FINAL
Traffic Report for the Proposed Golden Valley Road and Newhall Ranch Road Projects in the City of Santa Clarita, California

May 5, 2005

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1. Background

Area Characteristics and Roadways

The City of Santa Clarita (population 156,000) is located in the center of the Santa Clarita Valley, approximately 35 miles northwest of the City of Los Angeles. Municipal boundaries encompass over 46 square miles of land, situated primarily on the valley floor and lower reaches of the surrounding canyons. Situated within the "V" formed by the two freeways, the City is bounded by the Golden State Freeway (I-5) to the west and the Antelope Valley Freeway (SR-14) to the east.

As part of the City's General Plan, Golden Valley Road, a major arterial highway, is to be constructed from the Antelope Valley Freeway (SR-14) to the future easterly extension of Newhall Ranch Road and terminating at Plum Canyon Road, thereby providing a north-south link through the heart of the City. The future easterly extension of Newhall Ranch Road is to be constructed from Golden Valley Road to Bouquet Canyon Road, thereby providing an east-west link through the City upon completion of Newhall Ranch Road from Interstate 5 to Copper Hill Drive.

The proposed improvements would considerably increase regional capacity. The project would reduce forecast congestion on adjacent streets and accommodate projected traffic growth in the area.

Figure 1 shows the project location.

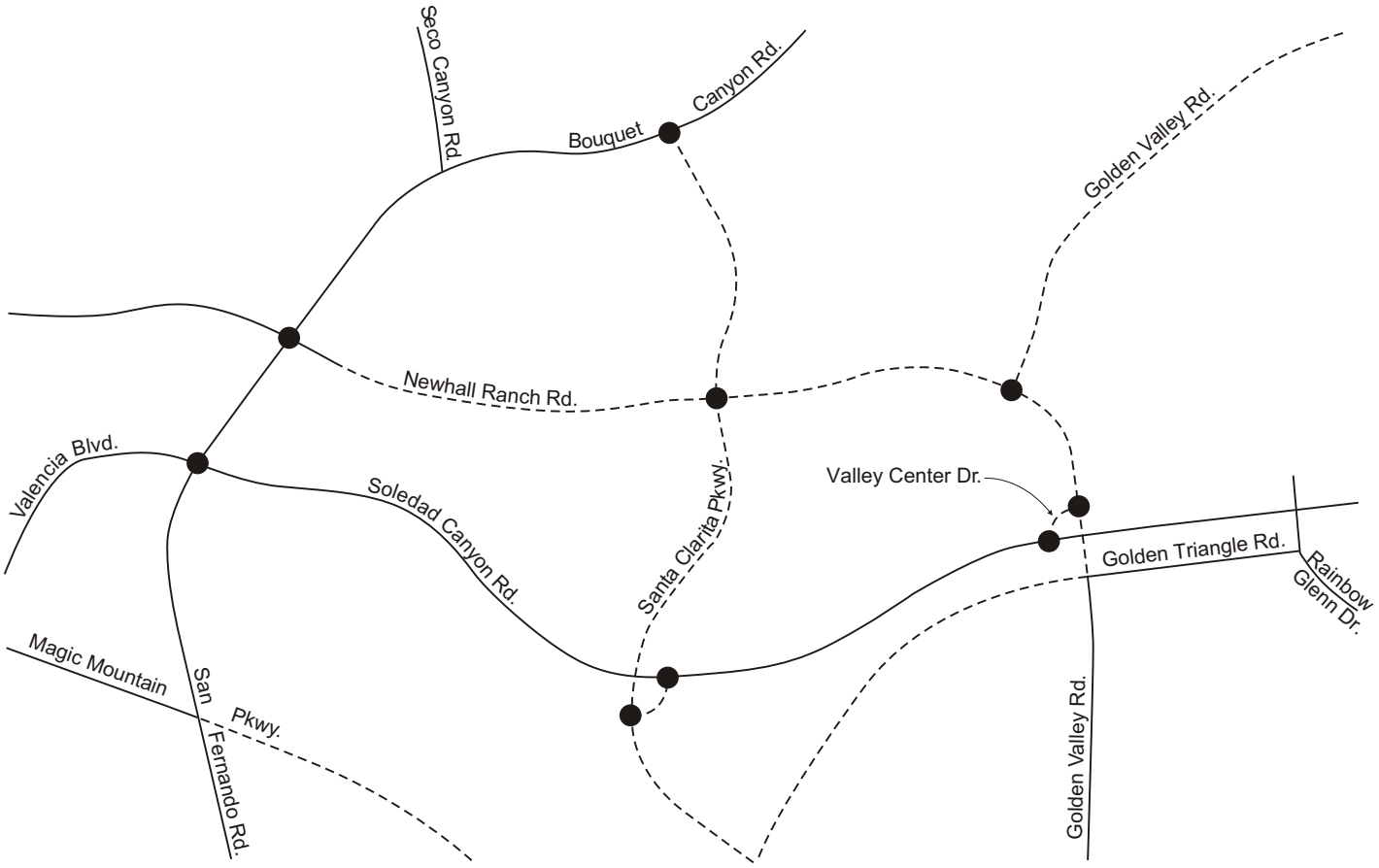
Regional Planning

Development plans for this area indicate that traffic growth will continue into the near future, resulting in an overall increase in intraregional, interregional and commuter traffic. Project alternatives have been developed and are discussed below.

Methodology

The traffic analysis evaluates the existing conditions and the long-range time frames using the Santa Clarita Consolidated Traffic Model (SCVCTM). The SCVCTM was developed jointly by the City of Santa Clarita and the County of Los Angeles and is the primary tool used for forecasting traffic volumes in the Santa Clarita Valley. Katz, Okitsu & Associates obtained the traffic volume forecasts used in this study from the City of Santa Clarita and Austin-Foust Associates, Inc**. The longer-term time-frame would be considered to be between the Year 2025 and 2030 at area build-out.**

This report has been prepared in conformance with guidelines set forth by the City of Santa Clarita. The TRAFFIX software was used to perform the analysis for the surface street network for the above conditions. The intersection analysis was performed utilizing the Intersection Capacity Utilization (ICU) Methodology for signalized intersections. The City of Santa Clarita uses a lane capacity of 1,750 vehicles per hour per lane.



LEGEND

- Study Intersection
- Proposed Roadways

N

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City of Santa Clarita Cross Valley Connector Traffic Study — Figure 1

Location of Proposed Roadways

The analysis of peak hour intersection Level of Service (LOS) is the primary indicator of circulation system performance. Appendix A contains a discussion of the ICU methodology and corresponding level of service definitions. The level of service during the peak hour at intersections ranges from LOS A (optimal conditions, little congestion) to LOS F (stop-and-go traffic, very heavy congestion).

2. Project Alternatives

Three project alternatives and the "no project" alternative are being assessed. The project alternatives are described below:

"Build" Alternatives

Three build alternatives have been evaluated. Build Alternatives 1 and 2 differ in the exact location of the Golden Valley Road/Newhall Ranch Road intersection with the intersection constructed further to the south in Alternative 2. However, the intersection configuration remains the same in both alternatives. Alternatives 1 and 2 differ from Alternative 3 in the configuration of the intersection of Golden Valley Road and Newhall Ranch Road. In Build Alternatives 1 and 2, Golden Valley Road would extend northerly from Soledad Canyon Road, over the Santa Clara River, to the vicinity of the Newhall Ranch Road extension alignment. Golden Valley Road would then curve westerly and become Newhall Ranch Road. The northerly continuation of Golden Valley Road to Plum Canyon Road would extend from a "T" intersection at the transition of Golden Valley Road to Newhall Ranch Road. The proposed roadways and the bridge are to be 120 feet wide to accommodate six traffic lanes, turn lanes at key intersections as well as bicycle lanes.

In Build Alternative 3, Golden Valley Road would extend northerly from Soledad Canyon Road, over the Santa Clara River to an intersection with Plum Canyon Road. The proposed easterly extension of Newhall Ranch Road would intersect Golden Valley Road, creating a "T" intersection.

The "Build" alternatives assume that the Bouquet Junction project is completed (see discussion below) as would an additional eastbound through lane at the Bouquet Canyon Road/Newhall Ranch Road intersection. In addition a fourth through lane would be provided in the eastbound and westbound directions at the Bouquet Canyon Road/Newhall Ranch Road intersection.

"No Project" Alternative

The "No Project" alternative would not construct the proposed project roadways. It was assumed that the Bouquet Junction project, which is currently underway, would be constructed. That improvement will add a fourth southbound through lane at the Bouquet Canyon Road/Newhall Ranch Road intersection and a third eastbound left-turn lane at the Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard intersection. In addition a third eastbound through lane would be completed at the Bouquet Canyon Road/Newhall Ranch Road intersection.

The assumptions regarding improvements to the Bouquet Canyon Road/Newhall Ranch Road and Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road are consistent with assumptions utilized in the traffic impact analysis prepared by Austin-Foust Associates, Inc. for the Riverpark project, dated February 2004.

3. Analysis of Existing Conditions

The traffic analysis performed as part of this report is based on field reviews and traffic volume data and forecasts prepared by the City of Santa Clarita and their consultant Austin-Foust Associates, Inc. That data is provided in Appendix B of this report.

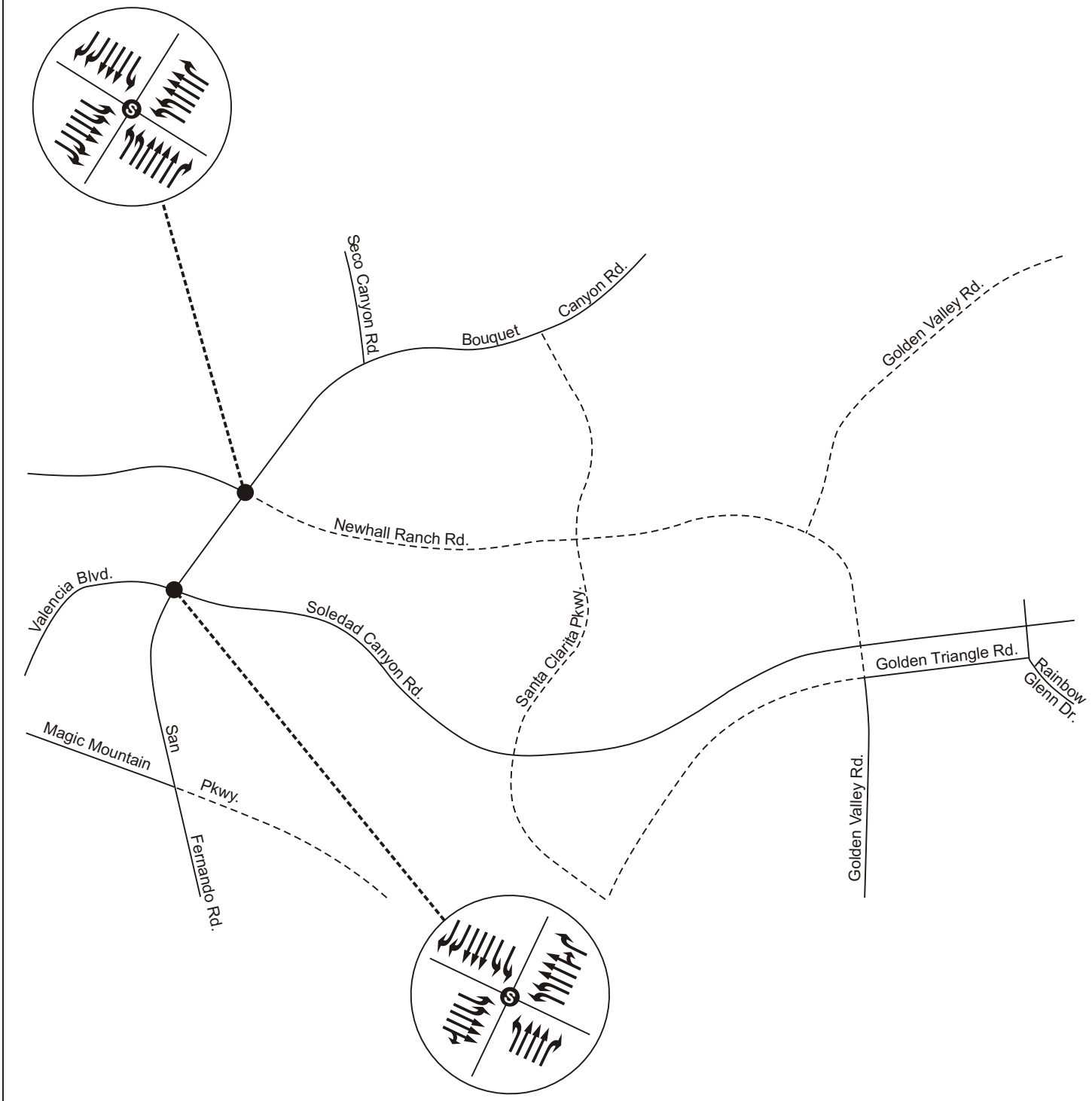
For all alternatives, level-of-service calculations were performed using the Intersection Capacity Utilization (ICU) planning methodology, consistent with the traffic analysis guidelines of the City of Santa Clarita. Calculations were made using the TRAFFIX computer program.

