APPENDIX I

TRAFFIC STUDY



TRAFFIC IMPACT, PARKING AND SITE ACCESS STUDY

WESTFIELD FASHION SQUARE EXPANSION PROJECT

City of Los Angeles, California Revised August 5, 2008

Prepared for:

Westfield Corporation, Inc. 11601 Wilshire Boulevard, 11th Floor Los Angeles, California 90025

LLG Ref. 1-053606-1



Prepared by:

llaBear Manlese

Francesca S. Bravo Transportation Engineer III Under the Supervision of:

David S. Shender, P.E. Principal

Linscott, Law & Greenspan, Engineers

236 N. Chester Ave. Suite 200 Pasadena, CA 91106

626.796.2322 т 626.792.0941 ғ www.llgengineers.com

TABLE OF CONTENTS

| SECT | ION | P | AGE |
|------|--------|---|------|
| Exe | cutive | Summary | . v |
| 1.0 | Intr | oduction | . 1 |
| 2.0 | Proj | ect Description | . 4 |
| | 2.1 | Site Location | . 4 |
| | 2.2 | Existing Project Site | . 4 |
| | 2.3 | Proposed Project Description | . 4 |
| 3.0 | Site | Access and Circulation | . 6 |
| | 3.1 | Existing Site Access | . 6 |
| | 3.2 | Proposed Project Site Access and Circulation | . 7 |
| 4.0 | Proj | ect Parking | . 11 |
| | 4.1 | Existing Parking Requirement | . 11 |
| | 4.2 | Existing Parking Utilization | . 11 |
| | 4.3 | Proposed Project | . 12 |
| | 4.4 | Code Parking Calculation for Proposed Future Fashion Square Development | . 13 |
| | 4.5 | Shared Parking Demand Analysis | . 13 |
| | | 4.5.1 Shared Parking Demand Analysis for Existing Conditions | . 14 |
| | | 4.5.2 Shared Parking Demand Analysis for Future Conditions | . 17 |
| 5.0 | Exis | ting Street System | . 23 |
| | 5.1 | Regional Highway System | . 23 |
| | 5.2 | Local Street System | . 23 |
| | 5.3 | Roadway Classifications | . 24 |
| | 5.4 | Roadway Descriptions | . 26 |
| | 5.5 | Existing Public Bus Transit Service | . 28 |
| 6.0 | Trat | fic Counts | . 31 |
| 7.0 | Trat | fic Forecasting Methodology | . 36 |
| | 7.1 | Project Trip Generation | . 36 |
| | 7.2 | Project Trip Distribution | . 37 |
| 8.0 | Cun | nulative Development Projects | . 43 |
| | 8.1 | Related Projects | . 43 |
| | 8.2 | Ambient Growth Factor | . 49 |
| 9.0 | Tra | fic Impact Analysis Methodology | . 50 |
| | 9.1 | Impact Criteria and Thresholds | . 50 |
| | 9.2 | LADOT ATSAC/ATCS | . 51 |
| | 9.3 | Traffic Impact Analysis Scenarios | . 52 |

TABLE OF CONTENTS (continued)

| Secti | ON | Page |
|-------|---|------|
| 10.0 | | |
| 10.0 | 101 Enisting Conditions | |
| | 10.1 Existing Conditions | |
| | 10.2 Existing with Ambient Growth Conditions | |
| | 10.3 Future Pre-Project Conditions | |
| | 10.4 Future with Project Conditions | |
| 11.0 | Transportation Mitigation Measures | |
| | 11.1 Summary of Project Mitigation | 64 |
| | 11.2 Traffic Signal Warrants Analysis | |
| 12.0 | Neighborhood Street Segment Analysis | |
| 13.0 | Weekend Project Impact Analysis | |
| | 13.1 Existing Traffic Counts | |
| | 13.2 Traffic Forecasting Methodology | |
| | 13.2.1 Weekend Project Trip Generation | |
| | 13.2.2 Project Trip Distribution | |
| | 13.3 Cumulative Development Projects | |
| | 13.3.1 Related Projects | 77 |
| | 13.3.2 Ambient Growth Factor | |
| | 13.4 Traffic Analysis | 77 |
| | 13.4.1 Existing Conditions | 83 |
| | 13.4.2 Existing With Ambient Growth Conditions | 83 |
| | 13.4.3 Future Pre-Project Conditions | 83 |
| | 13.4.4 Future With Project Conditions | 83 |
| | 13.4.5 Summary of Project Mitigation | 86 |
| | 13.5 Neighborhood Street Segment Analysis | 88 |
| 14.0 | Congestion Management Program Traffic Impact Assessment | |
| | 14.1 Intersections | 89 |
| | 14.2 Freeways | |
| | 14.3 Transit | |
| 15.0 | Voluntary Transportation Improvements | |
| 16.0 | Conclusions | |

