the improvements included in the 1996 B & T district have been constructed. These improvements include:

Agoura Road Extension: This project was completed to extend Agoura Road from Liberty Canyon Road to Malibu Hills Road.

Agoura Road Bridge: This project was completed to widen the existing bridge over Las Virgenes Creek to accommodate four lanes of traffic, pedestrian walkways and bicycle lanes.

Lost Hills Road/U.S. 101 Interchange Interim Improvements: The interim improvements planned for the Lost Hills interchange ramp intersections have been completed. The improvements included signalization of the two ramp intersections and widening Lost Hills Road south of the 101 SB Ramps.

PROGRAMMED IMPROVEMENTS

City staff have indicated that future intersection improvements have been programmed and should be assumed to be in place under the Buildout traffic analysis scenario. These improvements, which are listed below, are assumed to be funded from sources outside of the B & T District.

Lost Hills Road/Las Virgenes Road: A merge lane will be constructed on southbound Las Virgenes Road south of this intersection. The southbound approach will be re-striped to provide one left-turn lane, one through lane and one through + right-turn lane. The eastbound approach will be re-striped to provide one left + through lane and dual right-turn lanes.

Thousand Oaks Boulevard/Las Virgenes Road: Funds have been programmed for the installation of traffic signals at this location.

Lost Hills Road/Malibu Hills Road: The City has collected and programmed funds for the future installation of traffic signals at this location. No schedule has been developed for this project at this time.

Las Virgenes Road/U.S. 101 Northbound Ramps: The northbound off-ramp (westbound approach) will be widened to three lanes to provide one left-lane, one left + through lane and

one right-turn lane. This project has been required as a condition of approval of an adjacent approved development.

Traffic Safety Improvements: There are some intersection improvements recommended in the City's Traffic Safety Report [2] that apply to two intersections within the B & T District. The following safety improvements (as recommended in the City's Traffic Safety Report) are assumed for the buildout analysis:

- Lost Hills Road/Agoura Road: Protected left-turn phases will be installed on Agoura Road approaches at the Lost Hills Road intersection and the traffic signal timing and efficiency at this location will be improved.

- Las Virgenes Road/Mureau Road: A separate protected left-turn phase for southbound Las Virgenes Road will be added and the signal timing will be modified.

BUILDOUT TRAFFIC CONDITIONS

This section forecasts traffic volumes expected to occur under buildout conditions. The buildout scenario includes traffic volumes generated by approved, pending and future projects that could be developed within the B & T District boundaries. The buildout analysis was developed based on future land use information provided by the both the City of Calabasas and L.A. County staff.

Buildout Trip Generation

Table 2 shows brief project descriptions and trip generation estimates for the buildout projects. Trip generation estimates were calculated using rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual.[3] Figure 5 shows the locations of the buildout projects within the study-area. A more detailed trip generation table is included in the Technical Appendix.

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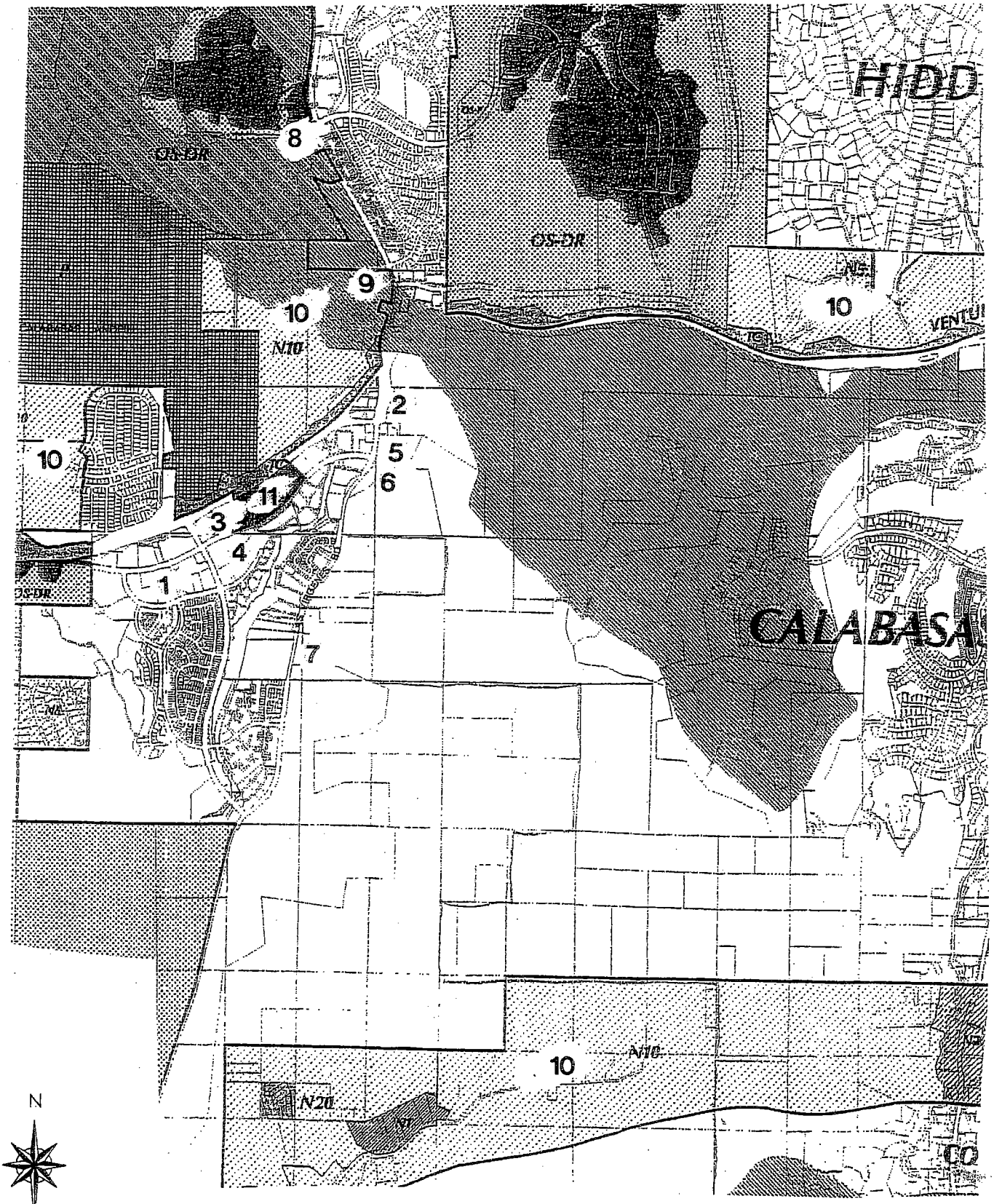
2 2001 Traffic Safety Report, City of Calabasas Transportation Department, 2001.

3 Trip Generation, Institute of Transportation Engineers, Sixth Edition, November 1997.



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Buildout Projects

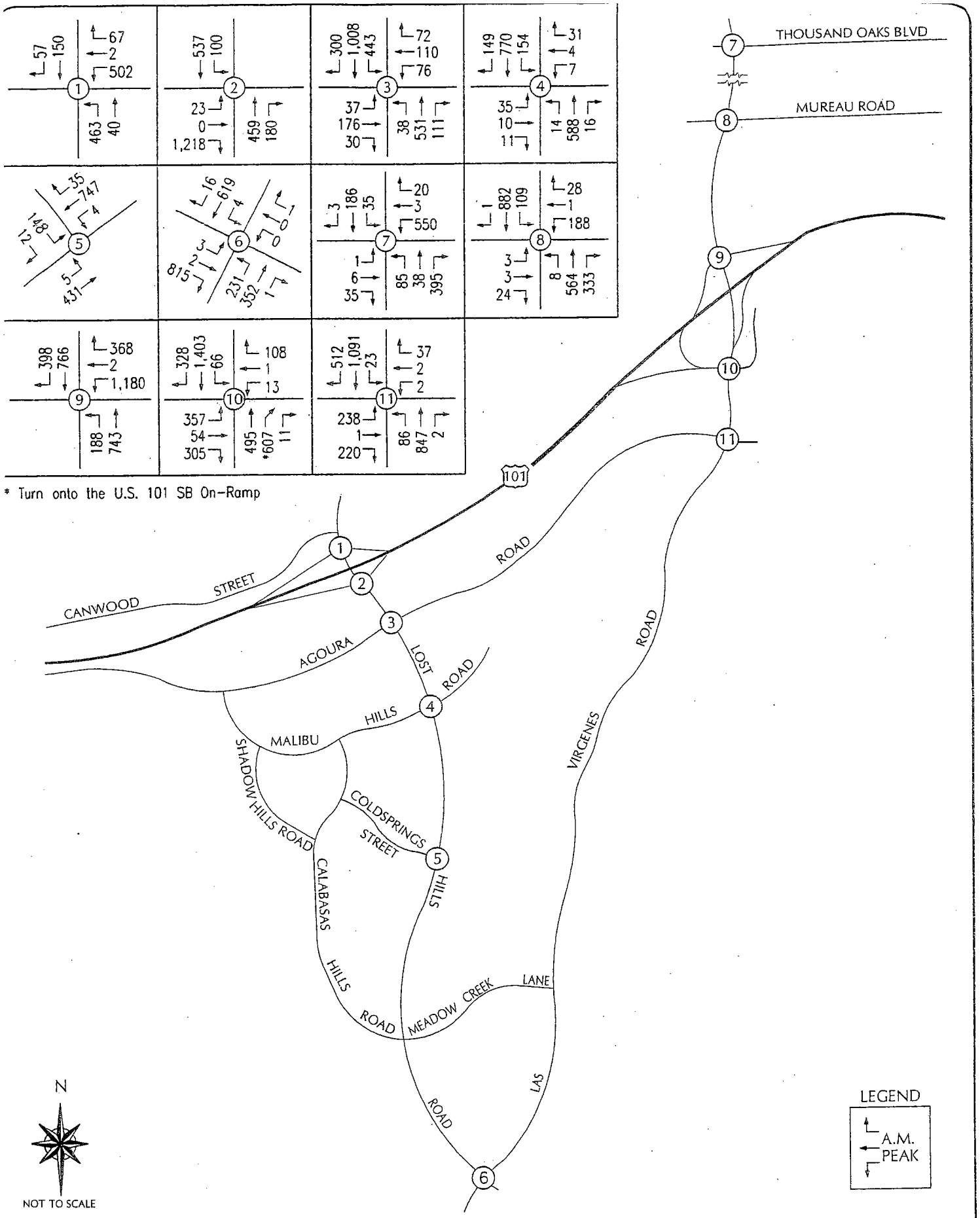
FIGURE 5

Table 2
Buildout Trip Generation

Project	Land Use	S.F./Units	ADT		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
City of Calabasas								
1. Canyon View Office (a)	Office	92,500 s.f.	13.51	1,250	1.89	175	1.89	175
2. Rondell Office	Office	53,361 s.f.	15.35	819	2.12	113	2.19	117
3. Cypress #5	Office	4,200 s.f.	27.62	116	3.57	15	4.29	18
	Office	26,250 s.f.	18.10	475	2.44	64	2.63	69
4. Cardservices	Office	42,230 s.f.	16.22	685	2.23	94	2.32	98
5. Pazar (a)	Residential	48 units	9.57	459	0.75	36	1.01	48
6. Baldwin Church	Church	42,500 s.f.	9.11	387	0.72	31	0.66	28
7. Hillcrest	Residential	37 units	9.57	354	0.75	28	1.01	37
L.A. County								
8. Monte Calabasas	Retail	73,507 s.f.	48.69	3,579	1.16	85	4.46	328
9. Zuckerman	Residential	42 units	9.57	402	0.75	32	1.01	42
10. Residential Infill (b)	Residential	160 units	9.57	1,532	0.75	121	1.01	161
11. Office Parcel	Office	31,100 s.f.	17.40	541	2.38	74	2.54	79
TOTAL				**10,599**		**868**		**1,200**
(a) Projects subject to existing B & T fee	Canyon View Office Pazar			-1,250 -459		-175 -36		-175 -48
(b) Projects outside of B&T District boundaries	Portion of County residential infill (71 dwelling units)			-679		-53		-72
ADT and Peak Hour Trips Applicable to new fees				**8,211**		**604**		**905**

Table 2 shows that the buildout projects would generate 10,599 average daily trips, 868 A.M. peak hour trips and 1,200 P.M. peak hour trips. Projects located within the B & T District would generate 8,211 average daily trips, 604 A.M. peak hour trips and 905 P.M. peak hour trips. These volumes were distributed to the study-area roadways and intersections and added to the existing traffic volumes to produce the buildout traffic forecasts, which are illustrated in Figures 6 and 7.

It should be noted that some of the projects shown in Table 2 will be constructed outside of the existing B & T district boundaries, but would still generate traffic to some of the roadways and intersections within the B & T district boundaries.



* Turn onto the U.S. 101 SB On-Ramp

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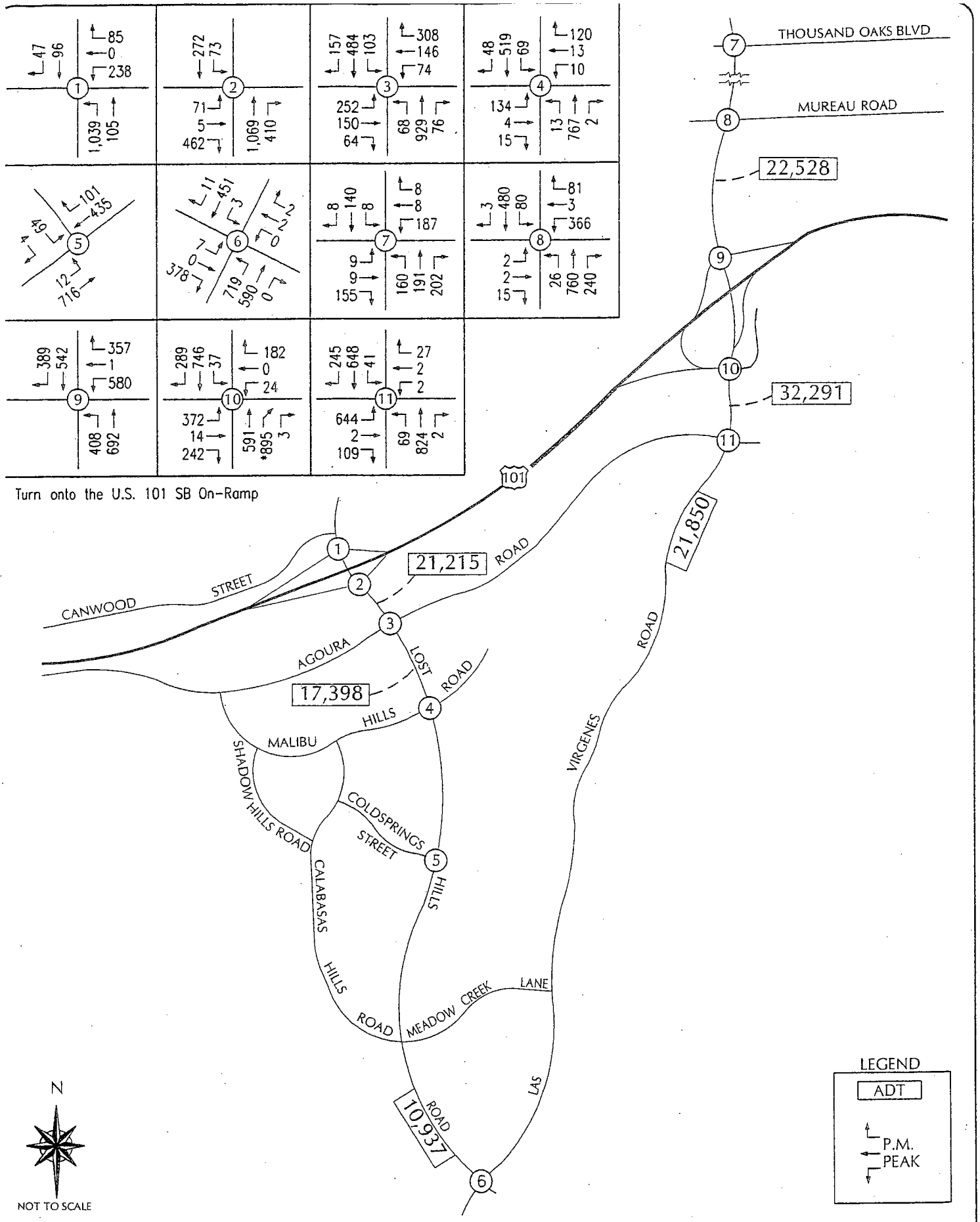
Buildout A.M. Peak Hour Volumes

FIGURE 6



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Buildout P.M. Peak Hour Volumes

FIGURE 7

Buildout Intersection Levels of Service

Table 3 lists the results of the Buildout level of service calculations.

Table 3
Buildout Levels of Service

Intersection	A.M. Peak Hour V/C/ LOS	P.M. Peak Hour V/C/ LOS
Lost Hills Road/101 NB Ramps	**0.81/D**	**1.03/F**
Lost Hills Road/101 SB Ramps	0.70/B	0.70/B
Lost Hills Road/Agoura Road	0.68/B	0.80/C
Lost Hills Road/Malibu Hills Road (a)	0.44/A	0.54/A
Lost Hills Road/Cold Springs Street	18.3 sec./C	14.9 sec./B
Lost Hills Road/Las Virgenes Road (a)	0.59/A	0.57/A
Las Virgenes Road/Thousand Oaks Boulevard (a)	0.73/C	0.54/A
Las Virgenes Road/Mureau Road	0.49/A	0.63/B
Las Virgenes Road/101 NB Ramps (a)	0.80/C	0.71/C
Las Virgenes Road/101 SB Ramps	**0.84/D**	**0.90/D**
Las Virgenes Road/Agoura Road	0.71/C	0.62/B

(a) LOS with scheduled improvement.

The data presented in Table 3 show that the following intersections are forecast to operate below the City's LOS C threshold under the buildout scenario:

- Lost Hills Road/U.S. 101 NB Ramps
- Las Virgenes Road/U.S. 101 SB Ramps

It is also noted that the buildout traffic volumes forecast for the Lost Hills Road/Cold Springs Road intersection meet the Caltrans peak hour traffic signal warrant.

RECOMMENDED IMPROVEMENTS

The following section summarizes the recommended improvements for the deficient B & T District intersections. A location map and detailed summaries of the recommended improvements are included in the Technical Appendix for reference.