Traffic demand in the project area meets or exceeds roadway capacity on many of the arterial roadways. Significant increases in traffic are anticipated in the future based on proposed area growth. Existing conditions are documented by traffic calculations performed for the Bouquet Canyon Road/Newhall Ranch Road and Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard intersections. These intersections were deemed most likely impacted by the proposed project alternatives. Figure 2 shows the intersection striping and control at each intersection. Figures 3 and 4 provide the existing AM and PM peak hour volumes. Table 1 summarizes the results of level-of-service calculations.

Table 1 – Level-of-Service Calculations – Existing Conditions

Intersection	Weekday AM Peak Hour	Weekday PM Peak Hour
	V/C - LOS	V/C - LOS
Bouquet Canyon Road/Newhall Ranch Road	0.880 D	0.830 D
Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard	0.760 C	1.040 F

The calculations show that the Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard intersection operates at a poor level of service during the PM peak hour. Level-of-service calculations worksheets are provided in Appendix C.



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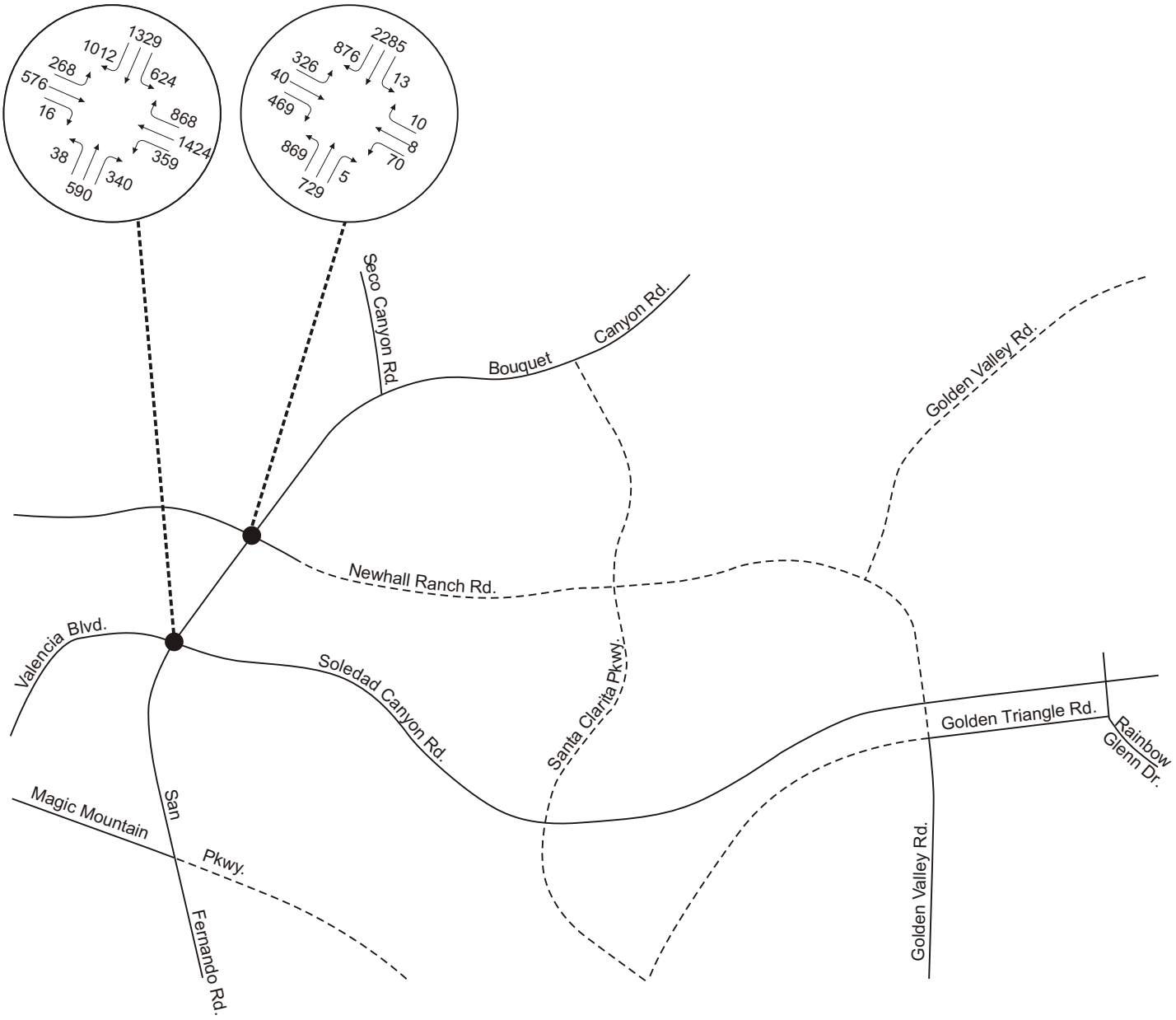
City of Santa Clarita Cross Valley Connector Traffic Study — Figure 2

Lane Configuration and Intersection Control - Existing Conditions



LEGEND

- Study Intersection
- XX Intersection Turn Volume

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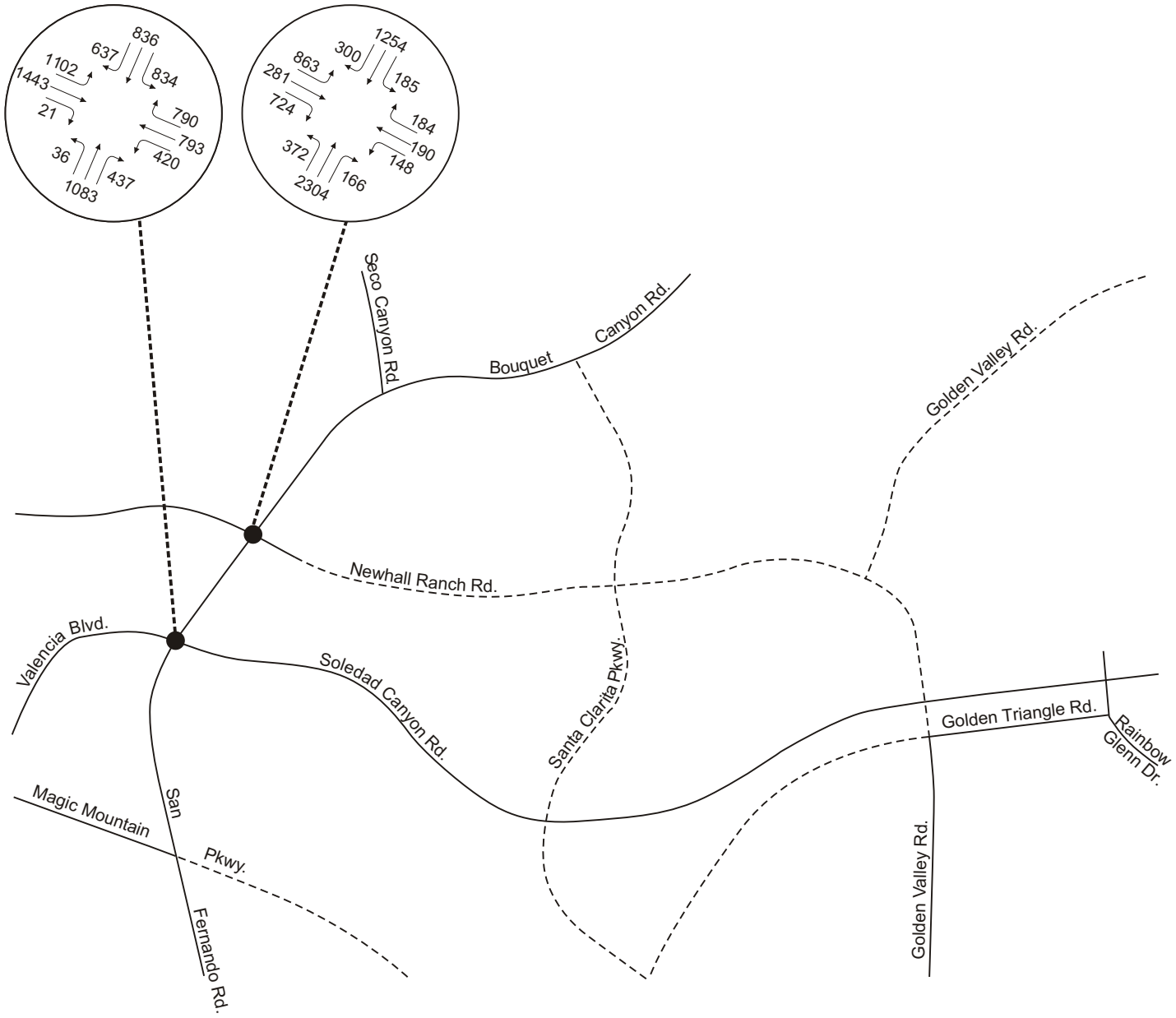
City of Santa Clarita Cross Valley Connector Traffic Study — Figure 3

Existing AM Peak Hour Volumes



LEGEND

- Study Intersection
- XX Intersection Turn Volume

N

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City of Santa Clarita Cross Valley Connector Traffic Study — Figure 4

Existing PM Peak Hour Volumes

4. Analysis of Longer Term "No Project" Conditions

Traffic data for future "no project" conditions was provided by the City of Santa Clarita and their consultant Austin-Foust Associates, Inc. is provided in Appendix B. The future conditions assume that the proposed Santa Clarita Parkway project is constructed. Figure 5 shows the roadway geometries and intersection control for future "longer term" "no project" conditions. Figures 6 and 7 show the forecast AM and PM peak hour volumes. Table 2 shows the calculated intersection levels of service.

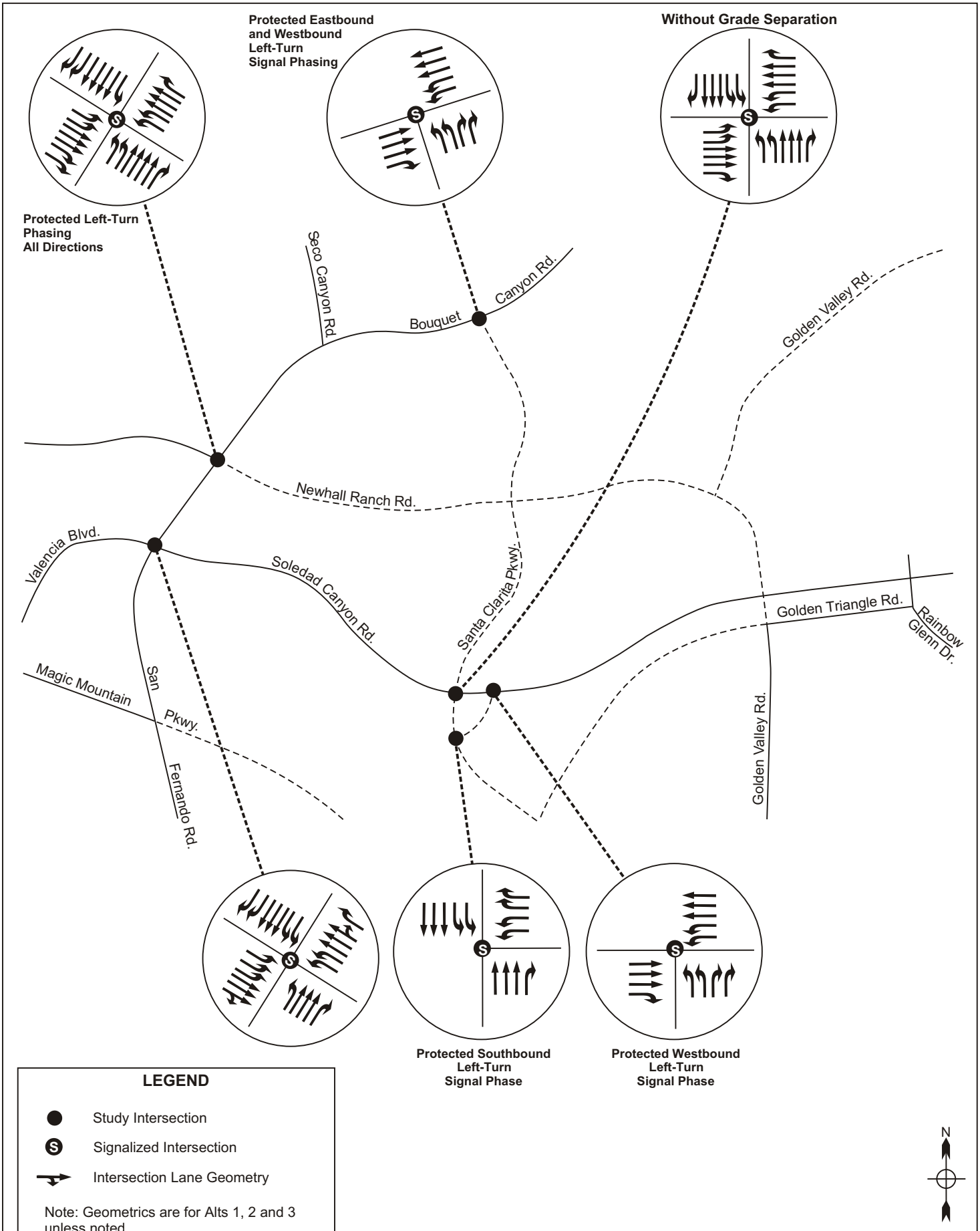
The intersection of Soledad Canyon Road and Santa Clarita Parkway was analyzed as both a grade separated and at-grade intersection since the future configuration is currently undetermined.