OMOB_FH.E36063Cep-er43600-rpt0.doc

≯

TABLE OF CONTENTS (continued)

LIST OF TABLES

| SECTIO | N-TABLE# PAG | ЭE |
|--------|--|----|
| 4–1 | Summary of Project Floor Area 1 | 12 |
| 4–2 | Weekday Shared Parking Demand Analysis – Existing Conditions 1 | ι5 |
| 4–3 | Weekend Shared Parking Demand Analysis – Existing Conditions 1 | 16 |
| 4-4 | Weekday Shared Parking Demand Analysis – Future Conditions (July) 1 | 8 |
| 4–5 | Weekend Shared Parking Demand Analysis – Future Conditions (July) 1 | 9 |
| 4–4 | Weekday Shared Parking Demand Analysis – Future Conditions (December) 2 | 21 |
| 4–5 | Weekend Shared Parking Demand Analysis – Future Conditions (December) 2 | 22 |
| 5–1 | Existing Transit Routes | 29 |
| 6–1 | Existing Traffic Volumes | 32 |
| 7–1 | Weekday Project Trip Generation | 38 |
| 8–1 | List of Related Projects 4 | 14 |
| 8-2 | Related Project Trip Generation 4 | 16 |
| 9-1 | City of Los Angeles Intersection Impact Threshold Criteria | 50 |
| 9-2 | Weekday Summary of Volume to Capacity Ratios and Levels of Service Summary | ;3 |
| 12-1 | Street Segment Impact Threshold Criteria | '2 |
| 12-2 | Neighborhood Street Segment Analysis Summary | 13 |
| 13–1 | Weekend Existing Traffic Volumes | 15 |
| 13–2 | Weekend Project Trip Generation | /8 |
| 13-3 | Related Project Trip Generation | 30 |
| 13-4 | Weekend Summary of Volume to Capacity Ratios and Levels of Service Summary | 32 |

APPENDICES

| APPEND | X |
|--------|--|
| A. | Proposed Site Access and Intersection Improvements |
| B. | Manual Traffic Counts |
| C. | Fashion Square Driveway Traffic Counts |
| D. | CMA and Levels of Service Explanation, |
| | CMA Data Worksheets – AM and PM Peak Hours |
| E. | Traffic Signal Warrant Worksheets |
| F. | 24-Hour Machine Counts |

≯

TABLE OF CONTENTS (continued)

LIST OF FIGURES

| SECTIO | ON-FIGURE # | PAGE |
|--------|--|------|
| 1–1 | Vicinity Map | 2 |
| 2-1 | Site Plan | 5 |
| 5-1 | Existing Lane Configurations | 25 |
| 5-2 | Existing Public Transit Routes | 30 |
| 6–1 | Existing Traffic Volumes – Weekday AM Peak Hour | 34 |
| 6-2 | Existing Traffic Volumes – Weekday PM Peak Hour | 35 |
| 7-1 | Project Trip Distribution | 40 |
| 7-2 | Project Traffic Volumes – Weekday AM Peak Hour | 41 |
| 7-3 | Project Traffic Volumes – Weekday PM Peak Hour | 42 |
| 8-1 | Location of Related Projects | 45 |
| 8-2 | Related Projects Traffic Volumes – Weekday AM Peak Hour | 47 |
| 8-3 | Related Projects Traffic Volumes – Weekday PM Peak Hour | 48 |
| 10-1 | Existing With Ambient Growth Traffic Volumes – Weekday AM Peak Hour | 56 |
| 10-2 | Existing With Ambient Growth Traffic Volumes – Weekday PM Peak Hour | 57 |
| 10-3 | Future Pre-Project Traffic Volumes – Weekday AM Peak Hour | 59 |
| 10-4 | Future Pre-Project Traffic Volumes – Weekday PM Peak Hour | 60 |
| 10-5 | Future With Project Traffic Volumes – Weekday AM Peak Hour | 62 |
| 10-6 | Future With Project Traffic Volumes – Weekday PM Peak Hour | 63 |
| 13-1 | Existing Traffic Volumes – Weekend Mid-Day Peak Hour | |
| 13-2 | Project Traffic Volumes – Weekend Mid-Day Peak Hour | 79 |
| 13-3 | Related Projects Traffic Volumes – Weekend Mid-Day Peak Hour | 81 |
| 13-4 | Existing With Ambient Growth Traffic Volumes – Weekend Mid-Day Peak Hour | 84 |
| 13-5 | Future Pre-Project Traffic Volumes – Weekend Mid-Day Peak Hour | 85 |
| 13-6 | Future With Project Traffic Volumes – Weekend Mid-Day Peak Hour | 87 |