Lost Hills Road/U.S. 101 Interchange

A concept study was recently completed that summarized existing and future deficiencies at the Lost Hills/U.S. 101 interchange and recommended some preliminary improvements for this location.[4] A Project Study Report (PSR) is currently being prepared for the interchange that will fully assess the improvement options and anticipated cost estimates outlined in the concept study. The following physical improvements were outlined in the concept study:

- Bridge Widening Option With Standard Diamond Interchange: Under this option, the Lost Hills Road bridge would be widened to accommodate five travel lanes, shoulders and a sidewalk. Widening the Lost Hills Road overpass would allow for dual left-turn lanes and one through lane on the northbound approach at the Lost Hills Road/101 NB Ramps. The 101 NB Off-Ramp approach would include one left-turn lane and one shared left-through-right lane. The southbound approach at the Lost Hills Road/101 SB Ramps would include one left-turn lane and two through lanes after the bridge widening. The improvements would result in LOS B (V/C ratio = 0.65) at the Lost Hills Road/101 NB Ramps with P.M. peak hour buildout traffic volumes.

- Bridge Widening Option With Partial Cloverleaf Design: This option is similar to the option above, except that a Caltrans partial cloverleaf (par-clo) design will be constructed at the Lost Hills Road/101 NB Ramp. The cloverleaf ramp would be used by northbound vehicles destined for the 101 NB On-Ramp. This design would eliminate the northbound left-turn movement at the Lost Hills Road/U.S. 101 NB Ramps. This design would result in LOS A (V/C ratio = 0.54) at the Lost Hills Road/101 NB Ramps with P.M. peak hour buildout traffic volumes.

- Roundabout Option: This option is consistent with what was recommended in the previous B & T District report. This option would now be considered an interim improvement, as the bridge would ultimately need to be lengthened to accommodate the future Highway 101 freeway expansion. The improvement would involve constructing a teardrop-style roundabout at the Lost Hills Road/101 NB Ramps intersection. Development of the roundabout would require modifications at the Lost Hills Road/101 SB Ramps. These modifications would prohibit southbound and eastbound left-turns. The southbound and eastbound vehicles that would usually make left-turns at these approaches would instead travel south to the Lost Hills Road/Agoura Road intersection and make a u-turn. U-turns are currently prohibited

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4 Concept Study for Improvements to the Lost Hills-Ventura Freeway Interchange, Athalye Engineers, July 26, 2002.

at this location due to inadequate roadway width. Signal modifications and widening would be required at the Lost Hills Road/Agoura Road intersection to allow these u-turn movements. Construction of a roundabout at the Lost Hills Road/101 NB Ramps would result in LOS A with buildout A.M. and P.M. peak hour volumes.

City staff have indicated that $6,000,000 will be made available for physical improvements at this location using B & T District funds. Interchange improvements are likely to exceed $ 6,000,000. Additional funding will need to be obtained from other sources. The PSR will more adequately assess the anticipated cost estimates for each of the improvement options.

Lost Hills Road/Cold Springs Street

This location meets Caltrans signal warrant criteria with the forecasted buildout P.M. peak hour volumes. Installation of a traffic signals at this location would result in LOS A with buildout A.M. and P.M. peak hour volumes. The estimated cost of the improvements at this location would be $ 146,000.

Las Virgenes Road/U.S. 101 SB Ramps

The northbound approach at this location currently contains two through lanes and one right-turn lane. Re-striping the approach to provide for two through lanes and a shared through-right lane would provide for LOS C (V/C ratio = 0.80) with buildout A.M. peak hour volumes. The through movements using the shared through–right lane would be restricted to vehicles accessing the 101 SB ramp. The total cost estimate for the intersection improvements is $66,000.

Table 4 shows the buildout peak hour levels of service with the recommended improvements.

Table 4
Buildout Peak Hour Levels of Service With Recommended Improvements

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Buildout	Buildout w/ Improvements	Buildout	Buildout w/ Improvements
Lost Hills Road/101 NB Ramps	**0.81/D**		**1.03/F**	
Bridge widening - Diamond interchange		0.50/A		0.62/B
Bridge widening - "Par-clo" design		0.43/A		0.54/A
Option 2 - Interim roundabout		1.9 sec./A *		2.3 sec./A *
Lost Hills Road/Coldsprings Street	18.3 sec./C	0.43/A	14.9 sec./B	0.48/A
Las Virgenes Road/101 SB Ramps	**0.84/D**	0.80/C	**0.90/D**	0.69/B

* V/C ratio not applicable, LOS calculated using the control delay per vehicle.

AVAILABLE B & T DISTRICT FUNDS

Table 5 shows the funds that have been collected and are available under the existing adopted B & T District Fee Program.

Table 5
B & T District Funding

Jurisdiction	Amount Available	Amount Owed	Total
City of Calabasas	$3,455,000	$ 98,736 (a)	$ 3,553,736
L.A. County	$ 81,233	$ 0.00	$ 81,233
Total	**$ 3,536,233**	**$ 98,736**	**$ 3,634,969**

(a) Amount owed by the recently approved Pazar project.

Table 5 shows that the existing B & T District funds available for future improvements equals $3,637,476.

IMPROVEMENT COST ESTIMATES

Table 6 summarizes the cost estimates developed for each of the recommended improvements. Table 6 also provides a comparison of the improvements included in the existing 1996 B & T District and the currently proposed improvements.

Table 6
Roadway and Intersection Improvement Comparison

1996 B & T Report		2002 Updated Report		
Planned Improvement	**1996 Cost**	**Status**	**2002 Cost Estimate**	**B & T Payment**
Completion of Agoura Road from Liberty Canyon Road to Sheriff Station	$375,000	Project completed	-	-
Lost Hills Road/Hwy. 101 Improvements and Roundabout	$4,000,000	Project included. PSR will analyze alternative configurations at this location	N/A (a)	$ 6,000,000 (b)
Las Virgenes Road at Agoura Road Intersection Improvement	$250,000	Project not included. Not required with currently forecasted buildout volumes.	-	-
Modern Roundabout on Lost Hills Road/Coldsprings Street	$100,000	Project modified. The B & T report assumes future traffic signals for this location.	$ 146,000	$ 146,000
Agoura Road Bridge over Las Virgenes Creek	$2,300,000	Project completed	-	-
Las Virgenes Road/Hwy. 101 NB Off-Ramp Improvements	$750,000	A portion of the project will be funded by adjacent development.	-	-
Widening and median improvement to Las Virgenes Road	$2,500,000	Improvements to be completed as frontage improvements by adjacent developments.	-	-
-	-	Las Virgenes Road/101 SB Ramps Improvements	-	$ 66,000
Preparation, Administration and Review	$300,000	Included.		$ 300,000
1996 B & T REPORT TOTAL	**$10,575,000**	**PRELIMINARY UPDATED B & T DISTRICT REPORT FEES**		**$ 6,512,000**

(a) Cost estimate will be more adequately assessed in the upcoming PSR being prepared for the interchange. The B & T fees will cover $6,000,000 of the total cost of the improvements at this location. The remaining funds will come from alternative sources.

(b) Interim option with existing U.S. 101 bridge. Bridge would need replacement to accommodate future U.S. 101 widening. Interim option assumes 1994 costs with 3% per year cost increase.

Table 6 shows that the improvements recommended for the B & T District update would cost $6,512,000.

Table 7 shows the funding shortfall for the recommended improvements.

Table 7
Funding Shortfall For Recommended Improvements

Cost Estimate	B & T Funds Currently Available	Surplus/Shortfall
$ 6,512,000	$ 3,634,969	- $ 2,877,031

CALCULATION OF 2004 B & T FEE

The B & T fee was recalculated based on the funding shortfall identified in Table 7 and the buildout traffic identified previously. The fee was developed based on the Equivalent Dwelling Unit (EDU) computations completed in the 1996 B & T District. Table 8 shows the results of the calculations which were completed for both interchange scenarios.

Table 8
B & T District Updated EDU Fee

B & T Shortfall	Buildout P.M. Peak Hour Trips	Avg. Cost Per EDU
$ 2,877,031	905 P.M. PHT	$ 3,179

The data presented in Table 8 indicate that the average cost per EDU equals $3,179.

The EDU fee was then re-calculated to more equitably spread improvement costs among future projects based on the relative trip generating characteristics of future development within the district. The relative weighting of EDUs by land use is calculated based on trip generation rates taken from ITE's Trip Generation Manual. The weighting factor equals the ITE trip generation rate per dwelling unit or thousand square feet during the highest one-hour duration between 4:00 and 6:00 P.M. when the adjacent street traffic is at its peak. Table 9 shows the fee calculation per unit for each land use. The fee calculations are shown in the Technical Appendix for reference.

Table 9
Fee Calculation by Land Use

Land Use	Cost per EDU	Weighting Factor	Actual Cost per EDU	Fee Amount		
				Per Dwelling Unit	Per K.S.F.[a]	Per S.F.
Single-Family Residential	$ 3,179	1.00	$ 3,179	$ 3,179	-	-
Townhomes	$ 3,179	0.54	$ 1,717	$ 1,717	-	-
Multi-Family Residential	$ 3,179	0.62	$ 1,971	$ 1,971	-	-
Retail	$ 3,179	4.46	$ 14,179	-	$ 14,179	$ 14.18
Office	$ 3,179	2.42	$ 7,693	-	$ 7,693	$ 7.69
Research & Development	$ 3,179	1.08	$ 3,433	-	$ 3,433	$ 3.43
Light Industrial	$ 3,179	0.98	$ 3,115		$ 3,115	$ 3.12
Institutional	$ 3,179	0.66	$ 2,098		$ 2,098	$ 2.10

[a] Per 1,000 square feet.

PROVISIONS FOR UPDATING COSTS AND DEVELOPMENT INFORMATION

Development of the land located within the B & T District is not constant over time nor is the cost of the proposed District improvements. The project scope may change as more detailed designs are developed and the need to comply with requirements imposed by other agencies, including, but not limited to, the California Department of Transportation (Caltrans). Therefore, in order to equitably assess future development as well as collect sufficient funds to complete the improvements, it is necessary to periodically evaluate the construction cost index and the type of development being constructed within the Area of Benefit and the adequacy of the fee to fully finance the District project. This District proposes a yearly evaluation of both building trends and possible changes in the cost of the District project due to potential new requirements and increases in the construction cost index. With this information, the fee may be increased but only to an extent to match the current requirements and construction costs of the District project. Also, the fee may be adjusted if external funds are received.

ENVIRONMENTAL ANALYSIS

The City Environmental Coordinator and City Attorney have determined that the establishment of the proposed District and associated District fees are categorically exempt from the provisions of the California Environmental Quality Act (CEQA) in that they are intended only to provide full funding for those improvements within the proposed District.

The County of Los Angeles finds proposed updates are statutorily exempt under Public Resource Code Section 21080 b8(D).

PROCEDURE FOR DISTRICT CLOSURE

In the event that District fees collected from developers exceed the cost of improvements, the surplus funds, less administrative costs, will be refunded at District closure by the City and/or County to current owners in proportion to District fees paid.

REFERENCES AND PERSONS CONTACTED

References

Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare Construction Fee District, Los Angeles County Department of Public Works & The City of Calabasas, October, 1996.

Eastside Bridge and Major Thoroughfare Construction Fee District Update Report, Los Angeles County Department of Public Works & The City of Santa Clarita Transportation and Engineering Services, May 2002.

2000 Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

2001 Traffic Safety Report, City of Calabasas Transportation Department, 2001.

Trip Generation, Institute of Transportation Engineers, Sixth Edition, November 1997.

Concept Study for Improvements to the Lost Hills-Ventura Freeway Interchange, Athalye Engineers, July 26, 2002.

Persons Contacted

Yalda, Robert, City of Calabasas
Gdala, Tom, City of Calabasas
Witler, Barry, Los Angeles County
Chin, John, Los Angeles County

TECHNICAL APPENDIX

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LEGAL DESCRIPTION OF B & T DISTRICT BOUNDARY

EXHIBIT A

THE AREA OF BENEFIT
KNOWN AS
LOST HILLS ROAD/LAS VIRGENES ROAD
BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT

Legal Description:

That portion of the unincorporated territory of the County of Los Angeles, and that portion of the City of Calabasas, State of California, within the following described boundaries:

Beginning at the southwest corner of the east-half of the northeast quarter of Section 30, Township 1 North, Range 17 West, S.B.M.; thence northerly along the west line of said east-half of the northeast quarter of said section, 1381.42 feet to the easterly side line of Las Virgenes Road, 60.00 feet wide, as shown on map filed in Book 85, pages 39 through 45 inclusive, of Record of Surveys, in the office of the Recorder of the County of Los Angeles; thence northerly along said easterly side line to the southerly line of Tract No. 34801 as shown on map filed in Book 977, pages 1 and 2, of Maps, in the office of said recorder; thence easterly and northerly along the southerly and easterly lines of said Tract No. 34801 to the north line of said Section 30; thence easterly along said north line to the southwest corner of Section 20, Township 1 North, Range 17 West, S.B.M.; thence northerly along the west line of said Section 20 to the southwest corner of Section 17, Township 1 North, Range 17 West, S.B.M.; thence northerly along the west line of said Section 17 to the boundary of the County of Los Angeles, as said boundary existed on March 21, 1994; thence westerly along said boundary to the easterly boundary of the City of Agoura Hills, as said last mentioned boundary existed on said date; thence southerly following said last mentioned easterly boundary in all its various courses and curves to its first intersection with the north line of the south half of Section 36, Township 1 North, Range 18 West, S.B.M., said last mentioned first intersection being in the boundary of the City of Calabasas, as said last mentioned boundary existed on said date;

thence easterly along said last mentioned boundary and following the same in all its various courses and curves to its first intersection with the northwesterly prolongation of the center line of Malibu Canyon Road (now known as Las Virgenes Road) as shown on County Surveyor's Map No. 1601, Sheet 2, on file in the office of the Director of the Department of Public Works of said county; thence southerly along said northwesterly prolongation and said center line and following the same in all its various courses and curves and continuing southerly along said center line as shown on County Surveyor's Map No. 1439, Sheet 1, on file in the office of the Director of the Department of Public Works of said county to its intersection with the north line of the southwest quarter of Section 18, Township 1 South, Range 17 West, S.B.M. as shown on County Surveyor's Map No. 368 on file in the office of the Director of the Department of Public Works of said county; thence southeasterly along said center line of Las Virgenes Road (now known as Piuma Road) as shown on said County Surveyor's Map No. 368, and following the same in all its various courses and curves to the northerly prolongation of that certain course having a bearing of South 12° 20' 13" West in the easterly line of that certain parcel of land described in deed to the State of California, recorded on March 13, 1981, as Document No. 81-259954 of Official Records, in the office of said recorder; thence southerly along said northerly prolongation and continuing southerly along said easterly line to the northwesterly corner of that certain parcel of land described in deed to the State of California, recorded on November 6, 1980, as Document No. 81-1114417 of said Official Records; thence easterly along the northerly line of said last mentioned certain parcel of land and the northerly lines of those certain parcels of land described in deeds to the State of California, recorded on January 18, 1981 and November 4, 1981, as Document Nos. 81-34780 and 81-1091537 respectively, of said Official Records to a point in the westerly line of Parcel 4 of Parcel Map No. 6834 filed in Book 74, page 67, of Parcel Maps, in the office of said recorder, said point distance

northerly along said westerly line 220 feet from the southwesterly corner of said parcel; thence southerly and easterly along the westerly and southerly lines of said parcel to the southeasterly corner of said parcel map; thence northerly along the easterly line of said parcel map to the southwesterly corner of Lot 21 of Tract No. 38931 as shown on map filed in Book 1093, pages 95 to 99 inclusive of said Maps; thence easterly, northeasterly, easterly and northerly along the generally southerly lines of said Lot 21 and Lots 18, 17, 15, 14 and 13, all of said last mentioned tract to the southeasterly corner of said Lot 13; thence northerly in a direct line through the northeasterly corner of said last mentioned lot to the center line of Piuma Road, as shown on said last mentioned map; thence southeasterly along said last mentioned center line and following the same in all its various courses and curves to the southwesterly prolongation of that certain course having a bearing of N. 47° 23′ 39" E. in the generally easterly boundary of Lot 9 of said last mentioned tract as shown on said map; thence northeasterly along said southwesterly prolongation and continuing northeasterly and northwesterly along the easterly boundary of said last mentioned tract to the most northerly corner of said last mentioned lot; thence northerly in a direct line to the northeasterly corner of Lot 8 of said last mentioned tract, said last mentioned northeasterly corner being a point in the southerly line of the north half of the south half of Section 17, Township 1 South, Range 17 West, S.B.M.; thence easterly along said last mentioned southerly line to the southwesterly corner of that certain parcel of land described in deed to the State of California, recorded on October 3, 1981, as Document No. 81-1046162 of said Official Records; thence northerly in a direct line to the northwesterly corner of said last mentioned certain parcel of land, said last mentioned northwesterly corner being a point in the southerly line of that certain parcel of land described as PARCEL 2 in deed to the State of California, recorded on May 7, 1986, as Document No. 86-563065 of said Official Records; thence westerly along said last mentioned southerly line to the

southwesterly corner of said last mentioned certain parcel of land; thence northerly along the westerly boundary of said last mentioned certain parcel of land and following the same in all its various courses to the northwesterly corner of said last mentioned certain parcel of land; thence easterly, southerly and easterly along the northerly boundary of said last mentioned parcel of land to the most easterly northeasterly corner of said last mentioned certain parcel of land, said most easterly northeasterly corner being a point in the northerly line of the southeast quarter of the northwest quarter of the southeast quarter of said last mentioned Section 17; thence easterly along said last mentioned northerly line to the east line of the west half of the east half of said last mentioned Section 17; thence northerly along said last mentioned east line to the northwest corner of the southeast quarter of the northeast quarter of said last mentioned Section 17; thence easterly along the northerly line of the southeast quarter the northeast quarter of said last mentioned Section 17 to the west line of Section 16, Township 1 South, Range 17 West, S.B.M.; thence northerly along said last mentioned west line to the northwest corner of said Section 16, said last mentioned northwest corner being the westerly terminus of that certain course having a bearing of South 89° 59′ 35″ West in the northerly boundary of that certain parcel of land described in deed to the State of California, recorded on December 29, 1982, as Document No. 82-1299795 of said Official Records; thence easterly along said last mentioned certain course and continuing easterly along the northerly boundary of said last mentioned certain parcel of land to its first intersection with the southerly side line of Saddle Peak Road (now known as Stunt Road) as shown on County Surveyor's Filed Map No. 11669 on file in the office of the Director of the Department of Public Works of said county; thence easterly along said last mentioned southerly side line to the east line of said Section 16; thence northerly along said last mentioned east line and continuing northerly along the east line of Section 9, Township 1 South, Range 17 West, S.B.M. to the east quarter corner

of said Section 9; thence easterly along quarter section lines to the center of Section 10, Township 1 South, Range 17 West, S.B.M.; thence northerly along quarter section lines to the northeasterly corner of the southeast quarter of the southwest quarter of Section 3, Township 1 South, Range 17 West, S.B.M.; thence westerly along east-west quarter quarter section lines to the southeasterly corner of the northwest quarter of the southwest quarter of Section 4, Township 1 South, Range 17 West, S.B.M.; thence northerly along north-south quarter quarter section lines to the north line of said Section 4; thence westerly along section lines to the southwest corner of the southeast quarter of the southwest quarter of Section 32, Township 1 North, Range 17 West, S.B.M.; thence northerly and easterly along the west and north lines of the southeast quarter of the southwest quarter of said Section 32 to the north-south quarter section line of said Section 32; thence northerly along said north-south quarter section line to the center of said Section 32; thence easterly along the north line of the south half of said Section 32 to the west line of the east half of the northeast quarter of said Section 32; thence northerly along said last mentioned west line to the south line of Section 29, Township 1 North, Range 17 West, S.B.M.; thence westerly along said last mentioned south line to the west line of said Section 29; thence northerly along said last mentioned west line to the southwest corner of the northwest quarter of the southwest quarter of said Section 29; thence easterly and northerly along the south and east lines of the northwest quarter of the southwest quarter of said Section 29 to the east-west quarter section line of said Section 29; thence westerly in a direct line to the point of beginning.