Table 2 – Level-of-Service Calculations – Longer Term "No Project" Conditions

Intersection	Weekday AM Peak Hour	Weekday PM Peak Hour
	V/C - LOS	V/C - LOS
Bouquet Canyon Road/Santa Clarita Parkway	0.810 D	**0.960 E**
Bouquet Canyon Road/Newhall Ranch Road	0.880 D	0.810 D
Santa Clarita Parkway/South of Soledad Canyon Road **(GRADE SEPARATED)**	0.610 B	0.730 C
Soledad Canyon Road/East of Santa Clarita Parkway **(GRADE SEPARATED)**	0.640 B	0.860 D
Soledad Canyon Rd/Santa Clarita Pkwy **(AT GRADE)**	0.820 D	0.850 D
Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard	**0.920 E**	**1.070 F**

The calculations also show that the Bouquet Canyon Road/Santa Clarita Parkway and Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road /Valencia Boulevard intersections will operate at poor levels of service during the PM peak hour. The Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard intersection will also operate at a poor level of service during the AM peak hour.

Level-of-service calculations worksheets are provided in Appendix D.



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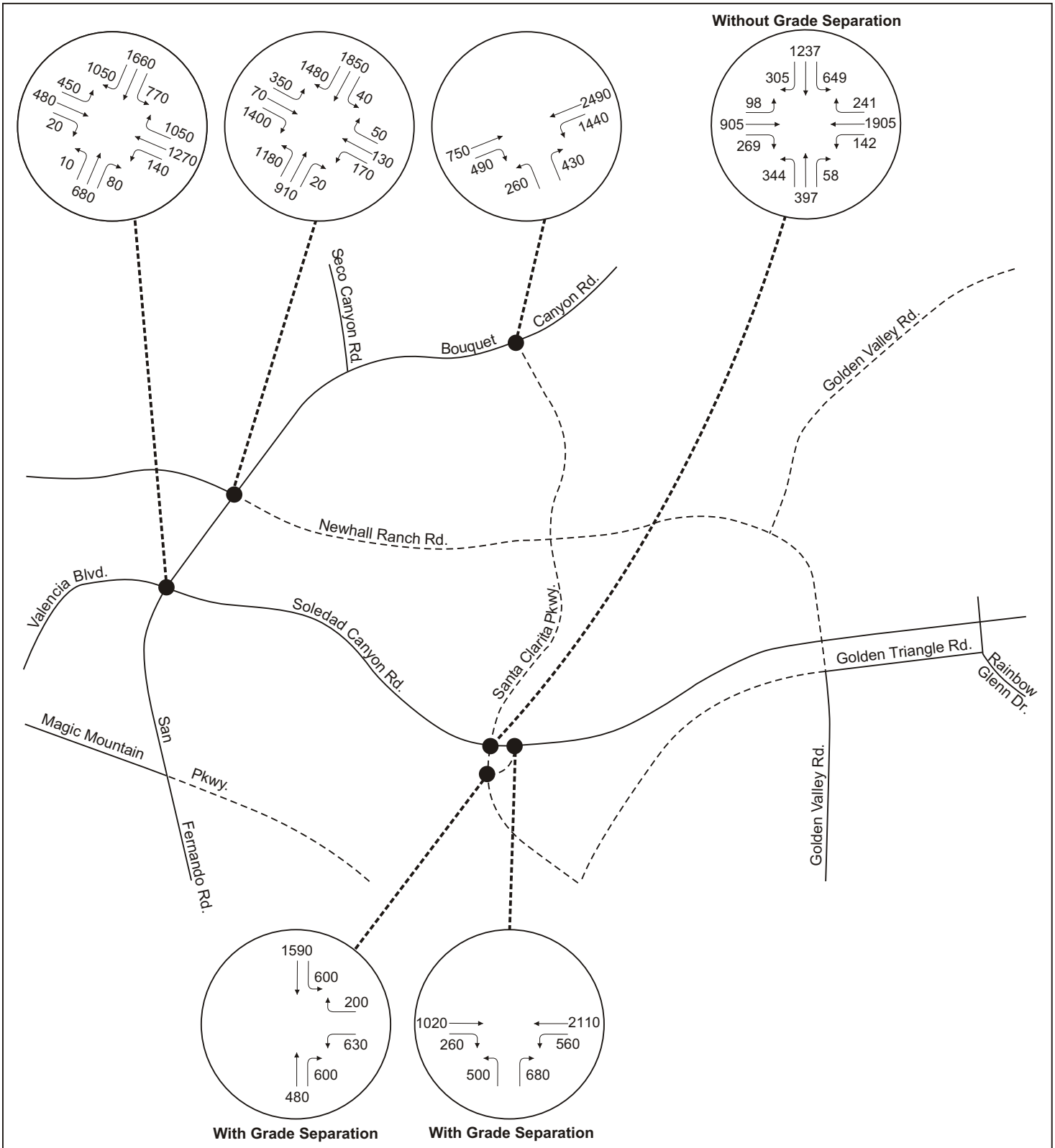
City of Santa Clarita Cross Valley Connector Traffic Study — Figure 5

Lane Configuration and Intersection Control - Longer Term "No Project" Conditions



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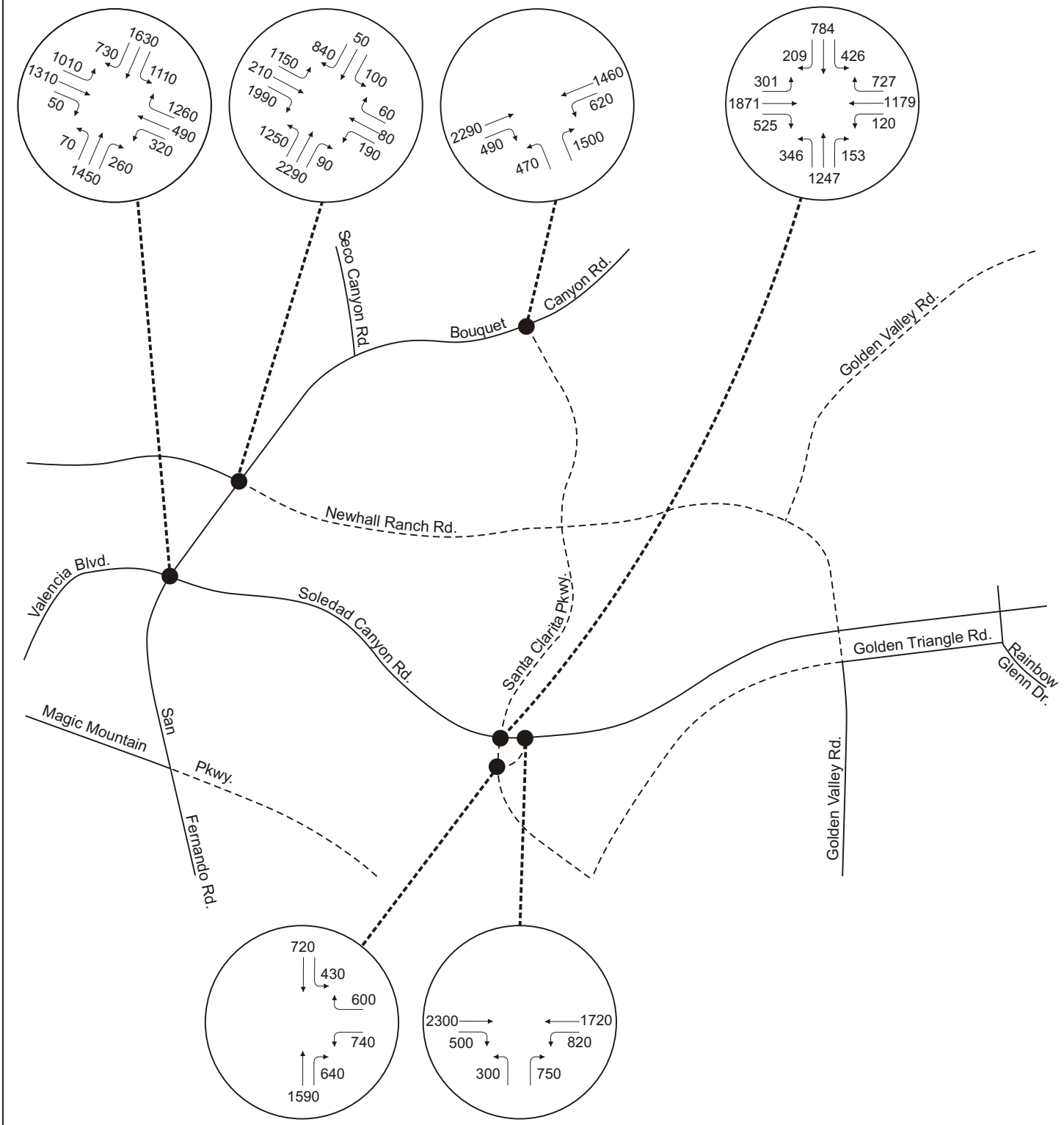
City of Santa Clarita Cross Valley Connector Traffic Study — Figure 6

Long Range AM Peak Hour Volumes with Santa Clarita Parkway - "No Project" Conditions



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City of Santa Clarita Cross Valley Connector Traffic Study — Figure 7

Long Range PM Peak Hour Volumes with Santa Clarita Parkway - "No Project" Conditions

5. Analysis of Longer Term "With Project" Conditions

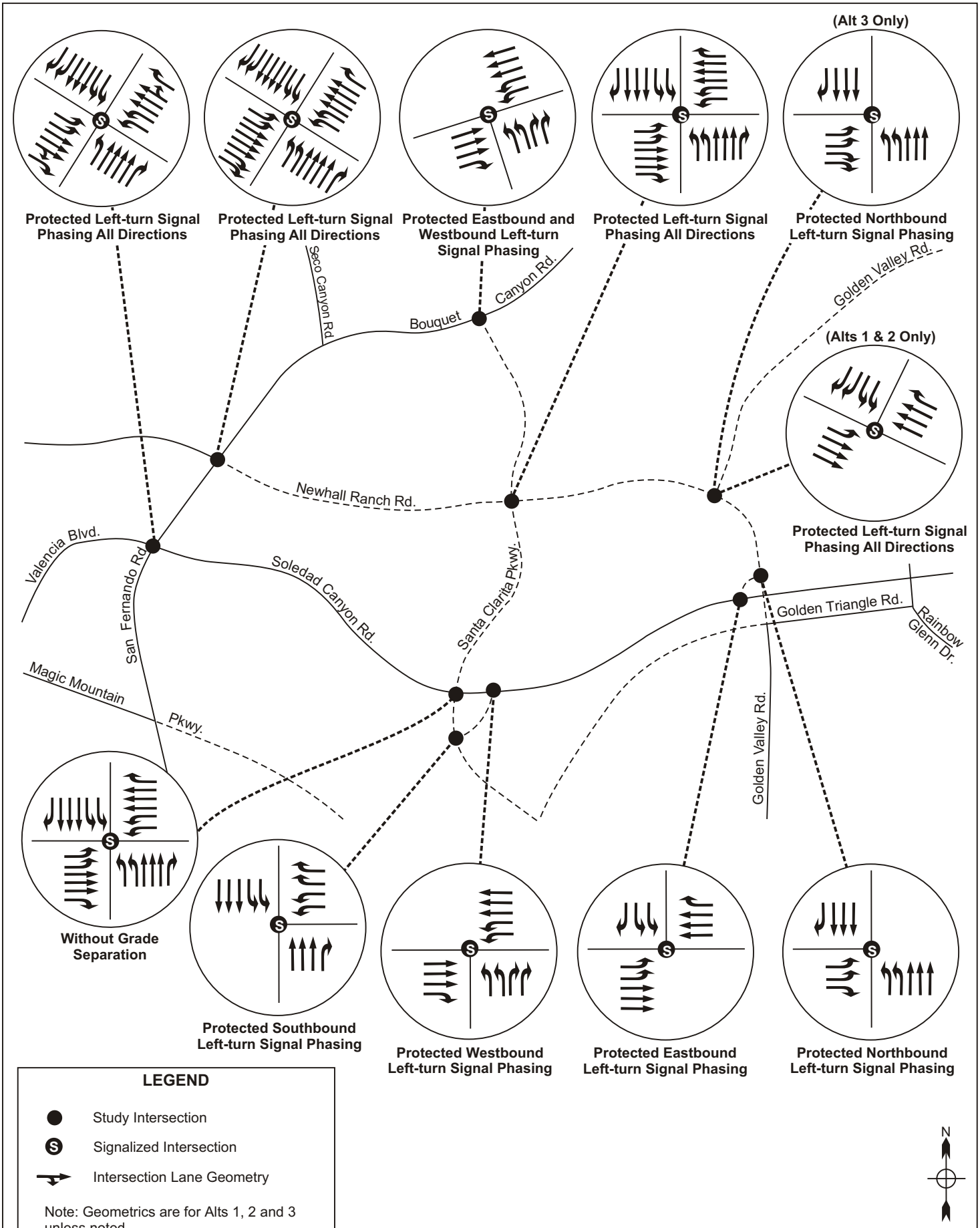
Intersection geometries for the newly proposed intersections were developed during the preparation of the Project Study Report Equivalent for the project and were modified to reflect the proposed grade separation at the Santa Clarita Parkway/Soledad Canyon Road intersection. The proposed lane configurations are summarized in Figure 8.