EXECUTIVE SUMMARY

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project. The project would develop the remaining approximately 108,000 square feet of the center's existing entitlement and an additional approximately 172,000 square feet. In full compliance with all applicable City, County and other regulatory requirements, the traffic report concludes that the project would cause no potentially significant impacts at 11 of the 18 studied intersections, the local neighborhood streets, or relevant segments of the 101 Freeway. The impacts to the remaining 7 intersections will be fully mitigated.

These findings by the traffic report were based on a number of conservative assumptions (as detailed throughout the report). In addition, the project includes a number of improvements that will enhance access to and from the center. Finally, the center will continue to provide adequate parking based on studies of actual parking demand during the peak holiday season in December.

The traffic analysis follows City of Los Angeles traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the 2004 Congestion Management Program for Los Angeles County. This traffic analysis evaluates potential project-related impacts at 18 key intersections and two local residential street segments in the vicinity of the project site. The study intersections and local residential street segments were determined in consultation with City of Los Angeles Department of Transportation staff. This traffic analysis also evaluates the potential impact of the proposed project within the context of cumulative impact of all ongoing developments (17 related projects) in the area. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

The existing center and the proposed expansion project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue in the Sherman Oaks area of the City of Los Angeles. The existing shopping center currently contains approximately 867,000 square feet of gross leasable floor area (i.e., GLSF). The shopping center was previously approved for development of up to 975,000 GLSF, and 867,000 square feet of the permitted development has been built. The proposed project would entail the construction of the remaining approximately 108,000 square feet, and the development of an additional approximately 172,000 square feet of gross leasable floor area. Thus, the proposed Westfield Fashion Square Expansion project consists of the net addition of approximately 280,000 GLSF as compared to existing conditions, providing a total of 1,147,000 GLSF for the shopping center. Occupancy of the proposed project is anticipated in the year 2012.

O 1005_FIL153606/Report4/3606-prédec

A portion of the existing parking structure south of the mall building will be removed to accommodate the expanded commercial floor space. A new grade plus five parking structure, including one subterranean parking level, will be provided south of the Macy's building, as well as a new grade plus three parking structure on the southern portion of the site along Woodman Avenue, as part of the proposed project to replace the existing parking spaces to be removed, as well as accommodate additional parking for the expanded commercial floor area. Parking utilization observations conducted at the site during the December 2005 and 2006 holiday seasons revealed that the demand for parking peaked at a ratio equivalent to 4.03 parking spaces per 1,000 GLSF (observed at 4:00 PM on December 26). Therefore, parking provided at the site in conjunction with the proposed expansion at a rate of 4.25 parking spaces per 1,000 GLSF, with the potential to provide parking at a maximum rate of 4.50 parking spaces per 1,000 GLSF, is expected to be adequate to accommodate peak parking demands during the December holiday season, as well as throughout the year.

Vehicular access to the existing project site will be provided via five project driveways: two existing driveways on Hazeltine Avenue, two new driveways on Riverside Drive, and one existing driveway on Woodman Avenue. As part of the expansion project, it is proposed that the existing Fashion Square driveways on Riverside Drive be closed and two new driveways be provided on Riverside Drive: New Easterly Fashion Square Driveway-Matilija Avenue and the New Fashion Square Westerly Driveway. While not specifically required for traffic mitigation purposes, it is recommended that, as part of the proposed project, traffic signals be installed at the Matilija Avenue-New Easterly Fashion Square Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive intersection. The proposed traffic signals would facilitate vehicular movements to and from the Fashion Square site, particularly in consideration of the proposed parking structure to be constructed south of the Macy's building.