LICENSED LAND SURVEYOR
STEVEN L GEHRKE
Exp. 9/30/95
No. 5884
STATE OF CALIFORNIA

Description Approved APR 27 1994

HARRY W. STONE
Acting Director of Public Works

By _____
Licensed Land Surveyor

GEH:es97:LDCEH1

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

LOS	Delay[a]	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2000

LEVEL OF SERVICE CALCULATION WORKSHEETS

CALABASAS FEE SCHEDULE - #02023

REFERENCE #01AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 NB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND LT	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	424	37	0	0	136	52	0	0	0	457	2	65
(B) BUILDOUT-ADDED	39	3	0	0	14	5	0	0	0	45	0	2

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LT	T R		L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO RATIOS 1	SCENARIO RATIOS 2				
NBL	0	0	424	463	0.00	0.00				
NBT	1	1600	37	40	0.29 *	0.31 *				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	136	150	0.09 *	0.09 *				
SBR (a)	1	1600	18	20	0.01	0.01				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	1	1600	457	502	0.29 *	0.31 *				
WBT	1	1600	2	2	0.02	0.02				
WBR (b)	0	0	24	25	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.77	0.81				
			SCENARIO LEVEL OF SERVICE:		C	D				

NOTES:

(a) 65% R.T.O.R.

(b) 63% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #01AMIMP_OPT1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 NB RAMPS* *DIAMOND INTERCHANGE WITH 5-LANE BRIDGE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	424	37	0	0	136	52	0	0	0	457	2	65
(B) BUILDOUT-ADDED	39	3	0	0	14	5	0	0	0	45	0	2

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T	T R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
NBL	2	3200	424	463	0.13 *	0.15 *				
NBT	1	1600	37	40	0.02	0.03				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	136	150	0.09 *	0.09 *				
SBR (a)	1	1600	18	20	0.01	0.01				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	457	502	0.00	0.00				
WBT	2	3200	2	2	0.15 *	0.17 *				
WBR (b)	0	0	24	25	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.47	0.51				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 65% R.T.O.R.

(b) 63% R.T.O.R.

10/14/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #01AMIMP_parclo

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 NB RAMPS* *5-LANE BRIDGE WITH PARTIAL CLOVERLEAF DESIGN*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	0	461	0	0	136	52	0	0	0	457	2	65
(B) BUILDOUT-ADDED	0	42	0	0	14	5	0	0	0	45	0	2

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T	T R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A + B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENT	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	461	503	0.14 *	0.16 *				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	136	150	0.09	0.09				
SBR (a)	1	1600	18	20	0.01	0.01				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	457	502	0.00	0.00				
WBT	2	3200	2	2	0.15 *	0.17 *				
WBR (b)	0	0	24	25	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.39	0.43				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 65% R.T.O.R.

(b) 63% R.T.O.R.

10/14/02

Hills/US 101 NB Ramps
dout Weekday A.M.
rsection ID: 3
Roundabout

e S.14 - SUMMARY OF INPUT AND OUTPUT DATA

ıe	Arrival Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
ıth:	South Approach										
	456			456	4			0.228	0.0	0	
		40		40	5			0.030	0.0	0	
	456	40	0	496	4			0.228	0.0	0	
ɜt:	East Approach										
	502			502	4			0.382	1.8	16	
ʔ		3	67	70	6			0.111	4.3	4	
	502	3	67	572	4			0.382	2.1	16	
rth:	North Approach										
		150		150	4			0.175	5.2	8	
			57	57	4			0.091	7.0	4	
	0	150	57	207	4			0.175	5.7	8	
L VEHICLES				Tot Arv. 1275	% HV 4			Max X 0.382	Aver. Delay 1.9	Max Queue 16	

al flow period = 60 minutes. Peak flow period = 60 minutes.

e: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

CALABASAS FEE SCHEDULE - #02023

REFERENCE #02AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 SB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	419	173	88	484	0	21	0	1044	0	0	0
(B) BUILDOUT-ADDED	0	40	7	12	53	0	2	0	174	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	LT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	419	459	0.13 *	0.14 *				
NBR (a)	1	1600	113	118	0.07	0.07				
SBL	0	0	88	100	0.00	0.00				
SBT	1	1600	484	537	0.36 *	0.40 *				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	21	23	0.00	0.00				
EBT	1	1600	0	0	0.01	0.01				
EBR (b)	2	3200	160	186	0.05 *	0.06 *				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		**0.64**	**0.70**				
			SCENARIO LEVEL OF SERVICE:		**B**	**B**				

NOTES:

(a) 35% R.T.O.R.

(b) 85% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #02AMIMP_OPT1**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 SB RAMPS* ***WITH IMPROVEMENT OPTION 1***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	419	173	88	484	0	21	0	1044	0	0	0
(B) BUILDOUT-ADDED	0	40	7	12	53	0	2	0	174	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	419	459	0.13 *	0.14 *				
NBR (a)	1	1600	113	118	0.07	0.07				
SBL	1	1600	88	100	0.06 *	0.06 *				
SBT	2	3200	484	537	0.15	0.17				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	21	23	0.00	0.00				
EBT	1	1600	0	0	0.01	0.01				
EBR (b)	2	3200	160	186	0.05 *	0.06 *				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.34	0.36				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 35% R.T.O.R.

(b) 85% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #03AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	35	496	95	366	859	299	37	165	29	48	106	60
(B) BUILDOUT-ADDED	3	35	16	77	149	1	0	11	1	28	4	12

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L T TR	L T TR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
NBL	1	1600	35	38	0.02	0.02				
NBT	2	3200	496	531	0.18 *	0.19 *				
NBR (a)	0	0	77	90	0.00	0.00				
SBL	1	1600	366	443	0.23 *	0.28 *				
SBT	2	3200	859	1008	0.34	0.39				
SBR (b)	0	0	235	236	0.00	0.00				
EBL	1	1600	37	37	0.02	0.02				
EBT	2	3200	165	176	0.06 *	0.06 *				
EBR (c)	0	0	17	18	0.00	0.00				
WBL	1	1600	48	76	0.03 *	0.05 *				
WBT	2	3200	106	110	0.03	0.03				
WBR (d)	1	1600	31	37	0.02	0.02				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.60	0.68				
			SCENARIO LEVEL OF SERVICE:		A	B				

NOTES:

(a) 19% R.T.O.R.

(b) 21% R.T.O.R.

(c) 41% R.T.O.R.

(d) 48% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REFERENCE #04AM_IMP

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *MALIBU HILLS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	6	561	9	87	761	48	17	2	10	7	4	31
(B) BUILDOUT-ADDED	8	27	7	67	9	101	18	8	1	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T R	WEST BOUND L T R

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	1	1600	14		0.01 *				
NBT	2	3200	588		0.19				
NBR	0	0	16		0.00				
SBL	1	1600	154		0.10				
SBT	2	3200	770		0.29 *				
SBR	0	0	149		0.00				
EBL	1	1600	35		0.02 *				
EBT	1	1600	10		0.01				
EBR	1	1600	11		0.01				
WBL	1	1600	7		0.00				
WBT	1	1600	4		0.00				
WBR	1	1600	31		0.02 *				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.44				
			SCENARIO LEVEL OF SERVICE:		A				

NOTES:

09/23/02

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AO	Intersection	LOST HILLS/COLD SPRINGS
Agency/Co.	ATE	Jurisdiction	CITY OF CALBASAS
Date Performed	4/11/2002	Analysis Year	2002
Analysis Time Period	EXISTING A.M. PEAK HOUR		

Project ID CALABASAS FEE SCHEDULE #02023

East/West Street: COLD SPRINGS STREET | North/South Street: LOST HILLS ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	142	0	12	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	5	396	0	0	737	34
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	R			LT	T	T	TR
PHF	0.90	0.90			0.90	0.90	0.90	0.90
Flow Rate	157	13			225	220	408	447
% Heavy Vehicles	4	4			4	4	4	4
No. Lanes	2		0		2		2	
Geometry Group	1				5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0			0.0	0.0	0.0	0.0
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0			0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	6.65	6.65			6.65	6.65	6.65	6.65

Departure Headway and Service Time

hd, initial value	3.20	3.20			3.20	3.20	3.20	3.20
x, initial	0.14	0.01			0.20	0.20	0.36	0.40
hd, final value	6.65	6.65			6.65	6.65	6.65	6.65
x, final value	0.29	0.02			0.39	0.38	0.65	0.71
Move-up time, m	2.0				2.3		2.3	
Service Time	4.6	3.8	4.6	3.8	4.6	3.8	4.6	3.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	407	263			475	470	621	627
Delay	12.35	8.97			12.91	12.75	19.03	21.86
LOS	B	A			B	B	C	C
Approach: Delay	12.09				12.83		20.51	
LOS	B				B		C	
Intersection Delay	17.21							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AO	Intersection	LOST HILLS/COLD SPRINGS
Agency/Co.	ATE	Jurisdiction	CITY OF CALBASAS
Date Performed	4/11/2002	Analysis Year	2002
Analysis Time Period	A.M. PEAK HOUR		

Project ID CALABASAS FEE SCHEDULE #02023 - BUILDOUT A.M. PEAK HOUR

East/West Street: COLD SPRINGS STREET | North/South Street: LOST HILLS ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	148	0	12	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	5	431	0	0	747	35
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	R			LT	T	T	TR
PHF	0.90	0.90			0.90	0.90	0.90	0.90
Flow Rate	164	13			243	240	414	453
% Heavy Vehicles	4	4			4	4	4	4
No. Lanes	2		0		2		2	
Geometry Group	1				5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0			0.0	0.0	0.0	0.0
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.1
Prop. Heavy Vehicle	0.0	0.0			0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	6.73	6.73			6.73	6.73	6.73	6.73

Departure Headway and Service Time

hd, initial value	3.20	3.20			3.20	3.20	3.20	3.20
x, initial	0.15	0.01			0.22	0.21	0.37	0.40
hd, final value	6.73	6.73			6.73	6.73	6.73	6.73
x, final value	0.31	0.02			0.43	0.42	0.67	0.73
Move-up time, m	2.0				2.3		2.3	
Service Time	4.7	3.9	4.7	3.9	4.7	3.9	4.7	3.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	414	263			493	490	611	617
Delay	12.70	9.05			13.69	13.56	20.34	23.58
LOS	B	A			B	B	C	C
Approach: Delay	12.43				13.62		22.03	
LOS	B				B		C	
Intersection Delay	18.26							
Intersection LOS	C							

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CALABASAS FEE SCHEDULE - #02023 REFERENCE #05AM_IMP

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *COLD SPRINGS STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	5	396	0	0	737	34	142	0	12	0	0	0
(B) BUILDOUT-ADDED	0	35	0	0	10	1	6	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LT T	T TR	L R	

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	0	0	5		0.00				
NBT	2	3200	431		0.14				
NBR	0	0	0		0.00				
SBL	0	0	0		0.00				
SBT	2	3200	747		0.24 *				
SBR (a)	0	0	12		0.00				
EBL	1	1600	148		0.09 *				
EBT	0	0	0		0.00				
EBR	1	1600	12		0.01				
WBL	0	0	0		0.00				
WBT	0	0	0		0.00				
WBR (b)	0	0	0		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		**0.43**				
			SCENARIO LEVEL OF SERVICE:		A				

NOTES:

(a) 65% R.T.O.R.

(b) 63% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #06AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *LOST HILLS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	198	318	1	4	606	16	3	2	805	0	0	1

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T R	L T R	L T R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. LANES	CAPACITY	SCENARIO VOLUMES	SCENARIO V/C RATIOS					
NBL	2	3200	198	0.06 *					
NBT	1	1600	318	0.20					
NBR	1	1600	1	0.00					
SBL	1	1600	4	0.00					
SBT	1	1600	606	0.38 *					
SBR (a)	1	1600	12	0.01					
EBL	1	1600	3	0.00					
EBT	1	1600	2	0.00					
EBR (b)	1	1600	690	0.43 *					
WBL	0	0	0	0.00					
WBT	1	1600	0	0.00					
WBR	0	0	1	0.00					
			LOST TIME:	0.10 *					
			INTERSECTION CAPACITY UTILIZATION:	0.97					
			SCENARIO LEVEL OF SERVICE:	E					

NOTES:

(a) 25% R.T.O.R.

(b) 14% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #06AM_IMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *LOST HILLS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
(A) EXISTING	198	318	1	4	606	16	3	2	805	0	0	1
(B) BUILDOUT-ADDED	33	34	0	0	13	0	0	0	10	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T R	L T TR	LT RR	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	2	3200	198	231	0.06 *	0.07 *				
NBT	1	1600	318	352	0.20	0.22				
NBR	1	1600	1	1	0.00	0.00				
SBL	1	1600	4	4	0.00	0.00				
SBT	2	3200	606	619	0.19 *	0.20 *				
SBR (a)	0	0	12	12	0.00	0.00				
EBL	0	0	3	3	0.00	0.00				
EBT	1	1600	2	2	0.00	0.00				
EBR (b)	2	3200	690	698	0.22 *	0.22 *				
WBL	0	0	0	0	0.00	0.00				
WBT	1	1600	0	0	0.00	0.00				
WBR	0	0	1	1	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.57	0.59				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 25% R.T.O.R.

(b) 14% R.T.O.R.

09/23/02

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AO	Intersection	LOST HILLS/MALIBU HILLS
Agency/Co.	ATE	Jurisdiction	CITY OF CALABASAS
Date Performed	3/26/2002	Analysis Year	2002
Analysis Time Period	A.M. PEAK HOUR		

Project Description: CALABASAS FEE SCHEDULE #02023 - EXISTING

East/West Street: MALIBU HILLS ROAD	North/South Street: LOST HILLS ROAD
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	561	9	87	761	48
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	6	623	10	96	845	53
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7	4	31	17	2	10
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	7	4	34	18	2	11
Percent Heavy Vehicles	4	0	0	4	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	R
v (vph)	6	96	7	4	34	18	2	11
C (m) (vph)	739	1182	176	103	939	132	106	563
v/c	0.01	0.08	0.04	0.04	0.04	0.14	0.02	0.02
95% queue length	0.02	0.27	0.12	0.12	0.11	0.47	0.06	0.06
Control Delay	9.9	8.3	26.3	41.4	9.0	36.6	39.6	11.5
LOS	A	A	D	E	A	E	E	B
Approach Delay	--	--	14.6			27.9		
Approach LOS	--	--	B			D		

>

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Avg. Wt. Delay = 13.4 sec./veh.

LOS 'B'

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AO
Agency/Co.	ATE
Date Performed	4/11/2002
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	THOUSAND OAKS/LAS VIRGENES
Jurisdiction	CITY OF CALBASAS
Analysis Year	2002

Project ID CALABASAS FEE SCHEDULE #02023 - EXISTING

East/West Street: THOUSAND OAKS BOULEVARD

North/South Street: LAS VIRGENES ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	4	5	545	0	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	38	33	394	35	176	1
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LT	R	L	TR
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate	0	9	605	22	78	437	38	196
% Heavy Vehicles	4	4	4	4	4	4	4	4
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.5	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.6	0.0	1.0	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	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.94	7.94	7.94	7.94	7.94	7.94	7.94	7.94

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.01	0.54	0.02	0.07	0.39	0.03	0.17
hd, final value	7.94	7.94	7.94	7.94	7.94	7.94	7.94	7.94
x, final value	0.00	0.02	1.16	0.04	0.15	0.77	0.08	0.40
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.6	5.3	5.6	5.3	5.6	5.3	5.6	5.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	0	259	605	272	328	565	288	446
Delay	10.64	10.45	343.62	9.05	11.04	29.53	10.92	14.97
LOS	B	B	F	A	B	D	B	B
Approach: Delay	10.45		331.88		26.73		14.31	
LOS	B		F		D		B	
Intersection Delay	162.67							
Intersection LOS	F							

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CALABASAS FEE SCHEDULE - #02023 REFERENCE #07AM_IMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *THOUSAND OAKS BOULEVARD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	38	33	394	35	176	1	0	4	5	545	0	20
(B) BUILDOUT-ADDED	47	5	1	0	10	2	1	2	30	5	3	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LT R	L TR	L TR	L TR

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	0	0	85		0.00				
NBT	1	1600	38		0.08				
NBR	1	1600	395		0.25 *				
SBL	1	1600	35		0.02 *				
SBT	1	1600	186		0.12				
SBR (a)	0	0	2		0.00				
EBL	1	1600	1		0.00				
EBT	1	1600	6		0.02 *				
EBR (b)	0	0	30		0.00				
WBL	1	1600	550		0.34 *				
WBT	1	1600	3		0.01				
WBR	0	0	20		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.73				
			SCENARIO LEVEL OF SERVICE:		C				

NOTES:

(a) 25% R.T.O.R.