Again, the analysis of future conditions was based on traffic volumes provided by Austin-Foust Associates, Inc. These volumes were developed with a traffic model that includes the proposed Santa Clarita Parkway extension project. The data provided by the City of Santa Clarita and their consultant Austin-Foust Associates, Inc. is provided in Appendix B. Figure 9 shows the forecast longer term "with project" AM peak hour volumes. Figure 10 shows the forecast longer term "with project" PM peak hour volumes. Table 3 summarizes the analysis of "with project" conditions. Calculations are provided in Appendix E.

Table 3 – Level-of-Service Calculations – Longer Term "With Project" Conditions

Intersection	AM Peak Hour V/C LOS	PM Peak Hour V/C LOS
AM Peak Hour		
Bouquet Canyon Road/Santa Clarita Parkway (Alts. 1, 2, 3)	0.720 C	0.870 D
Bouquet Canyon Road/Newhall Ranch Road (Alts. 1, 2, 3)	0.840 D	0.830 D
Santa Clarita Parkway/Newhall Ranch Road (Alts. 1, 2, 3)	0.750 C	0.800 C
Golden Valley Road/Newhall Ranch Road (Alts. 1 and 2)	0.590 A	**0.940 E**
Golden Valley Road/Newhall Ranch Road (Alt. 3)	**0.960 E**	0.860 D
Santa Clarita Parkway/South of Soledad Canyon Road (Alts. 1, 2, 3) **(GRADE SEPARATED)**	0.510 A	0.630 B
Soledad Canyon Road/East of Santa Clarita Parkway (Alts. 1, 2, 3) **(GRADE SEPARATED)**	0.540 A	0.690 B
Soledad Canyon Rd/Santa Clarita Pkwy (**No Grade Separation**) (1,2,3)	0.820 D	0.740 C
Soledad Canyon Road/Valley Center Drive (Alts. 1, 2, 3)	0.720 C	0.640 B
Golden Valley Road/Valley Center Drive (Alts. 1, 2, 3)	0.640 B	0.580 A
Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard (Alts. 1, 2, 3)	0.790 C	0.900 D

The following is a summary of the advantages and disadvantages associated with each alternative. Based on the City of Santa Clarita's traffic study guidelines, intersections that operate at LOS D or better are considered to operate an acceptable level of service. This guideline was used as a basis for the summary of the conclusions of the analysis.



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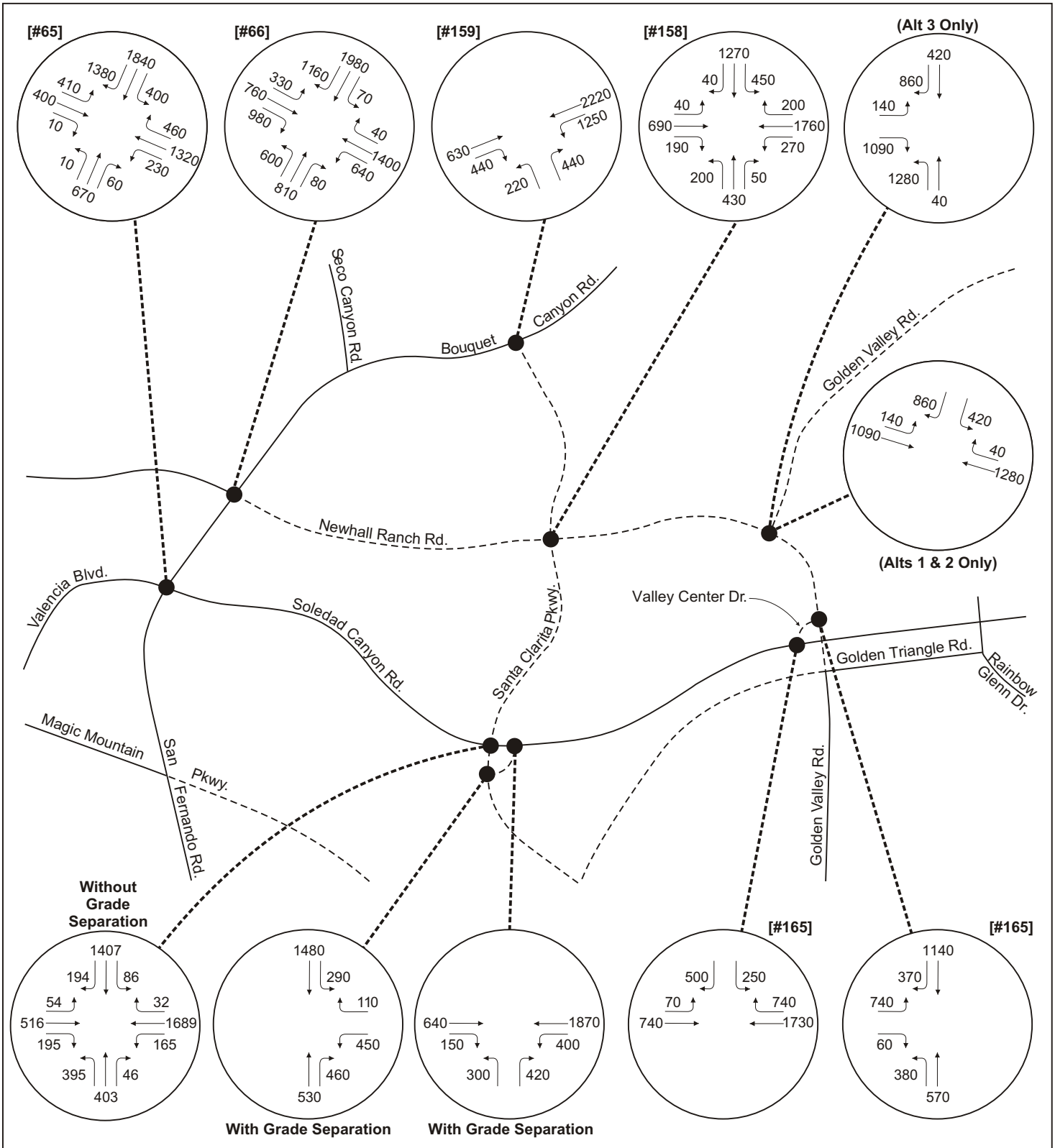
City of Santa Clarita Cross Valley Connector Traffic Study — Figure 8

Lane Configuration and Intersection Control - "With Project" Conditions



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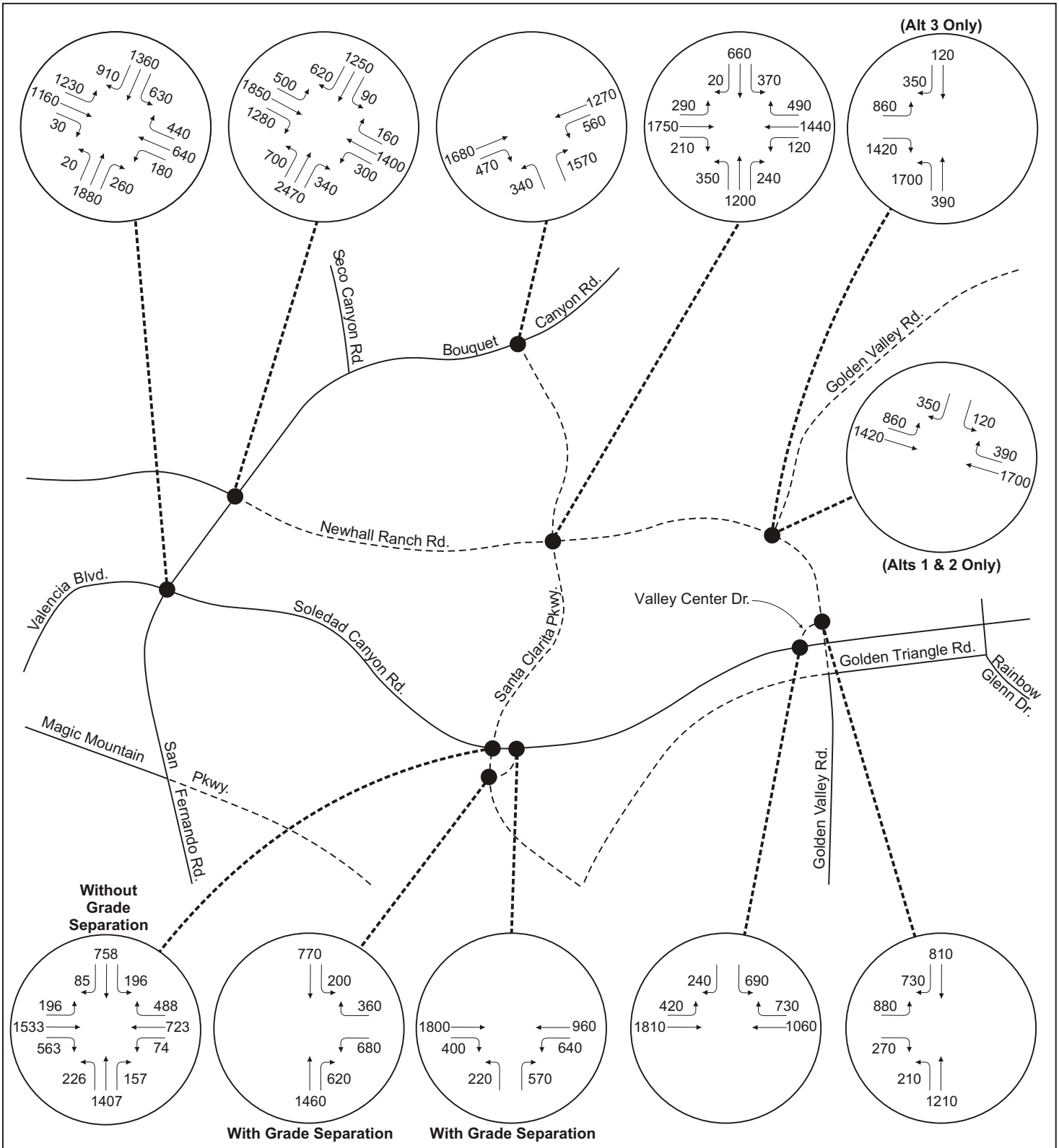
City of Santa Clarita Cross Valley Connector Traffic Study — Figure 9

Long Range AM Peak Hour Volumes with Santa Clarita Parkway - "With Project" Conditions



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City of Santa Clarita Cross Valley Connector Traffic Study — Figure 10

Long Range PM Peak Hour Volumes with Santa Clarita Parkway - "With Project" Conditions

"Build" Alternatives 1 and 2

This alternative will provide acceptable levels of service at most of the area intersections during peak periods. The exceptions would be the Golden Valley Road/Newhall Ranch Road intersection during the PM peak hour.

"Build" Alternative 3

Like Alternatives 1 and 2, this alternative will provide acceptable levels of service at most of the area intersections during peak periods. The exceptions would be the Golden Valley Road/Newhall Ranch Road intersection during the AM peak hour.

6. Comparison of Alternatives

Table 4 summarizes the peak hour level-of-service calculations for the exiting and future project conditions.

Table 4 – Level-of-Service Analysis Summary

Intersection	AM Existing V/C LOS	Future AM without Project V/C LOS	Future AM with Project V/C LOS
AM Peak Hour			
Bouquet Canyon Road/Santa Clarita Parkway (Alts. 1, 2, 3)		0.810 D	0.720 C
Bouquet Canyon Road/Newhall Ranch Road (Alts. 1, 2, 3)	0.880 D	0.880 D	0.840 D
Santa Clarita Parkway/Newhall Ranch Road (Alts. 1, 2, 3)			0.750 C
Golden Valley Road/Newhall Ranch Road (Alts. 1 and 2)			0.590 A
Golden Valley Road/Newhall Ranch Road (Alt. 3)			**0.960 E**
Santa Clarita Parkway/South of Soledad Canyon Road (Alts. 1, 2, 3) **(GRADE SEPARATED)**		0.610 B	0.510 A
Soledad Canyon Road/East of Santa Clarita Parkway (Alts. 1, 2, 3) **(GRADE SEPARATED)**		0.640 B	0.540 A
Soledad Canyon Rd/Santa Clarita Pkwy (Alts. 1, 2, 3) **(NO GRADE SEPARATION)**		0.820 D	0.820 D
Soledad Canyon Road/Valley Center Drive (Alts. 1, 2, 3)			0.720 C
Golden Valley Road/Valley Center Drive (Alts. 1, 2, 3)			0.640 B
Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard (Alts. 1, 2, 3)	0.760 C	0.920 E	0.790 C
PM Peak Hour			
Bouquet Canyon Road/Santa Clarita Parkway (Alts. 1, 2, 3)		0.960 E	0.870 D
Bouquet Canyon Road/Newhall Ranch Road (Alts. 1, 2, 3)	0.830 D	0.810 D	0.830 D
Santa Clarita Parkway/Newhall Ranch Road (Alts. 1, 2, 3)			0.800 C
Golden Valley Road/Newhall Ranch Road (Alts. 1 and 2)			**0.940 E**
Golden Valley Road/Newhall Ranch Road (Alt. 3)			0.860 D
Santa Clarita Parkway/South of Soledad Canyon Road (Alts. 1, 2, 3) **(GRADE SEPARATED)**		0.730 C	0.630 B
Soledad Canyon Road/East of Santa Clarita Parkway (Alts. 1, 2, 3) **(GRADE SEPARATED)**		0.860 D	0.690 B
Soledad Canyon Rd/Santa Clarita Pkwy (Alts. 1, 2, 3) **(NO GRADE SEPARATION)**		0.850 D	0.740 C
Soledad Canyon Road/Valley Center Drive (Alts. 1, 2, 3)			0.640 B
Golden Valley Road/Valley Center Drive (Alts. 1, 2, 3)			0.580 A
Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/Valencia Boulevard (Alts. 1, 2, 3)	**1.040 F**	**1.070 F**	0.900 D

Table 4 shows that the proposed project will improve intersection levels of service during the AM and PM peak hours to generally acceptable levels of service.

APPENDIX A
Analysis Methodologies

DEFINITIONS OF LEVEL OF SERVICE
FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
(Source: County of Los Angeles Traffic Studies Policies and Procedures, November 1993)

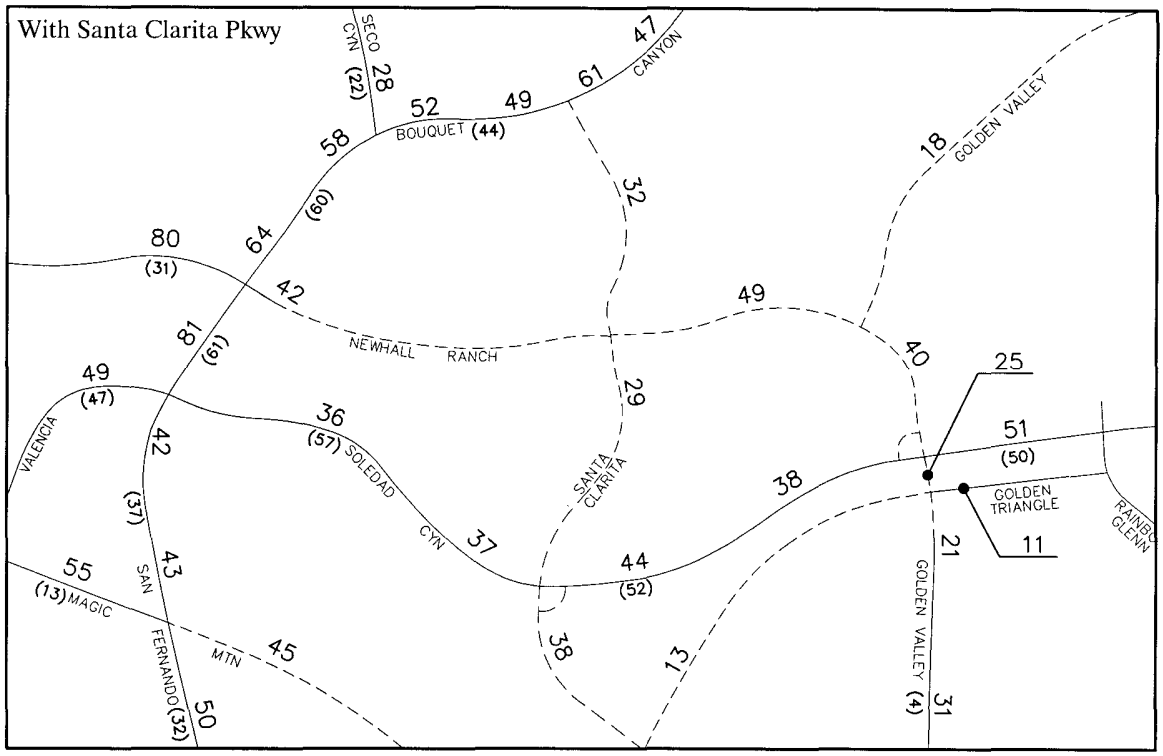
Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase are fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.900 – 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

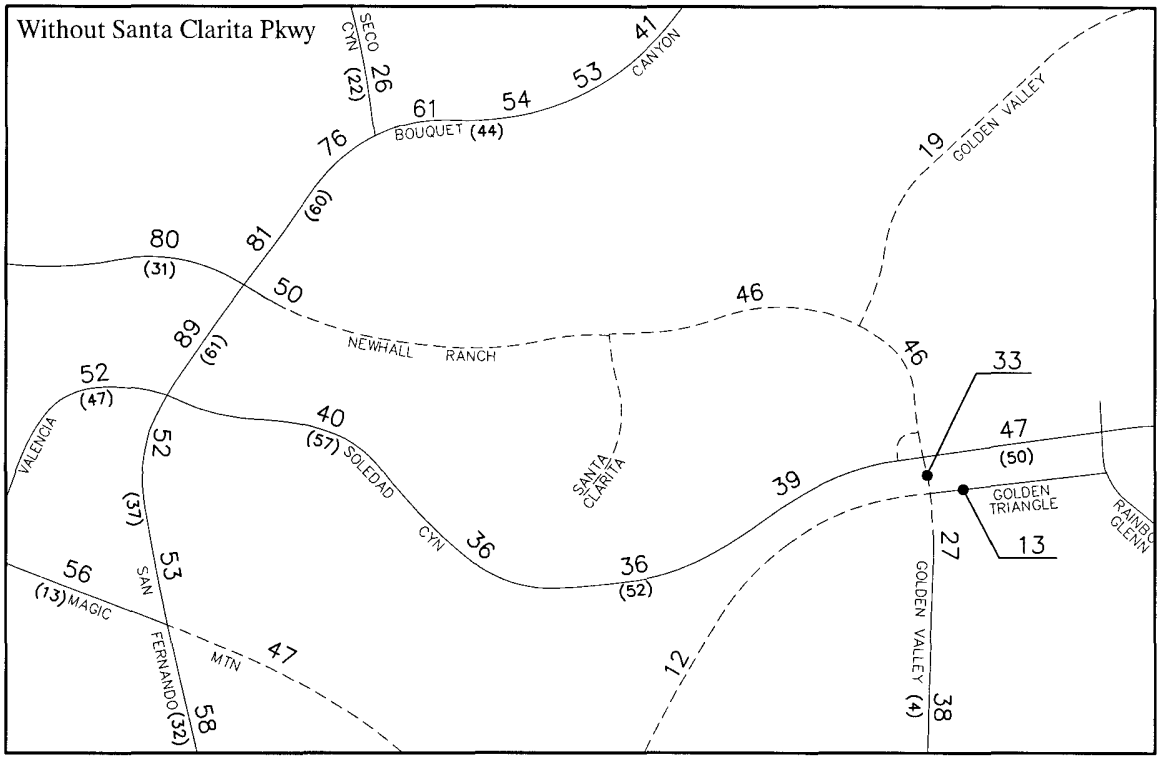
ICU Methodology
For Signalized Intersections

The Intersection Capacity Utilization (ICU) analysis method for evaluating signalized intersections involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movement V/C ratios, plus an efficiency lost factor of 0.1 to account for the effect of change intervals, is used to determine the total intersection capacity utilization and corresponding level of service from the following table.

ICU Range	Level of Service (LOS) Characteristics
< or = 0.60	LOS A – This is a condition of "free flow" where most vehicles do not stop at all.
0.61-0.70	LOS B – This is a condition of "steady flow" operations. More vehicles stop than for LOS A.
0.71-0.80	LOS C – This is a condition of "steady flow" operations. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
0.81-0.90	LOS D – This is a condition where some "unstable flow" occurs. The influence of congestion becomes more noticeable, and individual cycle's failures are noticeable.
0.91-1.00	LOS E – This is a condition of "unstable flow" to be the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>1.00	LOS F – This is a condition of "restricted flow". This condition often occurs when arrival flow rates exceed the capacity of the intersection.

Appendix B
Forecast Traffic Volume Data
(Data provided by Austin-Foust Associates)