(b) 14% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #08AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *MUREAU ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	518	318	107	836	0	0	0	0	168	0	25

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES	SCENARIO V/C RATIOS					
NBL	0	0	0	0.00					
NBT	2	3200	518	0.16					
NBR	1	1600	268	0.17					
SBL	1	1600	107	0.07					
SBT	2	3200	836	0.26 *					
SBR	0	0	0	0.00					
EBL	0	0	0	0.00					
EBT	0	0	0	0.00					
EBR (a)	0	0	0	0.00					
WBL	1	1600	168	0.11 *					
WBT	0	0	0	0.00					
WBR (b)	1	1600	7	0.00					
			LOST TIME:	0.10 *					
			INTERSECTION CAPACITY UTILIZATION:	0.47					
			SCENARIO LEVEL OF SERVICE:	A					

NOTES:

(a) 16% R.T.O.R.

(b) 72% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #08AM_BLDOUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *MUREAU ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	0	518	318	107	836	0	0	0	0	168	0	25
(B) BUILDOUT-ADDED	8	46	15	2	46	1	3	3	24	20	1	3

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L T TR	LTR	L TR

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO RATIOS				
NBL	1	1600	8		0.01				
NBT	2	3200	564		0.18 *				
NBR	1	1600	280		0.18				
SBL	1	1600	109		0.07 *				
SBT	2	3200	882		0.28				
SBR	0	0	1		0.00				
EBL	0	0	3		0.00				
EBT	1	1600	3		0.02 *				
EBR (a)	0	0	24		0.00				
WBL	1	1600	188		0.12 *				
WBT	1	1600	1		0.01				
WBR (b)	0	0	8		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.49				
			SCENARIO LEVEL OF SERVICE:		A				

NOTES:

(a) 16% R.T.O.R.

(b) 72% R.T.O.R.

The Zuckerman/Continental Communities project would be accessed at Mureau Road.

09/23/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #09AMIMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *HWY. 101 NB RAMPS*

CONTROL TYPE: SIGNAL

WITH IMPROVEMENT AND MIDDLE SCHOOL DIVERTED TRIPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	158	698	0	0	696	375	0	0	0	1093	2	343
(B) BUILDOUT-ADDED	7	45	0	0	70	23	0	0	0	63	0	25

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	158	165	0.10 *	0.10 *				
NBT	2	3200	698	743	0.22	0.23				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	2	3200	696	766	0.22 *	0.24 *				
SBR (a)	1	1600	155	164	0.10	0.10				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	1093	1156	0.00	0.00				
WBT	2	3200	2	2	0.34 *	0.36 *				
WBR (b)	1	1600	285	305	0.18	0.19				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.76	0.80				
			SCENARIO LEVEL OF SERVICE:		C	C				

NOTES:

(a) 59% R.T.O.R.

(b) 17% R.T.O.R.

Note: Assumes the Middle School diverted trips to new site.

09/23/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #09AMIMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *HWY. 101 NB RAMPS*

CONTROL TYPE: SIGNAL

WITH IMPROVEMENT AND MIDDLE SCHOOL DIVERTED TRIPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	158	698	0	0	696	375	0	0	0	1093	2	343
(B) BUILDOUT-ADDED	7	45	0	0	70	23	0	0	0	63	0	25

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
NBL	1	1600	158	165	0.10 *	0.10 *				
NBT	2	3200	698	743	0.22	0.23				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	2	3200	696	766	0.22 *	0.24 *				
SBR (a)	1	1600	155	164	0.10	0.10				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	1093	1156	0.00	0.00				
WBT	2	3200	2	2	0.34 *	0.36 *				
WBR (b)	1	1600	285	305	0.18	0.19				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.76	0.80				
			SCENARIO LEVEL OF SERVICE:		C	C				

NOTES:

(a) 59% R.T.O.R.

(b) 17% R.T.O.R.

Note: Assumes the Middle School diverted trips to new site.

09/23/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #10AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *HWY. 101 SB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	1009	1	17	1318	304	335	14	292	12	1	95
(B) BUILDOUT-ADDED	0	93	10	49	85	24	22	40	13	1	0	13

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1009	1102	0.32	0.34				
NBR (a)	1	1600	0	0	0.00	0.00				
SBL	1	1600	17	66	0.01	0.04				
SBT	2	3200	1318	1403	0.41 *	0.44 *				
SBR (b)	1	1600	265	286	0.17	0.18				
EBL	0	0	335	357	0.00	0.00				
EBT	1	1600	14	54	0.22 *	0.26 *				
EBR (c)	1	1600	203	212	0.13	0.13				
WBL	0	0	12	13	0.00	0.00				
WBT	1	1600	1	1	0.04 *	0.04 *				
WBR (d)	0	0	47	53	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.77	0.84				
			SCENARIO LEVEL OF SERVICE:		C	D				

NOTES:

(a) 100% R.T.O.R.

(b) 13% R.T.O.R.

(c) 30% R.T.O.R.

(d) 51% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #10AMIMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *HWY. 101 SB RAMPS*

CONTROL TYPE: SIGNAL

WITH IMPROVEMENT AND MIDDLE SCHOOL DIVERTED TRIPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	0	1009	1	17	1318	304	335	14	292	12	1	95
(B) BUILDOUT-ADDED	0	48	10	49	61	24	22	40	-11	1	0	13

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT TR	L TT R	LT R	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	3	4800	1009	1057	0.21	0.22				
NBR (a)	0	0	0	0	0.00	0.00				
SBL	1	1600	17	66	0.01	0.04				
SBT	2	3200	1318	1379	0.41 *	0.43 *				
SBR (b)	1	1600	265	286	0.17	0.18				
EBL	0	0	335	357	0.00	0.00				
EBT	1	1600	14	54	0.22 *	0.26 *				
EBR (c)	1	1600	203	195	0.13	0.12				
WBL	1	1600	12	13	0.01 *	0.01 *				
WBT	1	1600	1	1	0.03	0.03				
WBR (d)	0	0	47	53	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.74	0.80				
			SCENARIO LEVEL OF SERVICE:		C	C				

NOTES:

(a) 100% R.T.O.R.

(b) 13% R.T.O.R.

(c) 30% R.T.O.R.

(d) 51% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023

REFERENCE #11AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	71	798	0	0	1072	455	222	0	218	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	T TR	LL R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. LANES	CAPACITY	SCENARIO VOLUMES	SCENARIO RATIOS					
NBL	1	1600	71	0.04 *					
NBT	2	3200	798	0.25					
NBR	0	0	0	0.00					
SBL	0	0	0	0.00					
SBT	2	3200	1072	0.44 *					
SBR (a)	0	0	341	0.00					
EBL	2	3200	222	0.07 *					
EBT	0	0	0	0.00					
EBR (b)	1	1600	150	0.09					
WBL	0	0	0	0.00					
WBT	0	0	0	0.00					
WBR	0	0	0	0.00					
			LOST TIME:	0.10 *					
			INTERSECTION CAPACITY UTILIZATION:	**0.65**					
			SCENARIO LEVEL OF SERVICE:	**B**					

NOTES:

(a) 25% R.T.O.R.

(b) 31% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #11AM_BLDOUT**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	71	798	0	0	1072	455	222	0	218	0	0	0
(B) BUILDOUT-ADDED	15	49	2	23	19	57	16	1	2	2	2	37

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L T TR	LL TR	LTR

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	1	1600	86		0.05 *				
NBT	2	3200	847		0.27				
NBR	0	0	2		0.00				
SBL	1	1600	23		0.01				
SBT	2	3200	1091		0.46 *				
SBR (a)	0	0	383		0.00				
EBL	2	3200	238		0.07 *				
EBT	1	1600	1		0.10				
EBR (b)	0	0	153		0.00				
WBL	0	0	2		0.00				
WBT	1	1600	2		0.03 *				
WBR	0	0	37		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.71				
			SCENARIO LEVEL OF SERVICE:		C				

NOTES:

(a) 25% R.T.O.R.

(b) 31% R.T.O.R.

The Pazar and Baldwin projects would take access at Agoura Road.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #01PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 NB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	867	92	0	0	80	39	0	0	0	228	0	78
(B) BUILDOUT - ADDED	172	13	0	0	16	8	0	0	0	10	0	7

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LT	T R		L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	867	1039	0.00	0.00				
NBT	1	1600	92	105	0.60 *	0.72 *				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	80	96	0.05 *	0.06 *				
SBR (a)	1	1600	23	28	0.01	0.02				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	1	1600	228	238	0.14 *	0.15 *				
WBT	1	1600	0	0	0.01	0.01				
WBR (b)	0	0	21	23	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.89	1.03				
			SCENARIO LEVEL OF SERVICE:		D	F				

NOTES:

(a) 41% R.T.O.R.

(b) 73% R.T.O.R.

09/24/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #01PMIMP_OPT1**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 NB RAMPS* ***DIAMOND INTERCHANGE WITH 5-LANE BRIDGE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	867	92	0	0	80	39	0	0	0	228	0	78
(B) BUILDOUT - ADDED	172	13	0	0	16	8	0	0	0	10	0	7

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T	T R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	2	3200	867	1039	0.27 *	0.33 *				
NBT	1	1600	92	105	0.06	0.07				
NBR	0	0	0	0	0.00	0.00				
SBL	1	1600	0	0	0.00	0.00				
SBT	1	1600	80	96	0.06 *	0.08 *				
SBR (a)	0	0	23	28	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	228	238	0.00	0.00				
WBT	2	3200	0	0	0.08 *	0.08 *				
WBR (b)	0	0	21	23	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.51	0.59				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 41% R.T.O.R.

(b) 73% R.T.O.R.

10/14/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #01PMIMP_parcio

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 NB RAMPS* *5-LANE BRIDGE WITH PARTIAL CLOVERLEAF DESIGN*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	0	959	0	0	80	39	0	0	0	228	0	78
(B) BUILDOUT - ADDED	0	185	0	0	16	8	0	0	0	10	0	7

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T	T R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	959	1144	0.30 *	0.36 *				
NBR	0	0	0	0	0.00	0.00				
SBL	1	1600	0	0	0.00	0.00				
SBT	1	1600	80	96	0.06	0.08				
SBR (a)	0	0	23	28	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	228	238	0.00	0.00				
WBT	2	3200	0	0	0.08 *	0.08 *				
WBR (b)	0	0	21	23	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.48	0.54				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 41% R.T.O.R.

(b) 73% R.T.O.R.

10/14/02

: Hills/US 101 NB Ramps * 01PM_BUI
.dout Weekday P.M.
:rsection ID: 3
Roundabout

.e S.14 - SUMMARY OF INPUT AND OUTPUT DATA

ıe	Arrival Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (secs) 1st	2nd	Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
ıth: South Approach												
	1013			1013	4				0.507	0.0	0	
		105		105	4				0.077	0.0	0	
	1013	105	0	1118	4				0.507	0.0	0	
ɜt: East Approach												
	238			238	4				0.251	5.1	12	
ʔ		79	85	164	4				0.227	6.6	10	
	238	79	85	402	4				0.251	5.7	12	
ɔth: North Approach												
		96		96	4				0.155	9.5	7	
			47	47	4				0.104	12.1	4	
	0	96	47	143	4				0.155	10.4	7	
L VEHICLES				Tot Arv. 1663	% HV 4				Max X 0.507	Aver. Delay 2.3	Max Queue 12	

al flow period = 60 minutes. Peak flow period = 60 minutes.

e: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #02PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 SB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	891	365	53	256	0	65	5	412	0	0	0
(B) BUILDOUT - ADDED	0	178	45	20	16	0	6	0	50	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	LT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	891	1069	0.28 *	0.33 *				
NBR (a)	1	1600	316	355	0.20	0.22				
SBL	0	0	53	73	0.00	0.00				
SBT	1	1600	256	272	0.19 *	0.22 *				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	65	71	0.00	0.00				
EBT	1	1600	5	5	0.04 *	0.05 *				
EBR (b)	2	3200	75	84	0.02	0.03				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.61	0.70				
			SCENARIO LEVEL OF SERVICE:		B	B				

NOTES:

(a) 13% R.T.O.R.

(b) 82% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #02PMIMP_OPT1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *HWY. 101 SB RAMPS* ***WITH IMPROVEMENT OPTION 1***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	891	365	53	256	0	65	5	412	0	0	0
(B) BUILDOUT - ADDED	0	178	45	20	16	0	6	0	50	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT	LT RR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	891	1069	0.28 *	0.33 *				
NBR (a)	1	1600	316	355	0.20	0.22				
SBL	1	1600	53	73	0.03 *	0.05 *				
SBT	2	3200	256	272	0.08	0.09				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	65	71	0.00	0.00				
EBT	1	1600	5	5	0.04 *	0.05 *				
EBR (b)	2	3200	75	84	0.02	0.03				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.45	0.53				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 13% R.T.O.R.

(b) 82% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #03PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	67	786	44	85	437	156	251	141	61	53	132	228
(B) BUILDOUT - ADDED	1	143	32	18	47	1	1	9	3	21	14	80

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L T TR	L T TR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	67	68	0.04	0.04				
NBT	2	3200	786	929	0.25 *	0.31 *				
NBR (a)	0	0	27	47	0.00	0.00				
SBL	1	1600	85	103	0.05 *	0.06 *				
SBT	2	3200	437	484	0.18	0.20				
SBR (b)	0	0	138	139	0.00	0.00				
EBL	1	1600	251	252	0.16 *	0.16 *				
EBT	2	3200	141	150	0.05	0.06				
EBR (c)	0	0	24	25	0.00	0.00				
WBL	1	1600	53	74	0.03	0.05				
WBT	2	3200	132	146	0.04	0.05				
WBR (d)	1	1600	199	269	0.12 *	0.17 *				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.68	0.80				
			SCENARIO LEVEL OF SERVICE:		B	C				

NOTES:

(a) 39% R.T.O.R.

(b) 12% R.T.O.R.

(c) 61% R.T.O.R.

(d) 13% R.T.O.R.

09/23/02

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AO	Intersection	LOST HILLS/MALIBU HILLS
Agency/Co.	ATE	Jurisdiction	CITY OF CALABASAS
Date Performed	3/26/2002	Analysis Year	2002
Analysis Time Period	P.M. PEAK HOUR		

Project Description: CALABASAS FEE SCHEDULE #02023 - EXISTING

East/West Street: MALIBU HILLS ROAD | North/South Street: LOST HILLS ROAD

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	755	1	54	486	24
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	12	838	1	60	540	26
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4	5	54	38	1	8
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	4	5	60	42	1	8
Percent Heavy Vehicles	4	0	0	4	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	R
v (vph)	12	60	4	5	60	42	1	8
C (m) (vph)	988	779	116	105	588	128	107	720
v/c	0.01	0.08	0.03	0.05	0.10	0.33	0.01	0.01
95% queue length	0.04	0.25	0.11	0.15	0.34	1.42	0.03	0.03
Control Delay	8.7	10.0+	37.1	41.0	11.8	46.7	39.0	10.1
LOS	A	B	E	E	B	E	E	B
Approach Delay	--	--	15.4			40.8		
Approach LOS	--	--	C			E		

>

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Version 4.1b

Avg. wt. Delay = 20.0 sec./veh.

LOS 'C'

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AO	Intersection	LOST HILLS/COLD SPRINGS
Agency/Co.	ATE	Jurisdiction	CITY OF CALBASAS
Date Performed	4/11/2002	Analysis Year	2002
Analysis Time Period	E EXISTING P.M. PEAK HOUR		

Project ID CALABASAS FEE SCHEDULE #02023

East/West Street: COLD SPRINGS STREET | North/South Street: LOST HILLS ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	45	0	4	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	12	705	0	0	398	92
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	R			LT	T	T	TR
PHF	0.90	0.90			0.90	0.90	0.90	0.90
Flow Rate	50	4			404	392	221	323
% Heavy Vehicles	4	4			4	4	4	4
No. Lanes	2		0		2		2	
Geometry Group	1		1		5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0			0.0	0.0	0.0	0.0
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.3
Prop. Heavy Vehicle	0.0	0.0			0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	6.60	6.60			6.60	6.60	6.60	6.60

Departure Headway and Service Time

hd, initial value	3.20	3.20			3.20	3.20	3.20	3.20
x, initial	0.04	0.00			0.36	0.35	0.20	0.29
hd, final value	6.60	6.60			6.60	6.60	6.60	6.60
x, final value	0.09	0.01			0.60	0.58	0.34	0.49
Move-up time, m	2.0				2.3		2.3	
Service Time	4.6	3.8	4.6	3.8	4.6	3.8	4.6	3.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	300	254			654	642	471	573
Delay	10.27	8.84			15.85	15.27	11.25	13.22
LOS	B	A			C	C	B	B
Approach: Delay	10.16				15.56		12.42	
LOS	B				C		B	
Intersection Delay	14.13							
Intersection LOS	B							

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CALABASAS FEE SCHEDULE - #02023 REFERENCE #04PM_IMP

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *MALIBU HILLS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	11	755	1	54	486	24	38	1	8	4	5	54
(B) BUILDOUT-ADDED	2	12	1	15	33	24	96	3	7	6	8	66

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L T TR	L T R	L T R

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	1	1600	13		0.01				
NBT	2	3200	767		0.24 *				
NBR	0	0	2		0.00				
SBL	1	1600	69		0.04 *				
SBT	2	3200	519		0.18				
SBR	0	0	48		0.00				
EBL	1	1600	134		0.08 *				
EBT	1	1600	4		0.00				
EBR	1	1600	15		0.01				
WBL	1	1600	10		0.01				
WBT	1	1600	13		0.01				
WBR	1	1600	120		0.08 *				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.54				
			SCENARIO LEVEL OF SERVICE:		A				

NOTES:

09/23/02

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AO	Intersection	LOST HILLS/COLD SPRINGS
Agency/Co.	ATE	Jurisdiction	CITY OF CALBASAS
Date Performed	4/11/2002	Analysis Year	2002
Analysis Time Period	EXISTING P.M. PEAK HOUR		

Project ID CALABASAS FEE SCHEDULE #02023

East/West Street: COLD SPRINGS STREET | North/South Street: LOST HILLS ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	45	0	4	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	12	705	0	0	398	92
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	R			LT	T	T	TR
PHF	0.90	0.90			0.90	0.90	0.90	0.90
Flow Rate	50	4			404	392	221	323
% Heavy Vehicles	4	4			4	4	4	4
No. Lanes	2		0		2		2	
Geometry Group	1		1		5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0			0.0	0.0	0.0	0.0
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.3
Prop. Heavy Vehicle	0.0	0.0			0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	6.60	6.60			6.60	6.60	6.60	6.60