Legend

$$\frac{XX}{(YY)} = \frac{\text{Long-Range Forecast}}{\text{Existing Count}}$$

Figure 1

AVERAGE DAILY TRAFFIC
VOLUMES (THOUSANDS)
- EXISTING COUNTS AND LONG-RANGE

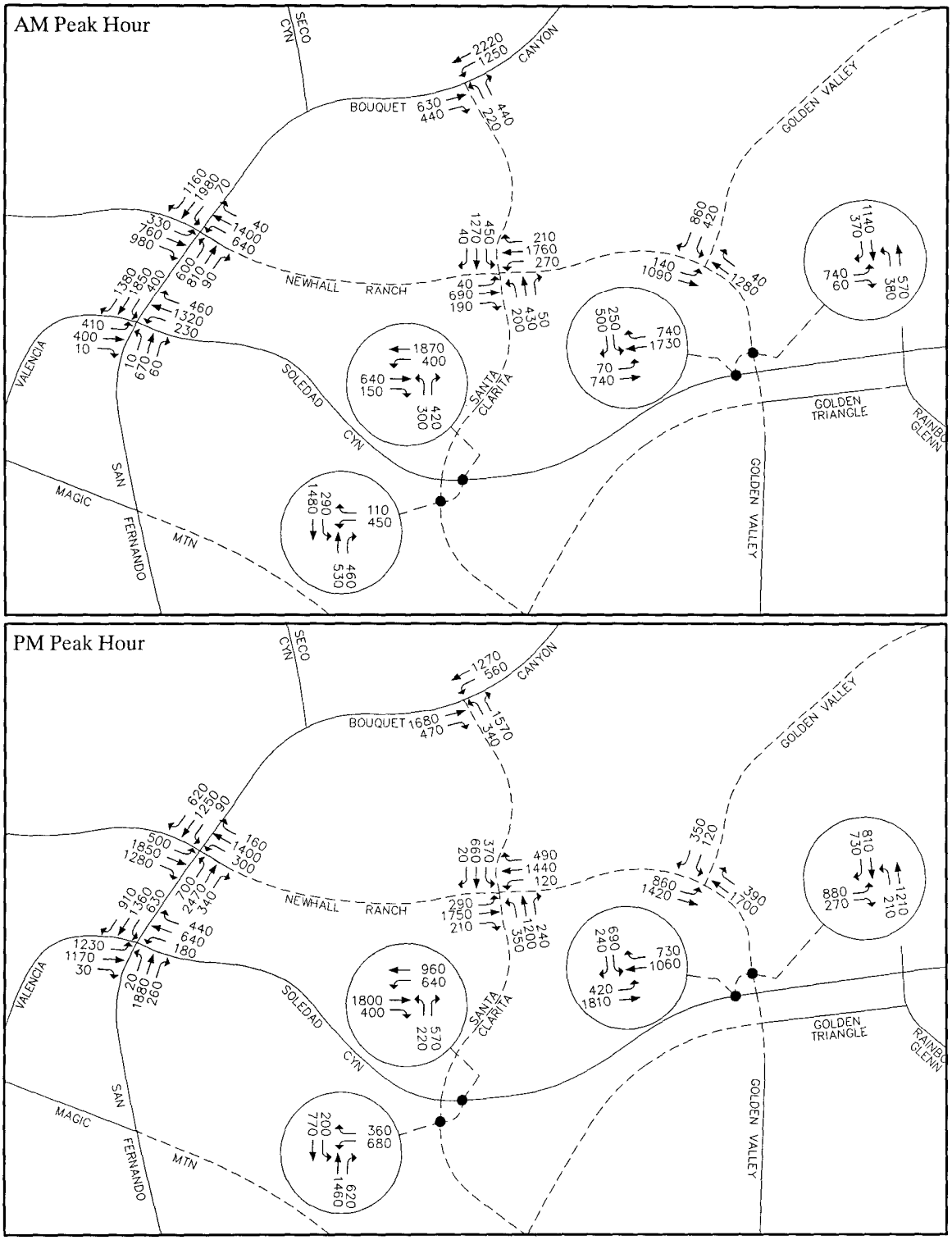


Figure 2

PEAK HOUR TURNING MOVEMENT VOLUMES
- LONG-RANGE WITH SANTA CLARITA PARKWAY

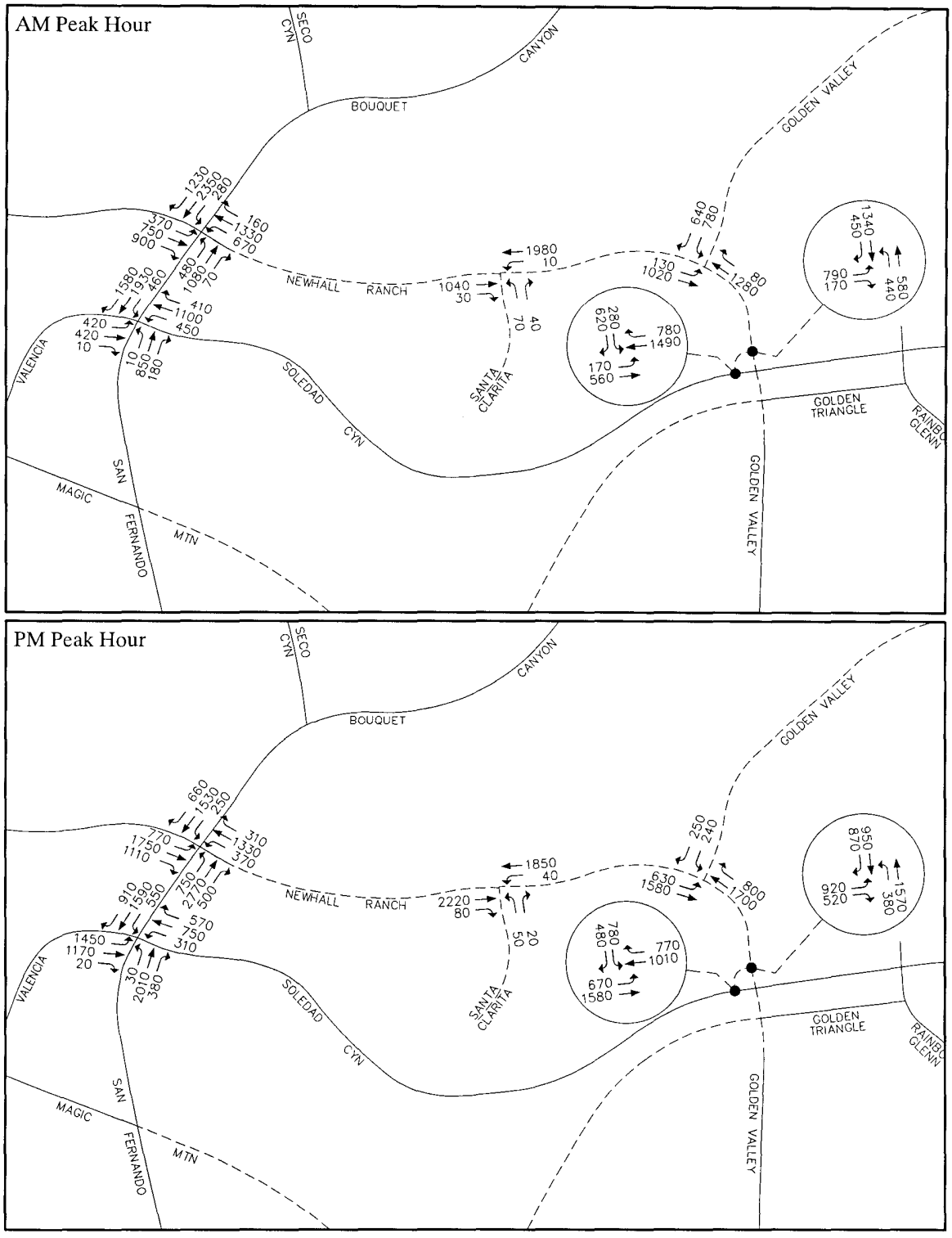


Figure 3

PEAK HOUR TURNING MOVEMENT VOLUMES
- LONG-RANGE WITHOUT SANTA
CLARITA PARKWAY

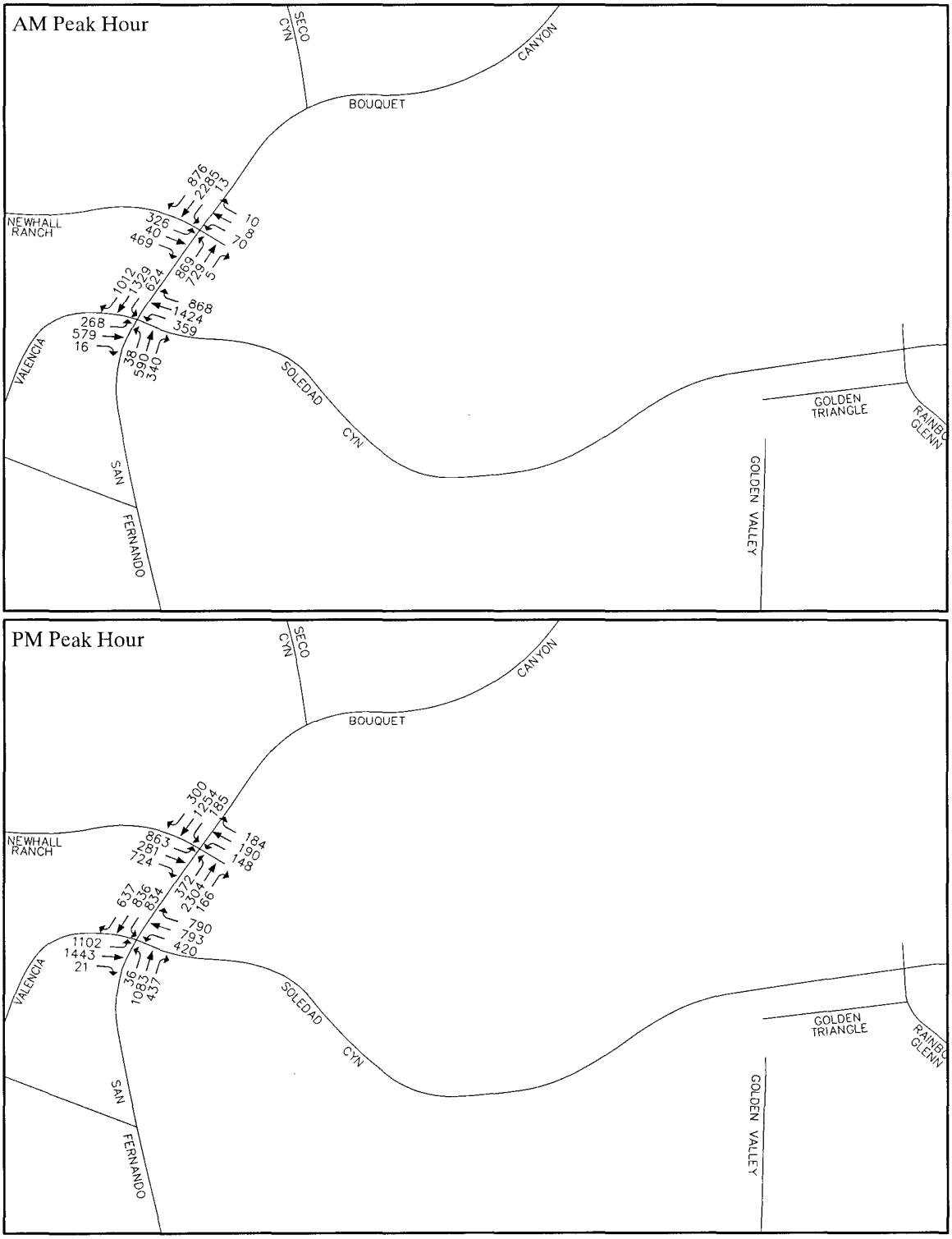
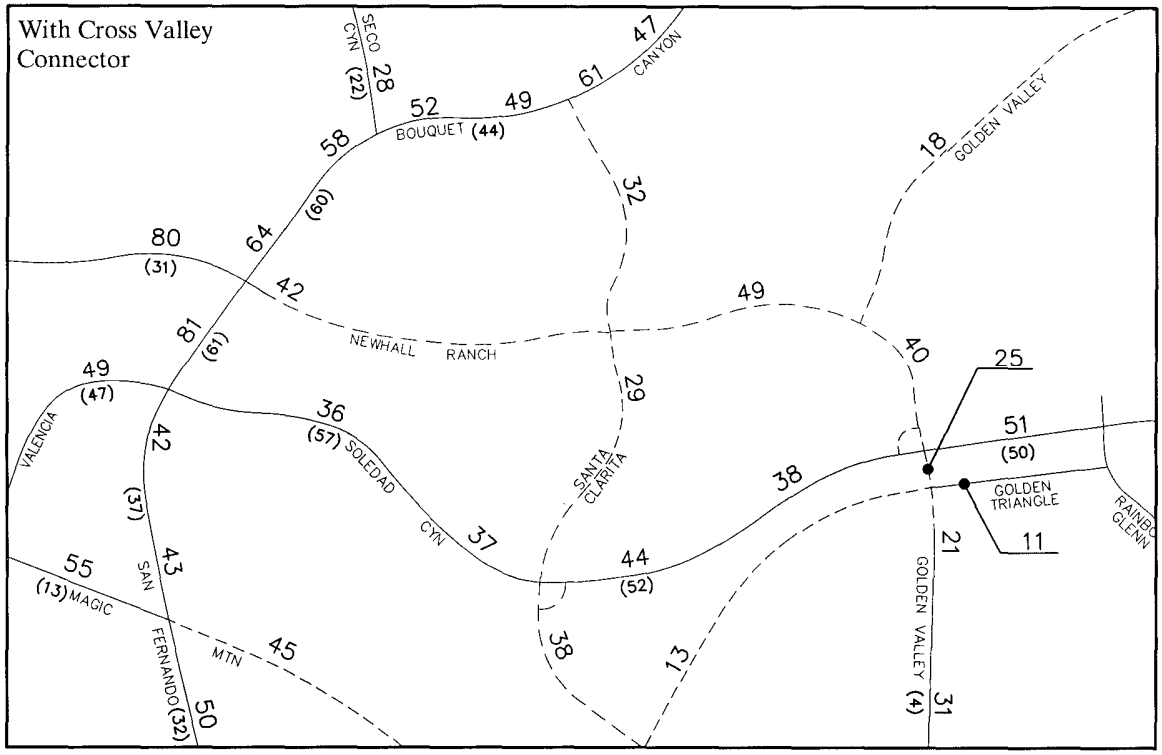
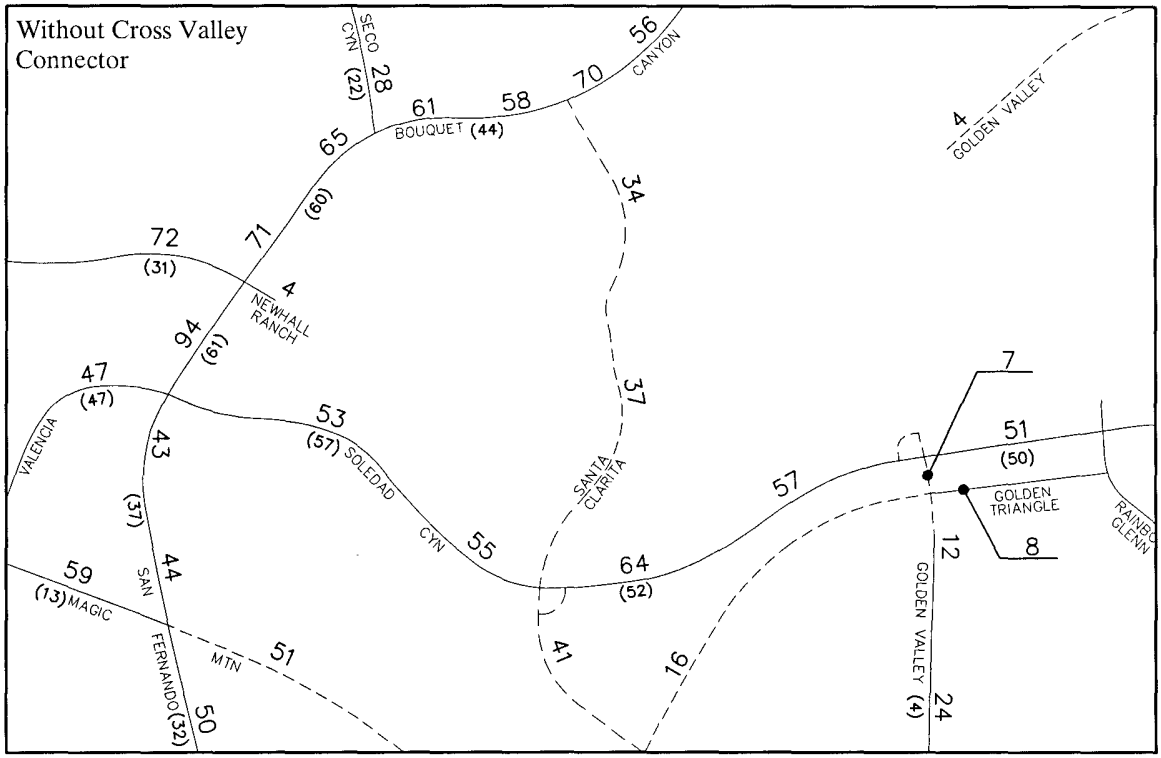


Figure 4

PEAK HOUR TURNING MOVEMENT VOLUMES
- EXISTING COUNTS





Legend

$$\frac{XX}{(YY)} = \frac{\text{Long-Range Forecast}}{\text{Existing Count}}$$

Figure 5

AVERAGE DAILY TRAFFIC VOLUMES (THOUSANDS)
- WITH AND W/OUT CROSS VALLEY CONNECTOR

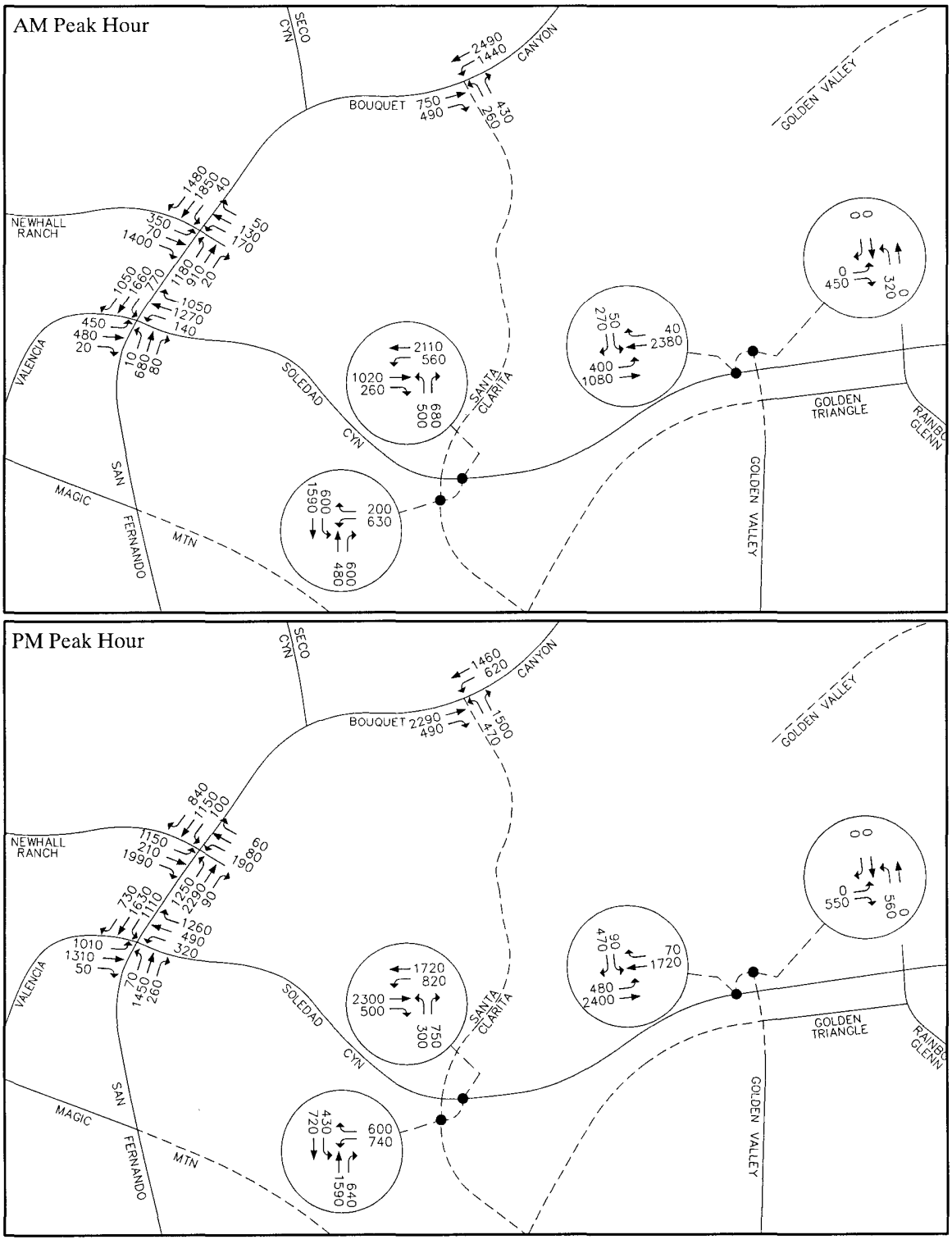


Figure 6

PEAK HOUR TURNING MOVEMENT VOLUMES - LONG-RANGE W/OUT CROSS VALLEY CONNECTOR

Appendix C
Level-of-Service Calculation Worksheets
Existing Conditions

Intersection: Bouquet Canyon Road/Santa Clarita Parkway
Year: Existing
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	869	3500	0.25	***	0.25
NB T	4	729	7000	0.10		
NB R	1	5	1750	0.00		
SB L	1	13	1750	0.01		
SB T	3	2285	5250	0.44	***	0.44
SB R	2	876	3500	0.25		
EB L	2	326	3500	0.09	***	0.09
EB T	2	40	3500	0.01		
EB R	2	469	3500	0.13		
WB L	2	70	3500	0.02		
WB T	3	8	5250	0.00	***	0.00
WB R	1	10	1750	0.01		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.88**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	372	3500	0.11		
NB T	4	2304	7000	0.33	***	0.33
NB R	1	166	1750	0.09		
SB L	1	185	1750	0.11	***	0.11
SB T	3	1254	5250	0.24		
SB R	2	300	3500	0.09		
EB L	2	863	3500	0.25	***	0.25
EB T	2	281	3500	0.08		
EB R	2	724	3500	0.21		
WB L	2	148	3500	0.04		
WB T	3	190	5250	0.04	***	0.04
WB R	1	184	1750	0.11		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.83**

Intersection: Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road/\
Year: Existing
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	1	38	1750	0.02		
NB T	3	590	5250	0.11	***	0.11
NB R	1	340	1750	0.19		
SB L	2	624	3500	0.18	***	0.18
SB T	3	1329	5250	0.25		
SB R	2	1012	3500	0.29		
EB L	2	268	3500	0.08	***	0.08
EB T	2.5	579	4375	0.13		
EB R	0.5	16	875	0.02		
WB L	2	359	3500	0.10		
WB T	2.8	1424	4900	0.29	***	0.29
WB R	1.2	868	2100	0.41		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.76**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	1	36	1750	0.02		
NB T	3	1083	5250	0.21	***	0.21
NB R	1	437	1750	0.25		
SB L	2	834	3500	0.24	***	0.24
SB T	3	836	5250	0.16		
SB R	2	637	3500	0.18		
EB L	2	1102	3500	0.31	***	0.31
EB T	2.5	1443	4375	0.33		
EB R	0.5	21	875	0.02		
WB L	2	420	3500	0.12		
WB T	2.5	793	4375	0.18	***	0.18
WB R	1.5	790	2625	0.30		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**1.04**

Appendix D
Level-of-Service Calculation Worksheets
Longer Term "No Project" Conditions

Intersection: Bouquet Canyon Road/Santa Clarita Parkway
Year: Longer Term No Project
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	260	3500	0.074	***	0.08
NB T	0	0	1	0.000		
NB R	2	430	3500	0.123		
SB L	0	0	1	0.000		
SB T	0	0	1	0.000	***	0.00
SB R	0	0	1	0.000		
EB L	0	0	1	0.000		
EB T	3	750	5250	0.143	***	0.15
EB R	1	490	1750	0.280		
WB L	2	1440	3500	0.411	***	0.42
WB T	3	2490	5250	0.474		
WB R	0	0	1	0.000		

Right Turn Adjustment	0.06
Clearance Interval	0.10
Final ICU	**0.81**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	470	3500	0.13	***	0.13
NB T	0	0	1	0.00		0.00
NB R	2	1500	3500	0.43		
SB L	0	0	1	0.00		0.00
SB T	0	0	1	0.00	***	0.00
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		0.00
EB T	3	2290	5250	0.44	***	0.44
EB R	1	490	1750	0.28		
WB L	2	620	3500	0.18	***	0.18
WB T	3	1460	5250	0.28		0.00
WB R	0	0	1	0.00		

Right Turn Adjustment	0.12
Clearance Interval	0.10
Final ICU	**0.96**

Intersection: Bouquet Canyon Road/Newhall Ranch Road
Year: Longer-Term No Project
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	1180	3500	0.34	***	0.34
NB T	4	910	7000	0.13		
NB R	1	20	1750	0.01		
SB L	1	40	1750	0.02		
SB T	4	1850	7000	0.26	***	0.26
SB R	2	1480	3500	0.42		
EB L	2	350	3500	0.10	***	0.10
EB T	3	70	5250	0.01		
EB R	2	1400	3500	0.40		
WB L	2	170	3500	0.05		
WB T	3	130	5250	0.02	***	0.02
WB R	1	50	1750	0.03		
				Right Turn Adjustment		0.06
				Clearance Interval		0.10
				Final ICU		**0.88**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	1250	3500	0.36	***	0.36
NB T	4	2290	7000	0.33		
NB R	1	90	1750	0.05		
SB L	1	100	1750	0.06		
SB T	4	50	7000	0.01	***	0.01
SB R	2	840	3500	0.24		
EB L	2	1150	3500	0.33	***	0.33
EB T	3	210	5250	0.04		
EB R	2	1990	3500	0.57		
WB L	2	190	3500	0.05		
WB T	3	80	5250	0.02	***	0.02
WB R	1	60	1750	0.03		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.81**

Intersection: Santa Clarita Parkway/South of Soledad Canyon Road GRADE SEP
Year: Longer-term no Project
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00	***	0.00
NB T	3	480	5250	0.09		
NB R	1	600	1750	0.34		
SB L	2	600	3500	0.17		
SB T	3	1590	5250	0.30	***	0.30
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		
EB T	0	0	1	0.00	***	0.00
EB R	0	0	1	0.00		
WB L	2	630	3500	0.18	***	0.18
WB T	0	0	1	0.00		
WB R	2	200	3500	0.06		
				Right Turn Adjustment		0.03
				Clearance Interval		0.10
				Final ICU		**0.61**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00		
NB T	3	1590	5250	0.30	***	0.30
NB R	1	640	1750	0.37		
SB L	2	430	3500	0.12	***	0.12
SB T	3	720	5250	0.14		
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		0.00
EB T	0	0	1	0.00	***	0.00
EB R	0	0	1	0.00		
WB L	2	740	3500	0.21	***	0.21
WB T	0	0	1	0.00		0.00
WB R	2	600	3500	0.17		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.73**

Intersection: Soledad Canyon Road/East of Santa Clarita Parkway GRADE SEPA
Year: Longer-term no Project
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	500	3500	0.14	***	0.14
NB T	0	0	1	0.00		
NB R	2	680	3500	0.19		
SB L	0	0	1	0.00		
SB T	0	0	1	0.00	***	0.00
SB R	0	0	1	0.00		
EB L	0	0	1	0.00	***	0.00
EB T	3	1020	5250	0.19		
EB R	1	260	1750	0.15		
WB L	2	560	3500	0.16		
WB T	3	2110	5250	0.40	***	0.40
WB R	0	0	1	0.00		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.64**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	300	3500	0.09	***	0.09
NB T	0	0	1	0.00		0.00
NB R	2	750	3500	0.21		
SB L	0	0	1	0.00		0.00
SB T	0	0	1	0.00	***	0.00
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		0.00
EB T	3	2300	5250	0.44	***	0.44
EB R	1	500	1750	0.29		
WB L	2	820	3500	0.23	***	0.23
WB T	3	1720	5250	0.33		0.00
WB R	0	0	1	0.00		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.86**

Intersection: Soledad Canyon Road/Santa Clarita Parkway AT GRADE
Year: Longer-term no Project
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	344	3500	0.10	***	0.10
NB T	3	397	5250	0.08		
NB R	1	58	1750	0.03		
SB L	2	649	3500	0.19		
SB T	3	1237	5250	0.24	***	0.24
SB R	1	305	1750	0.17		
EB L	2	98	3500	0.03	***	0.03
EB T	3	905	5250	0.17		
EB R	1	269	1750	0.15		
WB L	2	142	3500	0.04		
WB T	3	1905	5250	0.36	***	0.36
WB R	1	241	1750	0.14		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.82**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	346	3500	0.10		
NB T	3	1247	5250	0.24	***	0.24
NB R	1	153	1750	0.09		
SB L	2	426	3500	0.12	***	0.12
SB T	3	784	5250	0.15		
SB R	1	209	1750	0.12		
EB L	2	301	3500	0.09		0.00
EB T	3	1871	5250	0.36	***	0.36
EB R	1	525	1750	0.30		
WB L	2	120	3500	0.03	***	0.03
WB T	3	1179	5250	0.22		0.00
WB R	1	727	1750	0.42		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.85**

Intersection: Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road.\
Year: Longer-term no Project
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	1	10	1750	0.01		
NB T	3	680	5250	0.13	***	0.13
NB R	1	80	1750	0.05		
SB L	2	770	3500	0.22	***	0.22
SB T	3	1660	5250	0.32		
SB R	2	1050	3500	0.30		
EB L	3	450	5250	0.09	***	0.09
EB T	2.5	480	4375	0.11		
EB R	0.5	20	875	0.02		
WB L	2	140	3500	0.04		
WB T	2	1270	3500	0.36	***	0.36
WB R	1	1050	1750	0.60		

Right Turn Adjustment 0.02

Clearance Interval 0.10

Final ICU 0.92

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	1	70	1750	0.04		
NB T	3	1450	5250	0.28	***	0.28
NB R	1	260	1750	0.15		
SB L	2	1110	3500	0.32	***	0.32
SB T	3	1630	5250	0.31		
SB R	2	730	3500	0.21		
EB L	3	1010	5250	0.19		0.00
EB T	2.7	1310	4725	0.28	***	0.28
EB R	0.3	50	525	0.10		
WB L	2	320	3500	0.09	***	0.09
WB T	2	490	3500	0.14		0.00
WB R	1	705	1750	0.40		

Overlap Subtract 555

Right Turn Adjustment 0.00

Clearance Interval 0.10

Final ICU 1.07

Appendix E
Level-of-Service Calculation Worksheets
Longer Term "With Project" Conditions

Intersection: Bouquet Canyon Road/Santa Clarita Parkway
Year: Longer Term With Project (Alternatives 1, 2, and 3)
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	220	3500	0.063	***	0.07
NB T	0	0	1	0.000		
NB R	2	440	3500	0.126		
SB L	0	0	1	0.000		
SB T	0	0	1	0.000	***	0.00
SB R	0	0	1	0.000		
EB L	0	0	1	0.000		
EB T	3	630	5250	0.120	***	0.12
EB R	1	440	1750	0.251		
WB L	2	1250	3500	0.357	***	0.36
WB T	3	2220	5250	0.423		
WB R	0	0	1	0.000		