Departure Headway and Service Time

hd, initial value	3.20	3.20			3.20	3.20	3.20	3.20
x, initial	0.04	0.00			0.36	0.35	0.20	0.29
hd, final value	6.60	6.60			6.60	6.60	6.60	6.60
x, final value	0.09	0.01			0.60	0.58	0.34	0.49
Move-up time, m	2.0				2.3		2.3	
Service Time	4.6	3.8	4.6	3.8	4.6	3.8	4.6	3.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	300	254			654	642	471	573
Delay	10.27	8.84			15.85	15.27	11.25	13.22
LOS	B	A			C	C	B	B
Approach: Delay	10.16				15.56		12.42	
LOS	B				C		B	
Intersection Delay	14.13							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AO	Intersection	LOST HILLS/COLD SPRINGS
Agency/Co.	ATE	Jurisdiction	CITY OF CALBASAS
Date Performed	4/11/2002	Analysis Year	2002
Analysis Time Period	EXISTING P.M. PEAK HOUR		

Project ID CALABASAS FEE SCHEDULE #02023 - BUILDOUT P.M. PEAK HOUR

East/West Street: COLD SPRINGS STREET | North/South Street: LOST HILLS ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	49	0	4	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	12	716	0	0	435	101
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	R			LT	T	T	TR
PHF	0.90	0.90			0.90	0.90	0.90	0.90
Flow Rate	54	4			410	397	241	354
% Heavy Vehicles	4	4			4	4	4	4
No. Lanes	2		0		2		2	
Geometry Group	1				5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0			0.0	0.0	0.0	0.0
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.3
Prop. Heavy Vehicle	0.0	0.0			0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6			-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	6.69	6.69			6.69	6.69	6.69	6.69

Departure Headway and Service Time

hd, initial value	3.20	3.20			3.20	3.20	3.20	3.20
x, initial	0.05	0.00			0.36	0.35	0.21	0.31
hd, final value	6.69	6.69			6.69	6.69	6.69	6.69
x, final value	0.10	0.01			0.62	0.60	0.38	0.53
Move-up time, m	2.0				2.3		2.3	
Service Time	4.7	3.9	4.7	3.9	4.7	3.9	4.7	3.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	304	254			658	647	491	604
Delay	10.44	8.93			16.76	15.99	11.81	14.35
LOS	B	A			C	C	B	B
Approach: Delay	10.34				16.38		13.32	
LOS	B				C		B	
Intersection Delay	14.89							
Intersection LOS	B							

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CALABASAS FEE SCHEDULE - #02023 REFERENCE #05PM_IMP

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LOST HILLS ROAD*

E/W STREET: *COLD SPRINGS STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	12	705	0	0	398	92	45	0	4	0	0	0
(B) BUILDOUT-ADDED	0	11	0	0	37	9	4	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LT T	T TR	L R	

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	0	0	12		0.00				
NBT	2	3200	716		0.23 *				
NBR	0	0	0		0.00				
SBL	0	0	0		0.00				
SBT	2	3200	435		0.15 *				
SBR (a)	0	0	35		0.00				
EBL	1	1600	49		0.03				
EBT	0	0	0		0.00				
EBR	1	1600	4		0.00				
WBL	0	0	0		0.00 *				
WBT	0	0	0		0.00				
WBR (b)	0	0	0		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.48				
			SCENARIO LEVEL OF SERVICE:		A				

NOTES:

(a) 65% R.T.O.R.

(b) 63% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #06PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *LOST HILLS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	708	574	0	3	440	11	7	0	341	0	2	2

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T R	L T R	L T R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES	SCENARIO V/C RATIOS					
NBL	2	3200	708	0.22 *					
NBT	1	1600	574	0.36					
NBR	1	1600	0	0.00					
SBL	1	1600	3	0.00					
SBT	1	1600	440	0.28 *					
SBR	1	1600	11	0.01					
EBL	1	1600	7	0.00					
EBT	1	1600	0	0.00					
EBR (a)	1	1600	171	0.11 *					
WBL	0	0	0	0.00					
WBT	1	1600	2	0.00					
WBR (a)	0	0	1	0.00					
			LOST TIME:	0.10 *					
			INTERSECTION CAPACITY UTILIZATION:	**0.71**					
			SCENARIO LEVEL OF SERVICE:	C					

NOTES:

(a) 50% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #06PM_IMPS**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *LOST HILLS ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	708	574	0	3	440	11	7	0	341	0	2	2
(B) BUILDOUT-ADDED	11	16	0	0	11	0	0	0	37	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T R	L T TR	LT RR	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	2	3200	708	719	0.22 *	0.23 *				
NBT	1	1600	574	590	0.36	0.37				
NBR	1	1600	0	0	0.00	0.00				
SBL	1	1600	3	3	0.00	0.00				
SBT	2	3200	440	451	0.14 *	0.14 *				
SBR (a)	0	0	8	8	0.00	0.00				
EBL	0	0	7	7	0.00	0.00				
EBT	1	1600	0	0	0.00	0.00				
EBR (b)	2	3200	292	324	0.09 *	0.10 *				
WBL	0	0	0	0	0.00	0.00				
WBT	1	1600	2	2	0.00	0.00				
WBR	0	0	2	2	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.55	0.57				
			SCENARIO LEVEL OF SERVICE:		A	A				

NOTES:

(a) 25% R.T.O.R.

(b) 14% R.T.O.R.

09/23/02

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AO	Intersection	THOUSAND OAKS/LAS VIRGENES
Agency/Co.	ATE	Jurisdiction	CITY OF CALBASAS
Date Performed	4/11/2002	Analysis Year	2002
Analysis Time Period	P.M. PEAK HOUR		

Project ID CALABASAS FEE SCHEDULE #02023 - EXISTING

East/West Street: THOUSAND OAKS BOULEVARD | North/South Street: LAS VIRGENES ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	0	1	185	0	8
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	19	180	197	8	136	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LT	R	L	TR
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Flow Rate	0	1	205	8	221	218	8	151
% Heavy Vehicles	4	4	4	4	4	4	4	4
No. Lanes	2		2		2		2	
Geometry Group	5		5		5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.1	0.0	1.0	0.0
Prop. Right-Turns	0.0	1.0	0.0	1.0	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	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.00	0.00	0.18	0.01	0.20	0.19	0.01	0.13
hd, final value	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30
x, final value	0.00	0.00	0.35	0.01	0.33	0.29	0.01	0.24
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.0	3.4	4.0	3.4	4.0	3.4	4.0	3.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	0	251	455	258	471	468	258	401
Delay	9.00	8.41	12.20	8.13	10.84	9.49	8.67	10.17
LOS	A	A	B	A	B	A	A	B
Approach: Delay	8.41		12.04		10.17		10.10	
LOS	A		B		B		B	
Intersection Delay	10.65							
Intersection LOS	B							

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CALABASAS FEE SCHEDULE - #02023 REFERENCE #07PM_IMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *THOUSAND OAKS BOULEVARD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	19	180	197	8	136	0	0	0	1	185	0	8
(B) BUILDOUT-ADDED	141	11	5	0	4	8	9	9	154	2	8	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LT R	L TR	L TR	L TR

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	0	0	160		0.00				
NBT	1	1600	191		0.22 *				
NBR	1	1600	202		0.13				
SBL	1	1600	8		0.01 *				
SBT	1	1600	140		0.09				
SBR (a)	0	0	6		0.00				
EBL	1	1600	9		0.01				
EBT	1	1600	9		0.09 *				
EBR (b)	0	0	133		0.00				
WBL	1	1600	187		0.12 *				
WBT	1	1600	8		0.01				
WBR	0	0	8		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.54				
			SCENARIO LEVEL OF SERVICE:		A				

NOTES:

(a) 25% R.T.O.R.

(b) 14% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #08PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *MUREAU ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	0	614	214	71	338	0	0	0	0	348	0	73

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES	SCENARIO V/C RATIOS					
NBL	0	0	0	0.00					
NBT	2	3200	614	0.19 *					
NBR	1	1600	179	0.11					
SBL	1	1600	71	0.04 *					
SBT	2	3200	338	0.11					
SBR	0	0	0	0.00					
EBL	0	0	0	0.00					
EBT	0	0	0	0.00					
EBR (a)	0	0	0	0.00					
WBL	1	1600	348	0.22 *					
WBT	0	0	0	0.00					
WBR (b)	1	1600	14	0.01					
			LOST TIME:	0.10 *					
			INTERSECTION CAPACITY UTILIZATION:	0.55					
			SCENARIO LEVEL OF SERVICE:	A					

NOTES:

(a) 16% R.T.O.R.

(b) 81% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #08PM_BLDOUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *MUREAU ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	614	214	71	338	0	0	0	0	348	0	73
(B) BUILDOUT-ADDED	26	146	26	9	142	3	2	2	15	18	3	8

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L T TR	LTR	L TR

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS				
NBL	1	1600	26		0.02				
NBT	2	3200	760		0.24 *				
NBR	1	1600	201		0.13				
SBL	1	1600	80		0.05 *				
SBT	2	3200	480		0.15				
SBR	0	0	3		0.00				
EBL	0	0	2		0.00				
EBT	1	1600	2		0.01 *				
EBR (a)	0	0	15		0.00				
WBL	1	1600	366		0.23 *				
WBT	1	1600	3		0.01				
WBR (b)	0	0	15		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.63				
			SCENARIO LEVEL OF SERVICE:		B				

NOTES:

(a) 16% R.T.O.R.

(b) 81% R.T.O.R.

The Zuckerman/Continental Communities project would be accessed at Mureau Road.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #09PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***LAS VIRGENES ROAD***

E/W STREET: ***HWY. 101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	352	568	0	0	431	325	0	0	0	515	1	282
(B) BUILDOUT	56	124	0	0	111	64	0	0	0	65	0	75

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	352	408	0.22 *	0.26 *				
NBT	2	3200	568	692	0.18	0.22				
NBR	1	1600	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	2	3200	431	542	0.14 *	0.17 *				
SBR (a)	1	1600	169	202	0.11	0.13				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	515	580	0.00	0.00				
WBT	2	3200	1	1	0.21 *	0.25 *				
WBR (b)	0	0	162	205	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.67	0.78				
			SCENARIO LEVEL OF SERVICE:		B	C				

NOTES:

(a) 48% R.T.O.R.

(b) 43% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #09PMIMPS**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *HWY. 101 NB RAMPS* ***WITH IMPROVEMENTS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	352	568	0	0	431	325	0	0	0	515	1	282
(B) BUILDOUT	56	124	0	0	111	64	0	0	0	65	0	75

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	TT R		L LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	NO. OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	352	408	0.22 *	0.26 *				
NBT	2	3200	568	692	0.18	0.22				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	2	3200	431	542	0.14 *	0.17 *				
SBR (a)	1	1600	169	202	0.11	0.13				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	515	580	0.00	0.00				
WBT	2	3200	1	1	0.16 *	0.18 *				
WBR (b)	1	1600	162	205	0.10	0.13				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		**0.62**	**0.71**				
			SCENARIO LEVEL OF SERVICE:		**B**	**C**				

NOTES:

(a) 48% R.T.O.R.

(b) 43% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #10PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *HWY. 101 SB RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
(A) EXISTING	0	1369	1	27	655	214	307	6	214	14	0	95
(B) BUILDOUT	0	117	2	10	91	75	65	8	28	10	0	87

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TT R	LT R	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1369	1486	0.43 *	0.46 *				
NBR	1	1600	1	3	0.00	0.00				
SBL	1	1600	27	37	0.02 *	0.02 *				
SBT	2	3200	655	746	0.21	0.23				
SBR (a)	1	1600	175	236	0.11	0.15				
EBL	0	0	307	372	0.00	0.00				
EBT	1	1600	6	14	0.20 *	0.24 *				
EBR (b)	1	1600	106	120	0.07	0.08				
WBL	0	0	14	24	0.00	0.00				
WBT	1	1600	0	0	0.04 *	0.08 *				
WBR (c)	0	0	54	103	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.79	0.90				
			SCENARIO LEVEL OF SERVICE:		C	D				

NOTES:

(a) 18% R.T.O.R.

(b) 50% R.T.O.R.

(c) 43% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #10PMIMPS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *HWY. 101 SB RAMPS* ***WITH IMPROVMENTS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1369	1	27	655	214	307	6	214	14	0	95
(B) BUILDOUT	0	117	2	10	91	75	65	8	28	10	0	87

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT TR	L TT R	LT R	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2				
NBL	0	0	0	0	0.00	0.00				
NBT	3	4800	1369	1486	0.29 *	0.31 *				
NBR	0	0	1	3	0.00	0.00				
SBL	1	1600	27	37	0.02 *	0.02 *				
SBT	2	3200	655	746	0.21	0.23				
SBR (a)	1	1600	175	236	0.11	0.15				
EBL	0	0	307	372	0.00	0.00				
EBT	1	1600	6	14	0.20 *	0.24 *				
EBR (b)	1	1600	106	120	0.07	0.08				
WBL	1	1600	14	24	0.01 *	0.02 *				
WBT	1	1600	0	0	0.03	0.06				
WBR (c)	0	0	54	103	0.00	0.00				
			LOST TIME:		0.10 *	0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.62	0.69				
			SCENARIO LEVEL OF SERVICE:		B	B				

NOTES:

(a) 18% R.T.O.R.

(b) 50% R.T.O.R.

(c) 43% R.T.O.R.

09/23/02

CALABASAS FEE SCHEDULE - #02023 **REFERENCE #11PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *LAS VIRGENES ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	65	791	0	0	585	220	582	0	94	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	T TR	LL R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES	SCENARIO V/C RATIOS					
NBL	1	1600	65	0.04 *					
NBT	2	3200	791	0.25					
NBR	0	0	0	0.00					
SBL	0	0	0	0.00					
SBT	2	3200	585	0.24 *					
SBR (a)	0	0	184	0.00					
EBL	2	3200	582	0.18 *					
EBT	0	0	0	0.00					
EBR (b)	1	1600	39	0.02					
WBL	0	0	0	0.00					
WBT	0	0	0	0.00					
WBR	0	0	0	0.00					
			LOST TIME:	0.10 *					
			INTERSECTION CAPACITY UTILIZATION:	0.56					
			SCENARIO LEVEL OF SERVICE:	A					

NOTES:

(a) 16% R.T.O.R.

(b) 59% R.T.O.R.

09/20/02

CALABASAS FEE SCHEDULE - #02023 REFERENCE #11PM_BLDOUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/02*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***LAS VIRGENES ROAD***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	65	791	0	0	585	220	582	0	94	0	0	0
(B) BUILDOUT	4	33	2	41	63	25	62	2	15	2	2	27

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L T TR	LL TR	LTR

TRAFFIC SCENARIOS

SCENARIO 2: BUILDOUT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENT	NO. OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO RATIOS				
NBL	1	1600	69		0.04 *				
NBT	2	3200	824		0.26				
NBR	0	0	2		0.00				
SBL	0	0	41		0.00				
SBT	2	3200	648		0.28 *				
SBR (a)	0	0	205		0.00				
EBL	2	3200	644		0.20 *				
EBT	0	0	2		0.00				
EBR (b)	1	1600	45		0.03				
WBL	0	0	2		0.00				
WBT	1	1600	2		0.02				
WBR	0	0	27		0.00				
			LOST TIME:		0.10 *				
			INTERSECTION CAPACITY UTILIZATION:		0.62				
			SCENARIO LEVEL OF SERVICE:		B				

NOTES:

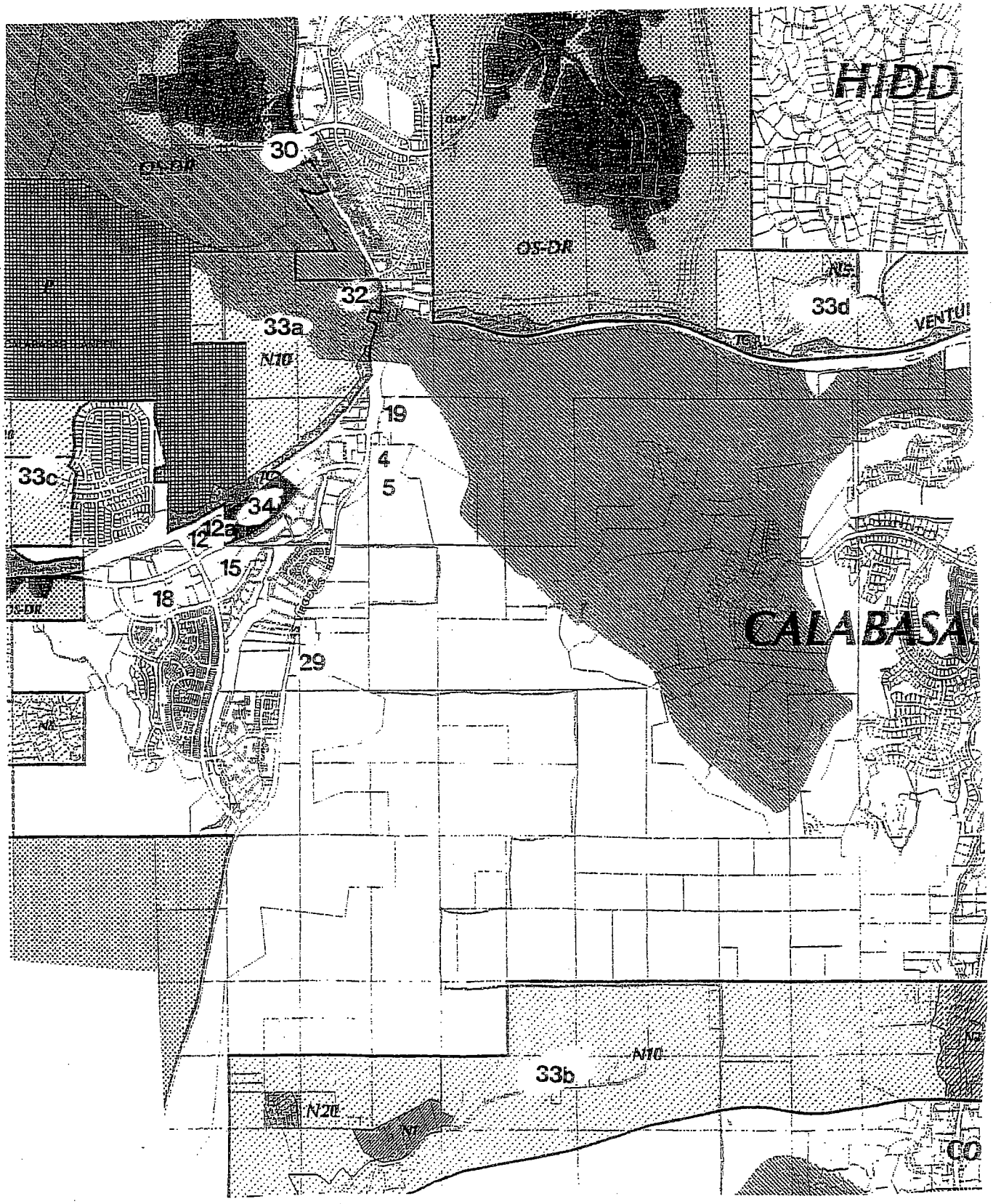
(a) 16% R.T.O.R.