Right Turn Adjustment	0.07
Clearance Interval	0.10
Final ICU	**0.72**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	340	3500	0.10	***	0.10
NB T	0	0	1	0.00		0.00
NB R	2	1570	3500	0.45		
SB L	0	0	1	0.00		0.00
SB T	0	0	1	0.00	***	0.00
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		0.00
EB T	3	1680	5250	0.32	***	0.32
EB R	1	470	1750	0.27		
WB L	2	560	3500	0.16	***	0.16
WB T	3	1270	5250	0.24		0.00
WB R	0	0	1	0.00		

Right Turn Adjustment	0.19
Clearance Interval	0.10
Final ICU	**0.87**

Intersection: Bouquet Canyon Road/Newhall Ranch Road
Year: Longer-Term with Project (Alternatives 1, 2 and 3)
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	600	3500	0.17	***	0.17
NB T	4	810	7000	0.12		
NB R	1	80	1750	0.05		
SB L	2	70	3500	0.02		
SB T	4	1980	7000	0.28	***	0.28
SB R	2	1160	3500	0.33		
EB L	2	330	3500	0.09	***	0.09
EB T	4	760	7000	0.11		
EB R	2	980	3500	0.28		
WB L	2	640	3500	0.18		
WB T	4	1400	7000	0.20	***	0.20
WB R	1	40	1750	0.02		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.84**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	700	3500	0.20	***	0.20
NB T	4	2470	7000	0.35		
NB R	1	340	1750	0.19		
SB L	2	90	3500	0.03		
SB T	4	1250	7000	0.18	***	0.18
SB R	2	620	3500	0.18		
EB L	2	500	3500	0.14		
EB T	4	1850	7000	0.26	***	0.26
EB R	2	1280	3500	0.37		
WB L	2	300	3500	0.09	***	0.09
WB T	4	1400	7000	0.20		
WB R	1	160	1750	0.09		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.83**

Intersection: Santa Clarita Parkway/Newhall Ranch Road
Year: Longer-term with Project (Alternatives 1, 2 and 3)
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	200	3500	0.06	***	0.06
NB T	3	430	5250	0.08		
NB R	1	50	1750	0.03		
SB L	2	450	3500	0.13		
SB T	3	1270	5250	0.24	***	0.24
SB R	1	40	1750	0.02		
EB L	2	40	3500	0.01	***	0.01
EB T	3	690	5250	0.13		
EB R	1	190	1750	0.11		
WB L	2	270	3500	0.08		
WB T	3	1760	5250	0.34	***	0.34
WB R	1	200	1750	0.11		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.75**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	350	3500	0.10		
NB T	3	1200	5250	0.23	***	0.23
NB R	1	240	1750	0.14		
SB L	2	370	3500	0.11	***	0.11
SB T	3	660	5250	0.13		
SB R	1	20	1750	0.01		
EB L	2	290	3500	0.08		0.00
EB T	3	1750	5250	0.33	***	0.33
EB R	1	210	1750	0.12		
WB L	2	120	3500	0.03	***	0.03
WB T	3	1440	5250	0.27		0.00
WB R	1	490	1750	0.28		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.80**

Intersection: Golden Valley Road/Newhall Ranch Road
Year: Longer-term with Project (Alternatives 1 and 2)
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00		
NB T	0	0	1	0.00	***	0.00
NB R	0	0	1	0.00		
SB L	2	420	3500	0.12	***	0.12
SB T	0	0	1	0.00		
SB R	2	860	3500	0.25		
EB L	1	140	1750	0.08	***	0.08
EB T	3	1090	5250	0.21		
EB R	0	0	1	0.00		
WB L	0	0	1	0.00		
WB T	3	1280	5250	0.24	***	0.24
WB R	1	40	1750	0.02		

Right Turn Adjustment	0.05
Clearance Interval	0.10
Final ICU	**0.59**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00		
NB T	0	0	1	0.00	***	0.00
NB R	0	0	1	0.00		
SB L	2	120	3500	0.03	***	0.03
SB T	0	0	1	0.00		
SB R	2	350	3500	0.10		
EB L	1	860	1750	0.49	***	0.49
EB T	3	1420	5250	0.27		
EB R	0	0	1	0.00		
WB L	0	0	1	0.00		
WB T	3	1700	5250	0.32	***	0.32
WB R	1	390	1750	0.22		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.94**

Intersection: Golden Valley Road/Newhall Ranch Road
Year: Longer-term with Projecdt Alternative 3
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	1280	3500	0.37	***	0.37
NB T	3	40	5250	0.01		
NB R	0	0	1	0.00		
SB L	0	0	1	0.00		
SB T	3	420	5250	0.08	***	0.08
SB R	1	860	1750	0.49		
EB L	2	140	3500	0.04	***	0.04
EB T	0	0	1	0.00		
EB R	2	1090	3500	0.31		
WB L	0	0	1	0.00		
WB T	0	0	1	0.00	***	0.00
WB R	0	0	1	0.00		

Right Turn Adjustment 0.37

Clearance Interval 0.10

Final ICU 0.96

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	1700	3500	0.49	***	0.49
NB T	3	390	5250	0.07		0.00
NB R	0	0	1	0.00		
SB L	0	0	1	0.00		0.00
SB T	3	120	5250	0.02	***	0.02
SB R	1	350	1750	0.20		
EB L	2	860	3500	0.25	***	0.25
EB T	0	0	1	0.00		
EB R	2	1420	3500	0.41		
WB L	0	0	1	0.00		
WB T	0	0	1	0.00	***	0.00
WB R	0	0	1	0.00		

Right Turn Adjustment 0.00

Clearance Interval 0.10

Final ICU 0.86

Intersection: Santa Clarita Parkway/South of Soledad Canyon Road GRADE SEP
Year: Longer-term with Project (Alternatives 1, 2 and 3)
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00	***	0.00
NB T	3	530	5250	0.10		
NB R	1	460	1750	0.26		
SB L	2	290	3500	0.08		
SB T	3	1480	5250	0.28	***	0.28
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		
EB T	0	0	1	0.00	***	0.00
EB R	0	0	1	0.00		
WB L	2	450	3500	0.13	***	0.13
WB T	0	0	1	0.00		
WB R	2	110	3500	0.03		

Right Turn Adjustment 0.00

Clearance Interval 0.10

Final ICU 0.51

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00		
NB T	3	1460	5250	0.28	***	0.28
NB R	1	620	1750	0.35		
SB L	2	200	3500	0.06	***	0.06
SB T	3	770	5250	0.15		
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		0.00
EB T	0	0	1	0.00	***	0.00
EB R	0	0	1	0.00		
WB L	2	680	3500	0.19	***	0.19
WB T	0	0	1	0.00		0.00
WB R	2	360	3500	0.10		

Right Turn Adjustment 0.00

Clearance Interval 0.10

Final ICU 0.63

Intersection: Soledad Canyon Road/East of Santa Clarita Parkway GRADE SEPA
Year: Longer-term with Project Alternatives 1, 2 and 3
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	300	3500	0.09	***	0.09
NB T	0	0	1	0.00		
NB R	2	420	3500	0.12		
SB L	0	0	1	0.00		
SB T	0	0	1	0.00	***	0.00
SB R	0	0	1	0.00		
EB L	0	0	1	0.00	***	0.00
EB T	3	640	5250	0.12		
EB R	1	150	1750	0.09		
WB L	2	400	3500	0.11		
WB T	3	1870	5250	0.36	***	0.36
WB R	0	0	1	0.00		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.54**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	220	3500	0.06	***	0.06
NB T	0	0	1	0.00		0.00
NB R	2	570	3500	0.16		
SB L	0	0	1	0.00		0.00
SB T	0	0	1	0.00	***	0.00
SB R	0	0	1	0.00		
EB L	0	0	1	0.00		0.00
EB T	3	1800	5250	0.34	***	0.34
EB R	1	400	1750	0.23		
WB L	2	640	3500	0.18	***	0.18
WB T	3	960	5250	0.18		0.00
WB R	0	0	1	0.00		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.69**

Intersection: Soledad Canyon Road/Santa Clarita Parkway AT GRADE
Year: Longer-term with Project Alternatives 1, 2 and 3
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	395	3500	0.11	***	0.11
NB T	3	403	5250	0.08		
NB R	1	46	1750	0.03		
SB L	2	86	3500	0.02		
SB T	3	1407	5250	0.27	***	0.27
SB R	1	194	1750	0.11		
EB L	2	54	3500	0.02	***	0.02
EB T	3	516	5250	0.10		
EB R	1	195	1750	0.11		
WB L	2	165	3500	0.05		
WB T	3	1689	5250	0.32	***	0.32
WB R	1	32	1750	0.02		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.82**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	226	3500	0.06		
NB T	3	1407	5250	0.27	***	0.27
NB R	1	157	1750	0.09		
SB L	2	196	3500	0.06	***	0.06
SB T	3	758	5250	0.14		
SB R	1	85	1750	0.05		
EB L	2	196	3500	0.06		0.00
EB T	3	1533	5250	0.29	***	0.29
EB R	1	563	1750	0.32		
WB L	2	74	3500	0.02	***	0.02
WB T	3	723	5250	0.14		0.00
WB R	1	488	1750	0.28		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.74**

Intersection: Soledad Canyon Road/Valley Center Drive
Year: Longer-term with Project Alternatives 1, 2 and 3
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00		
NB T	0	0	1	0.00	***	0.00
NB R	0	0	1	0.00		
SB L	2	250	3500	0.07	***	0.07
SB T	0	0	1	0.00		
SB R	1	500	1750	0.29		
EB L	2	70	3500	0.02	***	0.02
EB T	3	740	5250	0.14		
EB R	0	0	1	0.00		
WB L	0	0	1	0.00		
WB T	3	1730	5250	0.33	***	0.33
WB R	1	740	1750	0.42		

Right Turn Adjustment	0.20
Clearance Interval	0.10
Final ICU	**0.72**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	0	0	1	0.00		
NB T	0	0	1	0.00	***	0.00
NB R	0	0	1	0.00		
SB L	2	690	3500	0.20	***	0.20
SB T	0	0	1	0.00		
SB R	1	240	1750	0.14		
EB L	2	420	3500	0.12		0.00
EB T	3	1810	5250	0.34	***	0.34
EB R	0	0	1	0.00		
WB L	0	0	1	0.00	***	0.00
WB T	3	1060	5250	0.20		0.00
WB R	1	730	1750	0.42		

Right Turn Adjustment	0.00
Clearance Interval	0.10
Final ICU	**0.64**

Intersection: Golden Valley Road/Valley Center Drive
Year: Longer-term with Project Alternatives 1, 2 and 3
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	380	3500	0.11	***	0.11
NB T	3	570	5250	0.11		
NB R	1	0	1750	0.00		
SB L	0	0	1	0.00		
SB T	3	1140	5250	0.22	***	0.22
SB R	1	370	1750	0.21		
EB L	2	740	3500	0.21	***	0.21
EB T	0	0	1	0.00		
EB R	1	60	1750	0.03		
WB L	0	0	1	0.00		
WB T	0	0	1	0.00	***	0.00
WB R	0	0	1	0.00		

Right Turn Adjustment 0.00

Clearance Interval 0.10

Final ICU 0.64

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	2	210	3500	0.06		
NB T	3	1210	5250	0.23	***	0.23
NB R	1	0	1750	0.00		
SB L	0	0	1	0.00	***	0.00
SB T	3	810	5250	0.15		
SB R	1	730	1750	0.42		
EB L	2	880	3500	0.25	***	0.25
EB T	0	0	1	0.00		
EB R	1	270	1750	0.15		
WB L	0	0	1	0.00		
WB T	0	0	1	0.00	***	0.00
WB R	0	0	1	0.00		

Right Turn Adjustment 0.00

Clearance Interval 0.10

Final ICU 0.58

Intersection: Bouquet Canyon Road/San Fernando Road/Soledad Canyon Road.\
Year: Longer-term with Project Alternatives 1, 2 and 3
Comments:
Period: AM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	1	10	1750	0.01	***	0.01
NB T	4	670	7000	0.10		
NB R	1	60	1750	0.03		
SB L	2	400	3500	0.11		
SB T	3	1840	5250	0.35	***	0.35
SB R	2	1380	3500	0.39		
EB L	3	410	5250	0.08	***	0.08
EB T	2.5	400	4375	0.09		
EB R	0.5	10	875	0.01		
WB L	2	230	3500	0.07		
WB T	3	1320	5250	0.25	***	0.25
WB R	1	460	1750	0.26		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.79**

Period: PM Peak Hour

Movement	Lanes	Volume	Capacity	V/C	Critical Moves	Critical V/C
NB L	1	20	1750	0.01		
NB T	4	1880	7000	0.27	***	0.27
NB R	1	20	1750	0.01		
SB L	2	630	3500	0.18	***	0.18
SB T	3	1360	5250	0.26		
SB R	2	910	3500	0.26		
EB L	3	1230	5250	0.23	***	0.23
EB T	2.5	1160	4375	0.27		
EB R	0.5	30	875	0.03		
WB L	2	180	3500	0.05		
WB T	3	640	5250	0.12	***	0.12
WB R	1	440	1750	0.25		
				Right Turn Adjustment		0.00
				Clearance Interval		0.10
				Final ICU		**0.90**