(b) 59% R.T.O.R.

The Pazar and Baldwin projects would take access at Agoura Road.

09/23/02

BUILDOUT PROJECT LOCATIONS AND TRIP GENERATION



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NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

Buildout Projects

FIGURE A

MASTER TRIP GENERATION LIST

PROJECT	LAND USE	SIZE	PASS-BY FACTOR	ADT RATE	ADT TRIPS	AM PEAK HOUR RATE	AM PEAK HOUR TRIPS	AM PEAK HOUR IN %	AM PEAK HOUR TRIPS IN	AM PEAK HOUR OUT %	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR RATE	PM PEAK HOUR TRIPS	PM PEAK HOUR IN %	PM PEAK HOUR TRIPS IN	PM PEAK HOUR OUT %	PM PEAK HOUR TRIPS OUT
CITY OF CALBASAS																	
BASELINE PROJECT																	
18. Canyon View Office (Karl Storz)	Office	92,500 S.F.	1.00	13.51	1250	1.89	175	88%	154	12%	21	1.89	175	17%	30	83%	145
BASELINE PROJECTS TOTAL					*1250*		*175*		*154*		*21*		*175*		*30*		*145*
ZONE D																	
19. Rondell Office Building	Office	53,361 S.F.	1.00	15.35	819	2.12	113	88%	99	12%	14	2.19	117	17%	20	83%	97
ZONE D TOTAL					*819*		*113*		*99*		*14*		*117*		*20*		*97*
ZONE E																	
12. Cypress #5	Office	4,200 S.F.	1.00	27.62	116	3.57	15	88%	13	12%	2	4.29	18	17%	3	83%	15
12A.	Office	26,250 S.F.	1.00	18.10	475	2.44	64	88%	56	12%	8	2.63	69	17%	12	83%	57
ZONE E TOTAL					*591*		*79*		*69*		*10*		*87*		*15*		*72*
ZONE F																	
15. Cardservices	Office	42,230 S.F.	1.00	16.22	685	2.23	94	88%	83	12%	11	2.32	98	17%	17	83%	81
ZONE F TOTAL					*685*		*94*		*83*		*11*		*98*		*17*		*81*
ZONE G																	
4. Pazar (Baseline Project)	Residential	48 Units	1.00	9.57	459	0.75	36	25%	9	75%	27	1.01	48	64%	31	36%	17
5. Baldwin Church/School	Church	42,500 S.F.	1.00	9.11	387	0.72	31	54%	17	46%	14	0.66	28	54%	15	46%	13
ZONE G TOTAL					*846*		*67*		*26*		*41*		*76*		*46*		*30*
ZONE H																	
29. Hillcrest	Residential	37 Units	1.00	9.57	354	0.75	28	25%	7	75%	21	1.01	37	64%	24	36%	13
ZONE H TOTAL					*354*		*28*		*7*		*21*		*37*		*24*		*13*
SUBTOTAL FOR CITY					*4,545*		*556*						*590*				
L.A. COUNTY																	
ZONE A																	
30. E. Monte Calabasas	Retail	73,507 S.F.	0.64	48.69	3,579	1.16	85	61%	52	39%	33	4.46	328	48%	157	0.52	171
ZONE A TOTAL					*3,579*		*85*		*52*		*33*		*328*		*157*		*171*
ZONE C																	
33b. County areas s/o Calabasas (within District)	Residential	89 Units	1.00	9.57	852	0.75	67	25%	17	75%	50	1.01	90	64%	58	36%	32
ZONE C TOTAL					*852*		*67*		*17*		*50*		*90*		*58*		*32*
ZONE B																	
32. Zuckerman/Continental Communities	Residential	42 Units	1.00	9.57	402	0.75	32	25%	8	75%	24	1.01	42	64%	27	36%	15
33a. County area n/o 101 and w/o Las Virgenes	Residential	10 Units	1.00	9.57	96	0.75	8	25%	2	75%	6	1.01	10	64%	6	36%	4
ZONE B TOTAL					*498*		*40*		*10*		*30*		*52*		*33*		*19*
ZONE I																	
33c. County area n/o 101 and w/o Lost Hills	Residential	26 Units	1.00	9.57	249	0.75	20	25%	5	75%	15	1.01	26	64%	17	36%	9
ZONE I TOTAL					*249*		*20*		*5*		*15*		*26*		*17*		*9*
ZONE J																	
33d. County area n/o 101 and e/o Las Virgenes	Residential	35 Units	1.00	9.57	335	0.75	26	25%	7	75%	19	1.01	35	64%	22	36%	13
ZONE J TOTAL					*335*		*26*		*7*		*19*		*35*		*22*		*13*
ZONE K																	
34. Vacant Office Parcel	Office	31,100 S.F.	1.00	17.40	541	2.38	74	88%	65	12%	9	2.54	79	17%	13	83%	66
ZONE K TOTAL					*541*		*74*		*65*		*9*		*79*		*13*		*66*
COUNTY B & J DISTRICT TOTAL					*6,054*		*312*						*610*				
TOTAL					10,599		868						1,200				

NOTES:

B & T FEE CALCULATION

CALCULATION OF CONSTRUCTION FEE

FUNDING FOR FUTURE IMPROVEMENTS

Cost Estimate	Funds Available	Shortfall
$ 6,512,000	$ 3,634,969	**$ 2,877,031**

FEE CALCULATION

Land Use	Development Inventory			EDU Calculation		
	S.F.	Dwelling Units	EDUs	P.M. PHT Rate	Weighted EDUs	
Single-Family Residential		168	168	1.00	168	<= = minus 71 D.U.s outside of B&T Dist
Townhomes		0	0	0.00	0	
Multiple-Family Residential		0	0	0.00	0	
Retail	73,507		73.507	4.46	328	
Office	157,141		157.141	2.42	381	
Research & Development	0		0	0	0	
Light Industrial	0		0	0	0	
Institutional	42,500		42.5	0.66	28	
TOTAL			**441**		**905**	

$ 2,877,031 / 905 EDUs = **$ 3,179 per EDU**

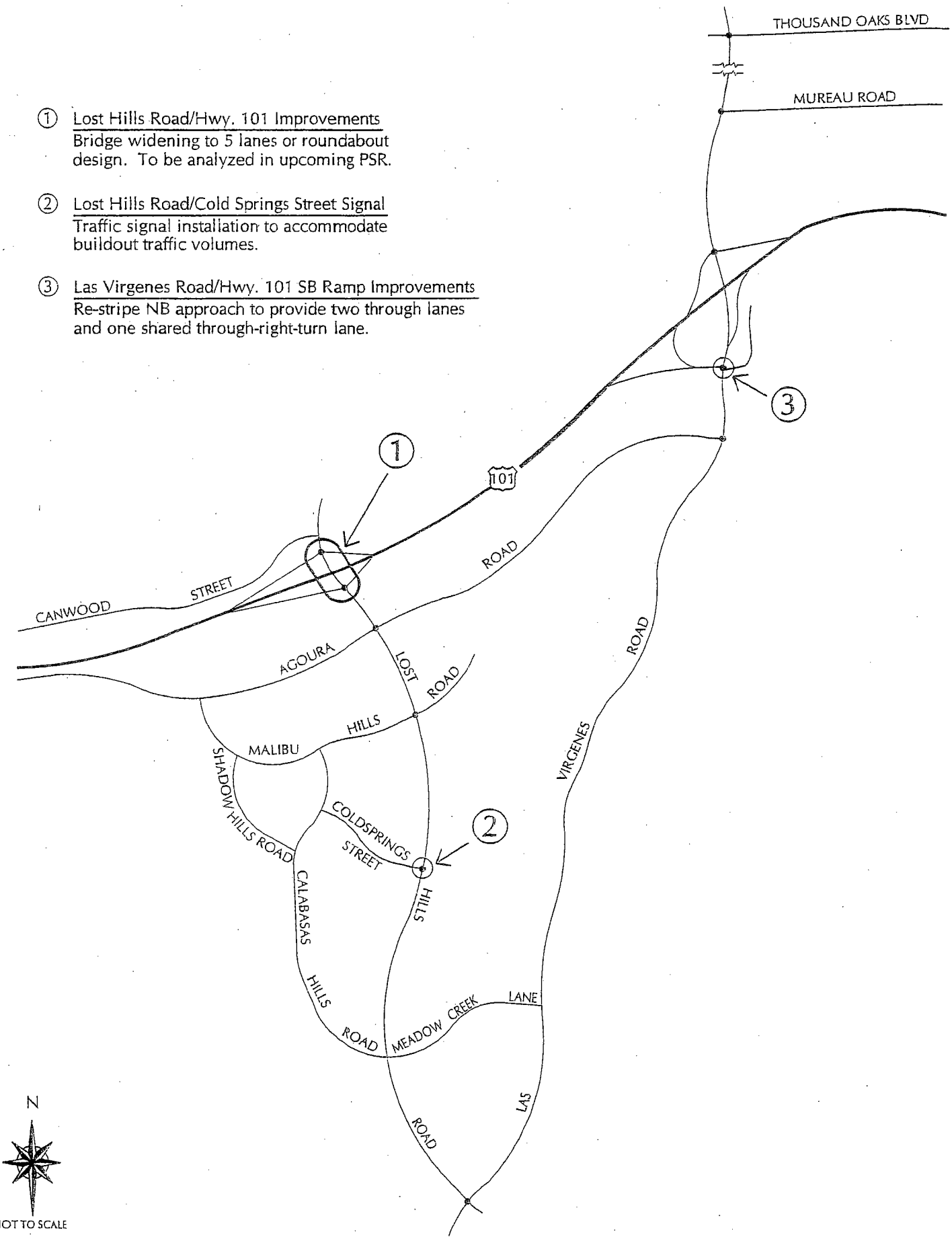
Land Use	Cost per EDU	Weighting Factor	Actual Cost per EDU	Fee Amount		
				Per Dwelling Unit	Per K.S.F.	Per S.F.
Single-Family Residential	$ 3,179	1.00	$ 3,179	**$ 3,179**		
Townhomes	$ 3,179	0.54	$ 1,717	**$ 1,717**		
Multiple-Family Residential	$ 3,179	0.62	$ 1,971	**$ 1,971**		
Retail	$ 3,179	4.46	$ 14,179		**$ 14,179.00**	**$ 14.18**
Office	$ 3,179	2.42	$ 7,693		**$ 7,693.00**	**$ 7.69**
Research & Development	$ 3,179	1.08	$ 3,433		**$ 3,433.00**	**$ 3.43**
Light Industrial	$ 3,179	0.98	$ 3,115		**$ 3,115.00**	**$ 3.12**
Institutional	$ 3,179	0.66	$ 2,098		**$ 2,098.00**	**$ 2.10**

B & T DISTRICT IMPROVEMENTS

① Lost Hills Road/Hwy. 101 Improvements
Bridge widening to 5 lanes or roundabout design. To be analyzed in upcoming PSR.

② Lost Hills Road/Cold Springs Street Signal
Traffic signal installation to accommodate buildout traffic volumes.

③ Las Virgenes Road/Hwy. 101 SB Ramp Improvements
Re-stripe NB approach to provide two through lanes and one shared through-right-turn lane.



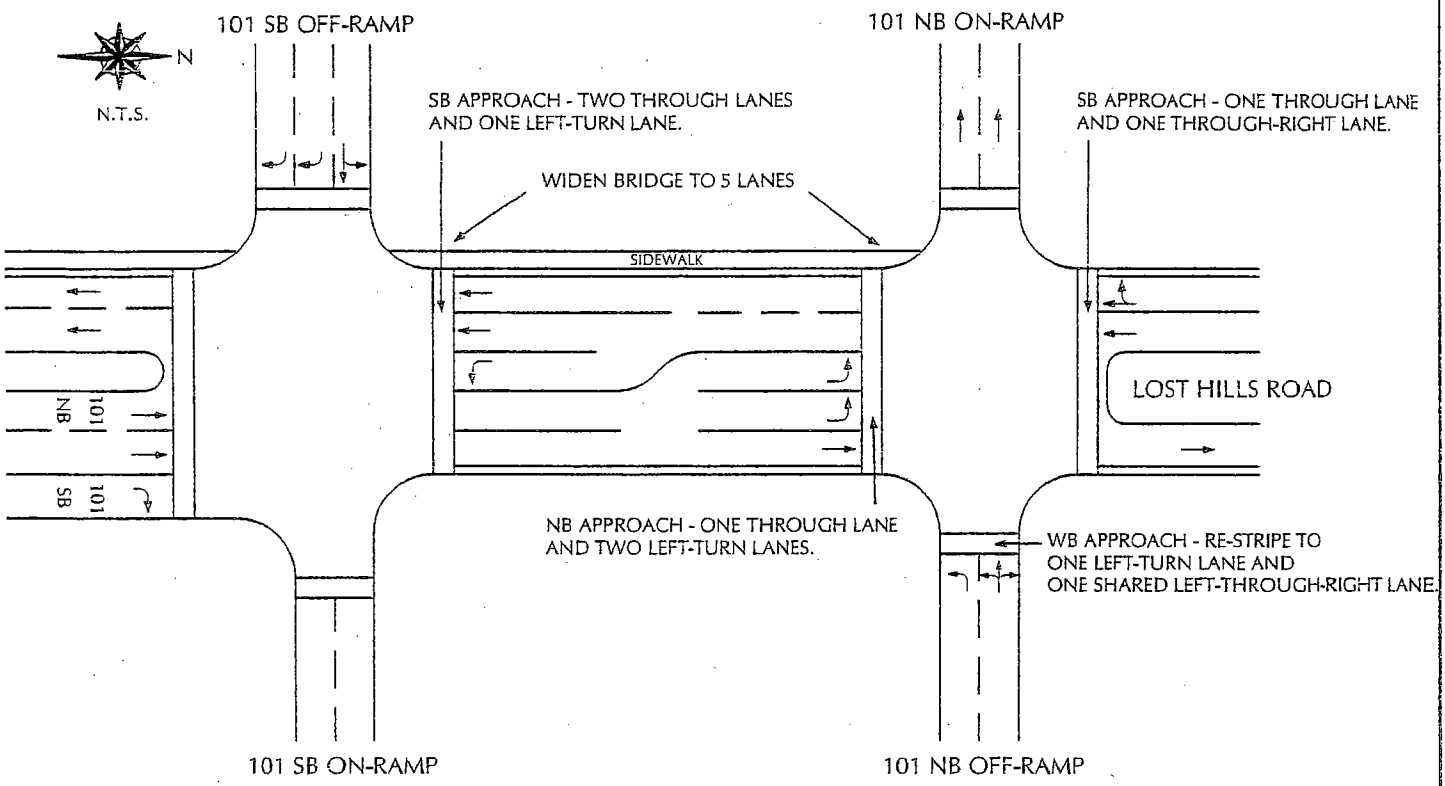
Associated Transportation Engineers

Recommended B & T District Improvements

FIGURE A

B & T DISTRICT IMPROVEMENT COST ESTIMATE

:ATION: LOST HILLS ROAD/101 NB & SB RAMPS INTERSECTIONS - BRIDGE WIDENING OPTION



;CRIPTION:

/IDEN BRIDGE.

:-LOCATE RAMPS TO INCREASE LENGTH OF OVERPASS.

)ST HILLS ROAD/101 SB RAMPS:

3 APPROACH - ONE THROUGH LANE AND ONE LEFT-THROUGH LANE.

)ST HILLS ROAD/101 NB RAMPS:

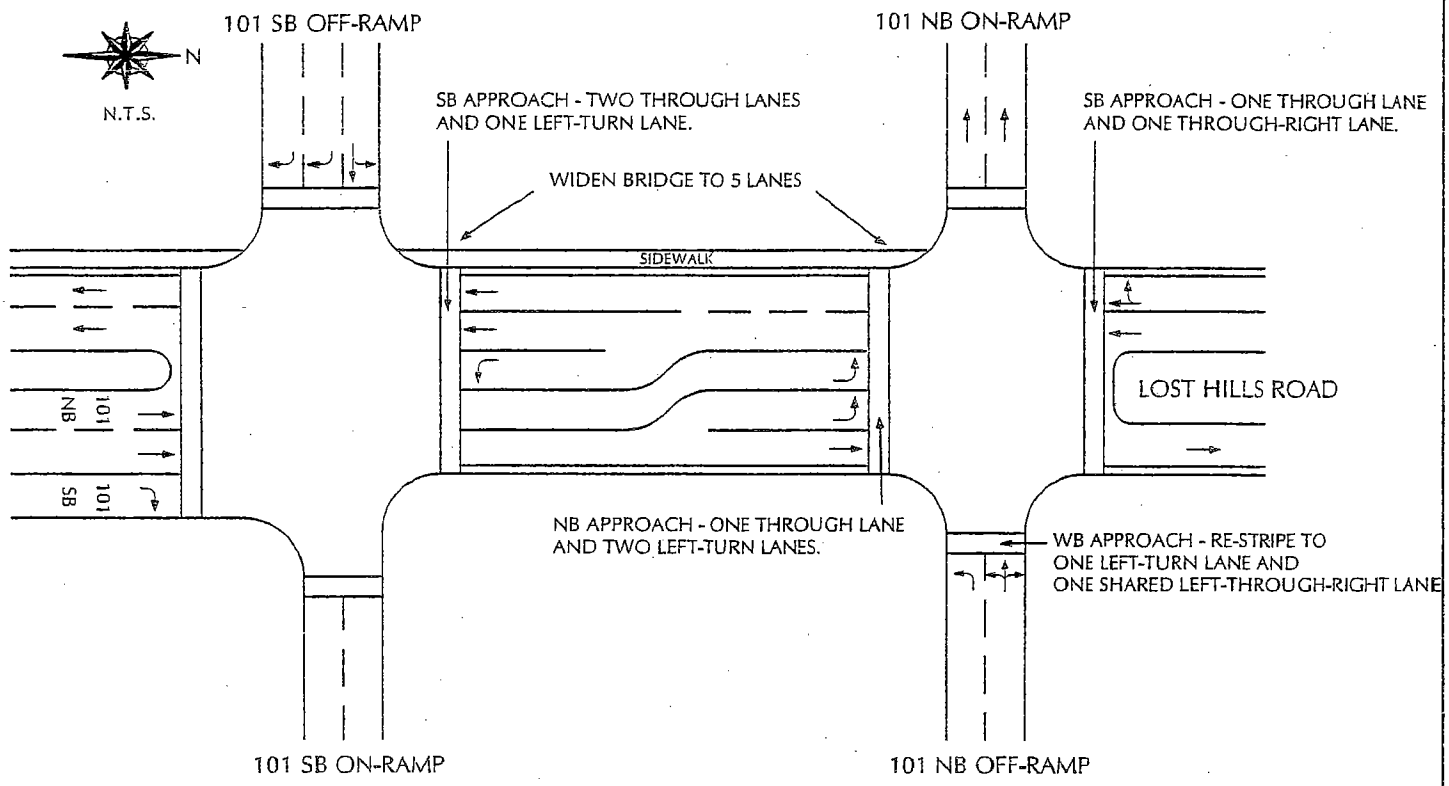
B APPROACH - ONE THROUGH LANE AND TWO LEFT-TURN LANES.
3 APPROACH - RE-STRIPE TO ONE THROUGH LANE AND ONE SHARED THROUGH-RIGHT LANE.
/B APPROACH - RE-STRIPE TO ONE LEFT-TURN LANE AND ONE SHARED LEFT-THROUGH-RIGHT LANE.

IMPROVEMENT COST ESTIMATE

IMPROVEMENT	COST
CONSTRUCTION:	
BRIDGE WIDENING	$ 6,075,000
RAMP RE-LOCATION	$ 2,791,500
SIGNAL MODIFICATIONS	$ 350,000
SUBTOTAL:	$ 9,216,500
CONTINGENCY (20%)	$ 1,843,300
DESIGN ENGINEERING (20%):	$ 1,843,300
CONSTRUCTION ENGINEERING (30%):	$ 2,764,950
TOTAL COST ESTIMATE:	$ 15,668,050

B & T DISTRICT IMPROVEMENT COST ESTIMATE

CATION: LOST HILLS ROAD/101 NB & SB RAMPS INTERSECTIONS - BRIDGE WIDENING OPTION ALT. STRIPING



SCRIPTION:

/IDEN BRIDGE.

E-LOCATE RAMPS TO INCREASE LENGTH OF OVERPASS.

OST HILLS ROAD/101 SB RAMPS:

B APPROACH - ONE THROUGH LANE AND ONE LEFT-THROUGH LANE.

OST HILLS ROAD/101 NB RAMPS:

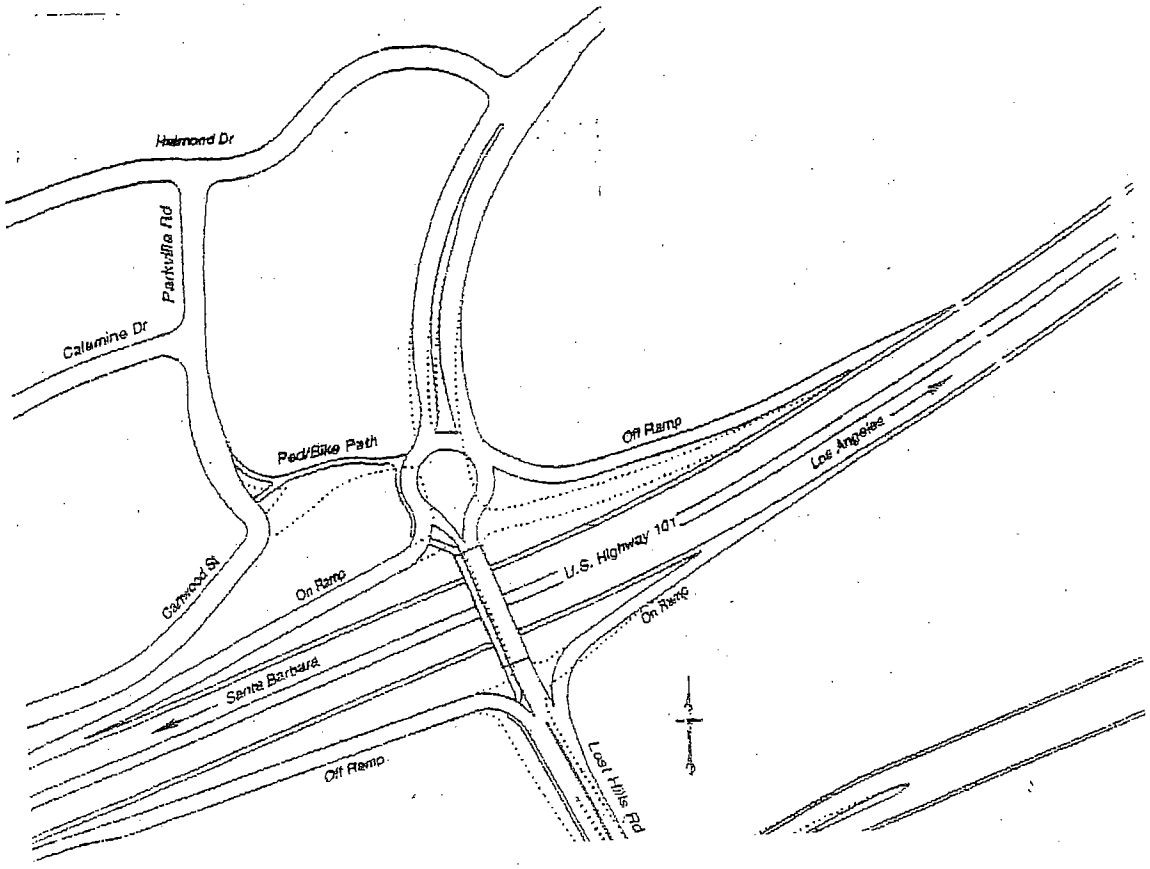
B APPROACH - ONE THROUGH LANE AND TWO LEFT-TURN LANES.
B APPROACH - RE-STRIPE TO ONE THROUGH LANE AND ONE SHARED THROUGH-RIGHT LANE.
/B APPROACH - RE-STRIPE TO ONE LEFT-TURN LANE AND ONE SHARED LEFT-THROUGH-RIGHT LANE.

IMPROVEMENT COST ESTIMATE

IMPROVEMENT	COST
CONSTRUCTION:	
BRIDGE WIDENING	$ 6,075,000
RAMP RE-LOCATION	$ 2,791,500
SIGNAL MODIFICATIONS	$ 350,000
SUBTOTAL:	$ 9,216,500
CONTINGENCY (20%)	$ 1,843,300
DESIGN ENGINEERING (20%):	$ 1,843,300
CONSTRUCTION ENGINEERING (30%):	$ 2,764,950
TOTAL COST ESTIMATE:	$ 15,668,050

B & T DISTRICT IMPROVEMENT COST ESTIMATE

CATION: LOST HILLS ROAD/101 NB RAMP INTERSECTION - ROUNDABOUT OPTION A



URCE: LEIF OURSTON AND ASSOCIATES

SCRIPTION:

OUNDABOUT CONSTRUCTION AT LOST HILLS ROAD/101 NB RAMPS.

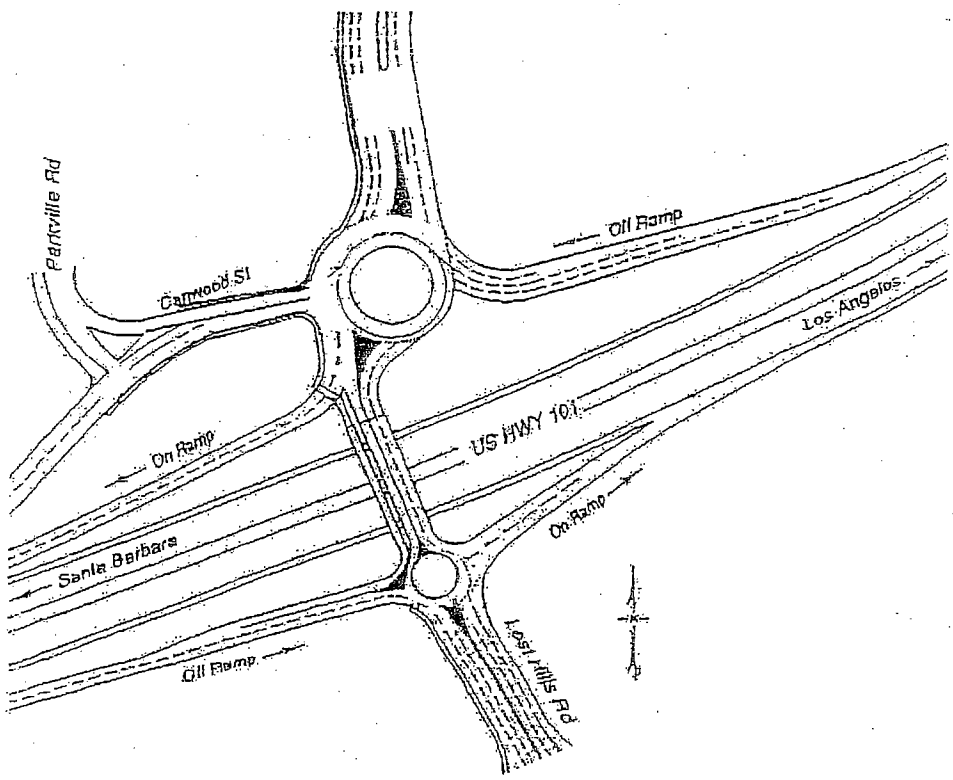
IMPROVEMENT COST ESTIMATE

IMPROVEMENT	COST
ROUNDABOUT AND PEDESTRIAN BRIDGE CONSTRUCTION	N/A
RAMP RE-LOCATION	N/A
SUBTOTAL:	N/A
CONTINGENCY (20%)	N/A
DESIGN ENGINEERING (20%):	N/A
CONSTRUCTION ENGINEERING (30%):	N/A
TOTAL COST ESTIMATE:	$ 5,000,000 (a)

(a) Interim option with existing U.S. 101 bridge. Bridge would need replacement to accommodate future U.S. 101 widening. Interim option assumes 1994 costs with 3% per year increase.

B & T DISTRICT IMPROVEMENT COST ESTIMATE

:ATION: LOST HILLS ROAD/101 NB RAMP INTERSECTION - ROUNDABOUT OPTION B



URCE: LEIF OURSTON AND ASSOCIATES

:CRIPTION:

OUNDABOUT CONSTRUCTION AT LOST HILLS ROAD/101 NB RAMPS.

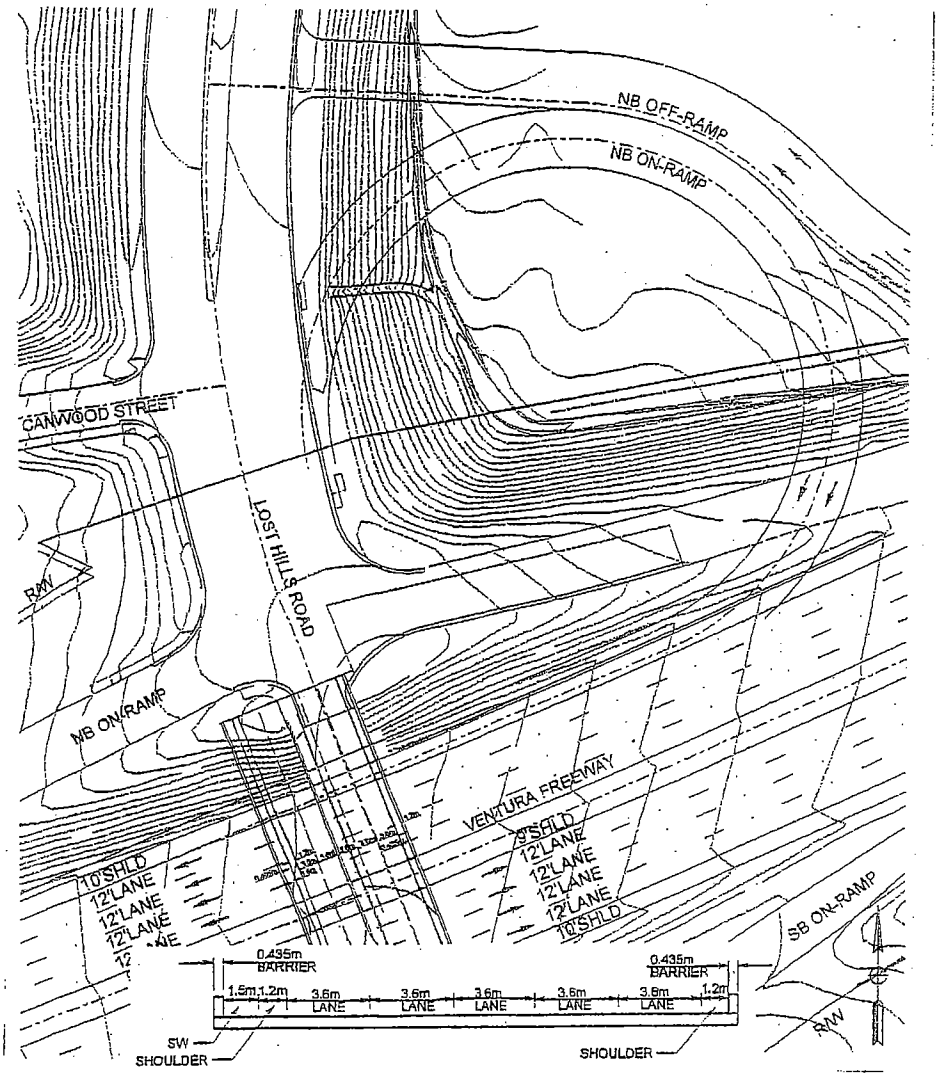
IMPROVEMENT COST ESTIMATE

IMPROVEMENT	COST
ROUNDABOUT AND PEDESTRIAN BRIDGE CONSTRUCTION	N/A
RAMP RE-LOCATION	N/A
SUBTOTAL:	N/A
CONTINGENCY (20%)	N/A
DESIGN ENGINEERING (20%):	N/A
CONSTRUCTION ENGINEERING (30%):	N/A
TOTAL COST ESTIMATE:	$ 5,000,000 (a)

(a) Interim option with existing U.S. 101 bridge. Bridge would need replacement to accommodate future U.S. 101 widening. Interim option assumes 1994 costs with 3% per year increase.

B & T DISTRICT IMPROVEMENT COST ESTIMATE

:ATION: LOST HILLS ROAD/101 NB & SB RAMPS INTERSECTIONS -
BRIDGE WIDENING OPTION WITH "PAR-CLO" DESIGN



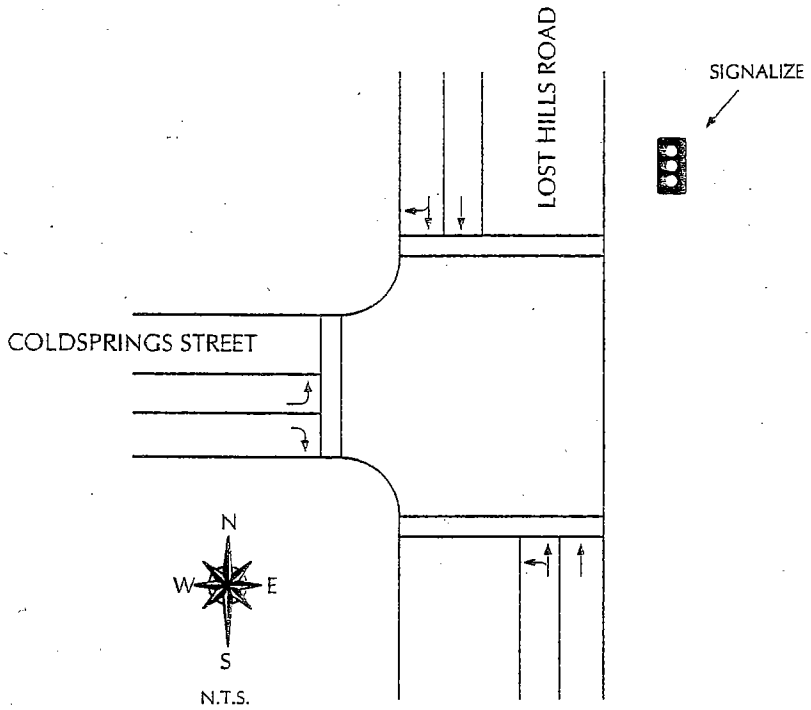
URCE: ATHALYE CONSULTING ENGINEERS

IMPROVEMENT COST ESTIMATE

IMPROVEMENT	COST
CONSTRUCTION:	
BRIDGE WIDENING	N/A
RAMP RE-LOCATION	N/A
SIGNAL MODIFICATIONS	N/A
SUBTOTAL:	N/A
CONTINGENCY (20%)	N/A
DESIGN ENGINEERING (20%):	N/A
CONSTRUCTION ENGINEERING (30%):	N/A
TOTAL COST ESTIMATE:	N/A

B & T DISTRICT IMPROVEMENT COST ESTIMATE

CATION: LOST HILLS ROAD/COLDSPRINGS STREET INTERSECTION



SCRIPTION:

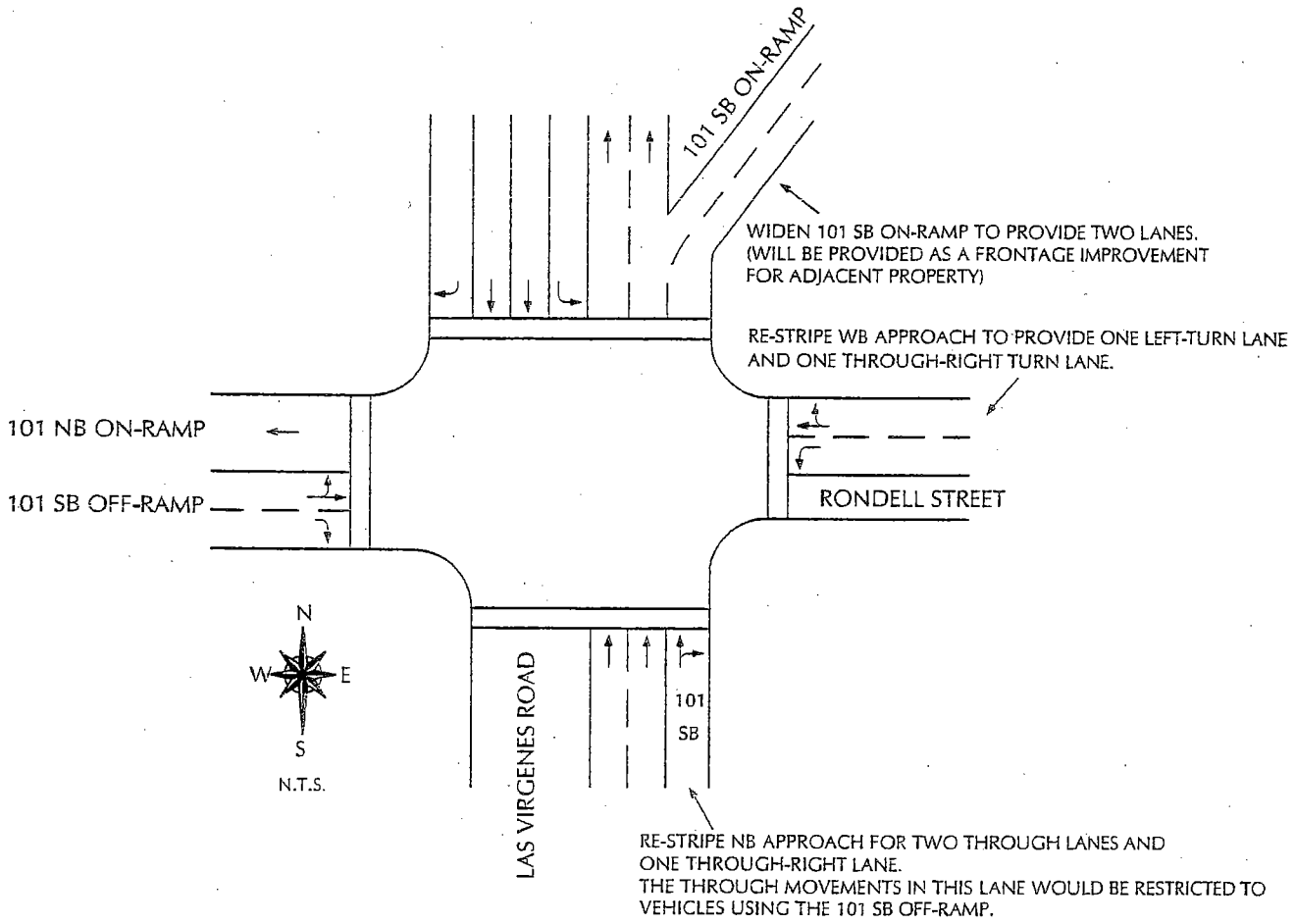
GNALIZE INTERSECTION

IMPROVEMENT COST ESTIMATE

IMPROVEMENT	COST
CONSTRUCTION:	
TRAFFIC SIGNAL INSTALLATION	$ 125,000
DESIGN ENGINEERING	$ 8,500
CONSTRUCTION ENGINEERING	$ 12,500
TOTAL COST ESTIMATE:	$ 146,000

B & T DISTRICT IMPROVEMENT COST ESTIMATE

:ATION: LAS VIRGENES ROAD/101 SB RAMPS INTERSECTION



SCRIPTION:

-STRIPE NB APPROACH TO ONE THROUGH-RIGHT LANE.
-STRIPE WB APPROACH TO PROVIDE ONE LEFT-TURN LANE AND ONE THROUGH-RIGHT TURN LANE.
IDEN 101 SB ON-RAMP TO PROVIDE TWO LANES (WILL BE PROVIDED AS A FRONTAGE IMPROVEMENT FOR THE ADJACENT DEVELOPMENT).

IMPROVEMENT COST ESTIMATE

IMPROVEMENT	COST
CONSTRUCTION:	
SIGNAL MODIFICATION	$ 25,000
CONSTRUCTION	$ 15,000
SUBTOTAL:	$ 40,000
CONTINGENCY (20%)	$ 8,000
DESIGN ENGINEERING (15%):	$ 6,000
CONSTRUCTION ENGINEERING (30%):	$ 12,000
TOTAL COST ESTIMATE:	$ 66,000

RESOLUTION OF THE
BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES
RELATING TO THE REVISION OF
FEES AND IMPROVEMENT PROJECTS
FOR THE LOST HILLS ROAD/LAS VIRGENES ROAD
BRIDGE AND MAJOR CONSTRUCTION FEE DISTRICT

WHEREAS, the Board of Supervisors of the County of Los Angeles adopted the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare (B&T) Construction Fee District (District) on June 24, 1997, for the funding of certain highway improvements (District improvements); and

WHEREAS, the Board of Supervisors established fees for the District as follows:

Residential Property:

Single-Family	$ 2,057/unit
Townhouse	$ 1,283/unit
Apartment	$ 1,120/unit

Non-Residential Property:

Retail	$ 5.00 per square feet
Office	$ 4.56 per square feet
Research and Development	$ 3.10 per square feet
Light Industrial	$ 2.00 per square feet
Institutional	$ 3.95 per square feet

WHEREAS, the District fees established by the Board of Supervisors at the time of District formation were based upon the estimated total improvement costs and the estimated potential development within the District at that time; and

WHEREAS, the estimated total improvement costs for the District have increased substantially since District formation due to the increases in the scope of the projects and the addition of projects identified in the Los Angeles County General Plan and the City of Calabasas Circulation Plan; and

WHEREAS, as a result of the above facts, the projected revenue from collection of District fees at the existing fee rates will be insufficient to fully finance the proposed District improvements; and

WHEREAS, there is a need to revise the District fees to provide for sufficient revenue to fully finance the proposed District improvements as is demonstrated in the Lost Hills Road/Las Virgenes Road B&T Construction Fee District Update Report presented to the Board of Supervisors; and

WHEREAS, the District is within the jurisdictions of the County of Los Angeles and the City of Calabasas; and

WHEREAS, the revisions to the District fees contained in this Resolution will apply in both City and County jurisdictions; and

WHEREAS, the requirements for notice and public hearing in relation to the proposed fee revisions have been met in accordance with Government Code Section 65091; and

WHEREAS, Public Works has determined that the District update is statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA State Guideline Section 21080(8)(D) in that the District is only obtaining funds for capital projects necessary to maintain services within existing service areas; and

WHEREAS, the City and County will be responsible for preparation of any subsequent environmental documentation that may be required for the Lost Hills Road/Las Virgenes Road B&T Construction Fee District improvement projects, the preparation of the construction plans, the acquisition of any needed right of way, and the construction of the improvements; and

WHEREAS, applicable requirements regarding revision of development fees, as set forth in government Code Section 66000 et. seq., have been satisfied; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors:

A. Considered the District update is statutorily exempt from the provisions of the CEQA pursuant to CEQA State Guideline Section 21080(8)(D).

B. Finds that the estimated total cost of the District improvements is $6.5 million.

C. Approves the construction fees shown in the Report and the construction fees are as follows:

Residential Property:

Single-Family	$ 3,179/unit
Townhouse	$ 1,717/unit
Multiple-Family	$ 1,971/unit

Non-Residential Property:

Retail	$ 14.18 per square feet
Office	$ 7.69 per square feet
Research and Development	$ 3.43 per square feet
Light Industrial	$ 3.12 per square feet
Institutional	$ 2.10 per square feet

D. The approved revised District fees will be implemented within both the City and County jurisdiction areas.

E. The method of fee apportionment for the revised District fees is set forth in the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare Construction Fee District Update Report, attached hereto as Exhibit A.

F. The revised District fees are to finance completion of the Lost Hills Road/Las Virgenes Road B&T Construction Fee District Improvements as generally identified in Exhibit A.

G. The revised District fees collected pursuant to this Resolution shall be used to finance, or where appropriate, to provide reimbursement for financing of, the District improvements.

H. Hereby approves the automatic annual increase of District fees pursuant to the method of calculation indicated in the District Report in Exhibit A.

I. The County and possibly other governmental agencies may contribute or make loans to the Lost Hills Road/Las Virgenes Road B&T Construction Fee District Fund.

J. Advancement of funds by developers to the District Fund for early completion of District projects may be accepted and later reimbursed by the District Fund or be compensated with credit against future fees.

K. There is reasonable relationship between the proposed revised District fee's use for the District improvements and the affected subdivision and building permit approvals to which the fees apply since this new development will directly benefit from the improved traffic circulation provided for by the completion of the District improvements.

The foregoing Resolution was on the _____ day of _____2004, adopted by the Board of Supervisors of the County of Los Angeles and ex-officio the governing body of all other special assessment and taxing districts, agencies, and authorities for which said Board so acts.

VIOLET VARONA-LUKENS
Executive Officer of the
Board of Supervisors of the
County of Los Angeles

By_____
Deputy

APPROVED TO FORM:

OFFICE OF THE COUNTY COUNSEL

By_____
Deputy

NOTICE OF PUBLIC HEARING

COUNTY OF LOS ANGLES
DEPARTMENT OF PUBLIC WORKS

THE LOST HILLS ROAD/LAS VIRGENES ROAD
BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT

The County of Los Angeles Board of Supervisors will hold a public hearing to discuss the proposed update prepared for the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare (B&T) Construction Fee District. The proposed update of the District, located in the City of Calabasas/unincorporated area of Los Angeles, California 91302, will revise the existing fees to be levied against future subdivision and building permit activities to construct bridge and highway improvements. Those proposed improvement projects are identified in the Los Angeles County and City of Calabasas General Plans. Existing developments are not subject to the fee along with other exclusions listed on the attached notice. The District boundary generally bounded by Interstate 101 to the north, Las Virgenes Road to the west, Piuma Road to the south and Cold Canyon Road to the east.

Said hearing will be held on January 25, 2005, at 9:30 a.m., Kenneth Hahn Hall of Administration, 500 West Temple Street (corner of Temple Street and Grand Avenue), Room 381, Los Angeles, California 90012. The Board of Supervisors will consider and may adopt the resolutions. Further, notice is given that the Board of Supervisors may continue this hearing from time to time. Written comments may be sent to the Executive Office of the Board of Supervisors at the above address. If you do not understand this notice or need more information, please call John Chin of Public Works at (626) 458-7151.

Si no entiende esta noticia o si necesita mas informacion, favor de llamar a este numero (626) 458-7151.

VIOLET VARONA-LUKENS
EXECUTIVE OFFICER – CLERK OF
THE BOARD OF SUPERVISORS

PROPOSED BRIDGE AND MAJOR THOROUGHFARE
CONSTRUCTION FEE DISTRICT

On June 24, 1997, the County of Los Angeles Board of Supervisors adopted the Lost Hills Road/Las Virgenes Road Bridge and Major Thoroughfare (B&T) Construction Fee District. The B&T District was created to fund roadway and intersection improvements needed to accommodate future traffic volumes for areas within the B&T District boundaries. These areas include portions of the City of Calabasas and unincorporated areas of Los Angeles County that will use the Lost Hills Road/Ventura Freeway and Las Virgenes Road/Ventura Freeway interchanges as their primary access and/or receive significant benefit from the improvements funded by the B&T District.

Significant land use development and associated traffic growth has occurred since the B&T District was adopted. The purpose of the update is to re-evaluate the improvements prioritization list, develop new improvements and associated cost estimates, and assess new B&T traffic fee requirements.

As a result of the above facts, the projected revenue from collection of District fees at the existing fee rates will be insufficient to finance the improvements in the District. Therefore, there is a need to revise the district fees for the District to provide sufficient revenue to finance the District improvements as is demonstrated in the District Update Report presented to the Board of Supervisors.

The County of Los Angeles proposes to levy fees on new development to pay for the construction costs. The purpose of this document is to properly notify all parties affected as legally required for the County of Los Angeles Board of Supervisors to update the fee district for construction of the proposed improvements.

THE PROPOSED UPDATE OF THE FEE DISTRICT AFFECTS ONLY NEW DEVELOPMENT

THE PROPOSED FEE PROGRAM DOES NOT AFFECT:

- EXISTING HOMES
- EXISTING COMMERICAL OR INDUSTRIAL BUILDINGS
- BULDINGS PERMITS FOR RESIDENTAL REMODELING OR ADDITIONS
- BUILDING PERMITS FOR RECONSTRUCTION OF EXISTING RESIDENTIAL BUILDINGS WHICH DO NOT INCREASE THE NUMBER OF DWELLING UNITS

New fees would be imposed upon new development projects within the City of Calabasas and surrounding unincorporated area and will be apportioned based upon the amount of traffic estimated to be created by each type of NEW development. The amount of new development anticipated within the District boundary is estimated to be 168 residential units, 273,148 square feet of retail, office, and institutional developments. The proposed fee rates are calculated as follows:

	Development Type	Existing Fee	Proposed Fee
1.	Single-Family Residential	$2,057 per unit	$3,179 per unit
2.	Townhomes	$1,283 per unit	$1,717 per unit
3.	Apartment	$1,120 per unit	-------
4.	Multiple-Family Residential	-------	$1,971 per unit
5.	Retail	$ 5.00 per square feet	$14.18 per square feet
6.	Office	$ 4.56 per square feet	$ 7.69 per square feet
7.	Research and Development	$ 3.10 per square feet	$ 3.43 per square feet
8.	Light Industrial	$ 2.00per square feet	$ 3.12 per square feet
9.	Institutional	$ 3.95 per square feet	$ 2.10 per square feet

Payment of the fees would be required at the time of a) recordation of new subdivisions or b) new building permit issuance, in the cases where subdivision of land has been recorded prior to establishing this district.

The proposed boundaries of the Area of Benefit are illustrated on the map contained in this notice. Action by the Board of Supervisors will affect only those areas within the unincorporated communities that are within the boundaries.

You have the right to appear at said hearing and be heard on this matter, or you may submit written comments prior to the close of the Hearing, addressed to Ms. Violet Varona-Lukens, Executive Officer-Clerk of the Board of Supervisors, County of Los Angeles, 383 Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California. The District Report is available for review at:

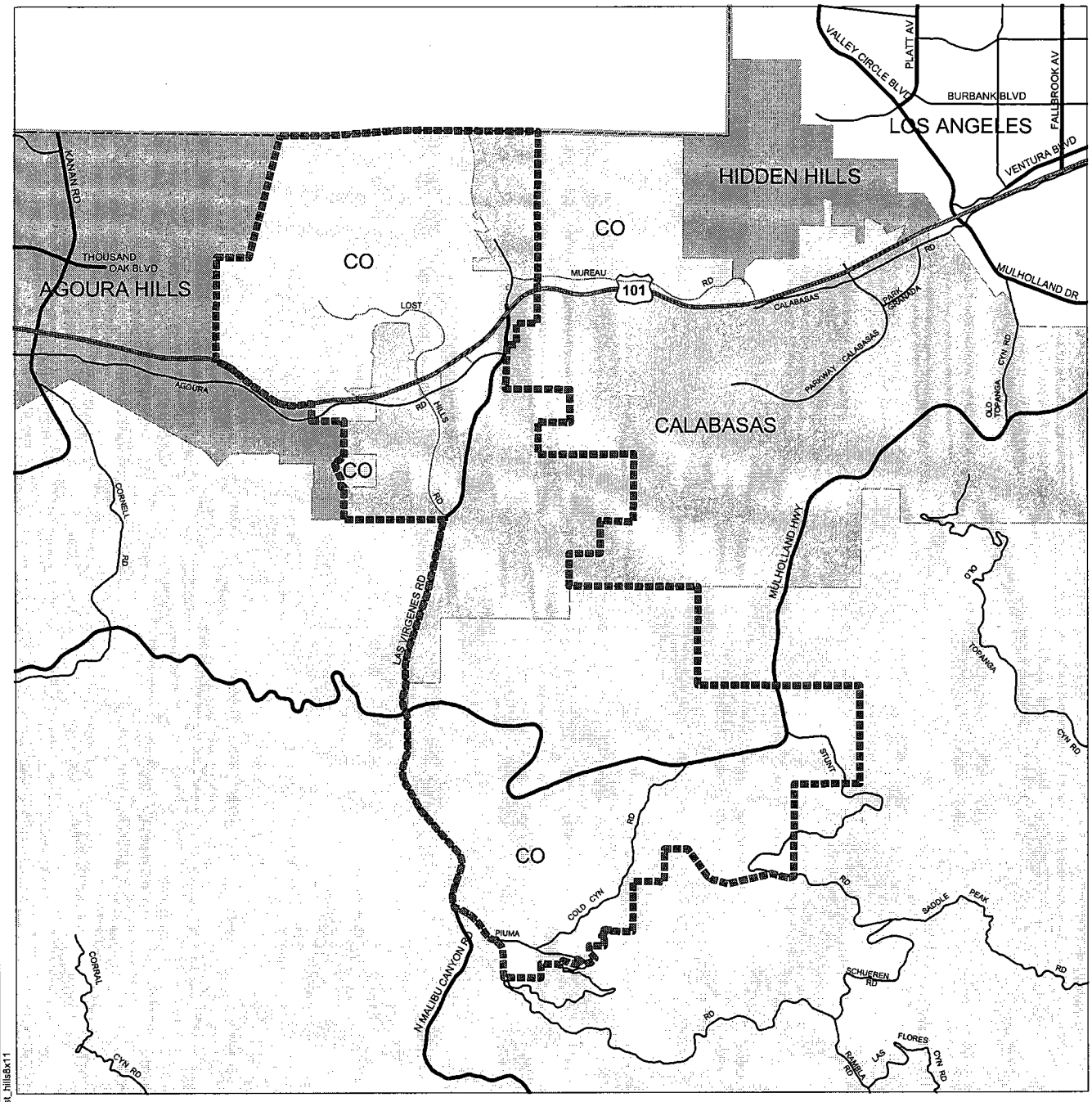
Agoura Hills Library
29901 Ladyface Court
Agoura Hills, CA 91301

For information, please call Public Works at (626) 458-4918.
Si no entiende esta noticia o si necesita mas informacion favor the llamar a este numero (626) 458- 7151.
By order of the Board of Supervisors of the County of Los Angeles, State of California.

Ms. Violet Varona-Lukens
Executive Officer-Clerk of
the Board of Supervisors

JC:ca P:\ldpub\TRANSPLAN\Board\HEARINGLHupdate.doc

LOST HILLS ROAD/LAS VIRGENES ROAD BRIDGE AND MAJOR THOROUGHFARE CONSTRUCTION FEE DISTRICT



DEPARTMENT OF PUBLIC WORKS
900 S. Fremont Ave.
Alhambra, CA. 91803

Mapping & Property Management Division
Mapping & GIS Services

Bridge and Major Thoroughfare Construction Fee District Boundary

N

Feet
0 3,000 6,000 12,000

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Data contained in this map was produced in whole or part from the Los Angeles County Department of Public Works' digital database.

DATE: 14 OCTOBER 04 12:00 MONDAY by andyz

PRJ: MPMGIS/projects/mpm/gismaps/wk_745/lost_hills8x11