The proposed project is expected to generate a net increase of 95 vehicle trips (58 inbound trips and 37 outbound trips) during the weekday AM commuter peak hour. During the weekday PM commuter peak hour, the proposed project is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 4,964 daily trip ends during a typical weekday (2,482 inbound trips and 2,482 outbound trips). On a typical Saturday, the proposed project is expected to generate a net increase of 632 vehicle trips (329 inbound trips and 303 outbound trips) during the weekend mid-day peak hour, and 6,252 trips ends over a 24-hour period (3,126 inbound trips and 3,126 outbound trips). The trip generation forecast was made using rates published in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, 2003. It is noted that the trip generation forecast provided herein likely overstates the actual amount of vehicular traffic that would be generated by the proposed expansion. By example, traffic counts were conducted at the existing Fashion Square driveways during the weekday morning and afternoon commuter peak periods as well as the Saturday mid-day peak period. The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the Fashion Square providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" traffic analysis, the trip

generation forecast based on the ITE trip rates have been utilized in the review of potential impacts associated with the project.

Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that six of the 18 study intersections are anticipated to be significantly impacted by the proposed project during the weekday conditions. Incremental but not significant impacts are noted at the remaining 12 study intersections. It is recommended that the significant transportation impacts be mitigated through a contribution to the City of Los Angeles' Adaptive Traffic Control System installation. This recommended mitigation measure is anticipated to reduce the forecast project-related significant impacts to less than significant levels.

In order to address the issue of non-residential traffic using local streets in neighborhoods adjacent to the proposed project site, two street segments located near the project site have been analyzed for potential significant impacts. Application of LADOT's threshold criteria for residential street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segments.

A focused analysis was also prepared to evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project during the Saturday mid-day peak hour at seven study intersections located immediately adjacent to the project site. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that four of the seven study intersections are anticipated to be significantly impacted by the proposed project during the weekend conditions. Incremental but not significant impacts are noted at the remaining three study intersections. The aforementioned contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at the four impacted study intersections is recommended to mitigate potential impacts. In addition, at the Woodman Avenue/Riverside Drive intersection, it is recommended that the southbound Woodman Avenue approach to the Riverside Drive intersection be reconfigured to provide one left-turn lane, two through lanes and one optional through/right-turn lane to reduce the forecast project-related significant impacts during the Saturday mid-day peak hour to less than significant levels. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection could be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection.

In summary, the following intersections are forecast to be impacted by the proposed project:

Int. No. 1: Van Nuys Boulevard/Riverside Drive (Weekday Impact Only)

Int. No. 4: Tyrone Avenue/Moorpark Street (Weekday Impact Only)

Int. No. 7: Hazeltine Avenue/Riverside Drive (Weekday and Weekend Impact)

Int. No. 8: Hazeltine Avenue/Fashion Square Lane (Weekend Impact Only)

Int. No. 12: Woodman Avenue/Riverside Drive (Weekday and Weekend Impact)

Int. No. 13: Woodman Ave/U.S. 101 WB Ramps (Weekday and Weekend Impact)

Int. No. 15: Woodman Avenue/Moorpark Street (Weekday Impact Only)

The Fashion Square, in consultation with LADOT, will also volunteer to implement the following two measures to further improve traffic operations in the vicinity of the project site:

- Fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of Fashion Square.
- Design and install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue and Riverside Drive at the Hazeltine Avenue/Riverside Drive intersection (i.e., all approaches to the intersection). Based on recent discussions with LADOT staff, the southbound left-turn phasing on Hazeltine Avenue is currently under construction by LADOT. Therefore, the Fashion Square will volunteer to implement the installation of the protected/permissive left-turn phasing at the remaining approaches to the intersection (i.e., northbound approach on Hazeltine Avenue and eastbound and westbound approaches on Riverside Drive).
- Design and install upgraded traffic delineators along Hazeltine Avenue between Riverside Drive and Fashion Square Lane using "quik-kurb" or similar installation approved by LADOT.

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2004. It is concluded that the project will not result in significant traffic impacts at designated monitoring locations on the CMP highway system, including on the nearby U.S. 101 (Ventura) Freeway. Also, in compliance with the CMP, the project is not anticipated to cause a significant impact to local public transit services.

r130B_FILE3606.Report/3606-pt6.dec

TRAFFIC IMPACT, PARKING AND SITE ACCESS STUDY

WESTFIELD FASHION SQUARE EXPANSION PROJECT

City of Los Angeles, California Revised August 5, 2008

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project. The proposed project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue in the Sherman Oaks area of the City of Los Angeles. The proposed project site location and general vicinity are shown in *Figure 1-1*.

The traffic analysis follows City of Los Angeles traffic study guidelines¹ and is consistent with traffic impact assessment guidelines set forth in the 2004 Congestion Management Program for Los Angeles County.² This traffic analysis evaluates potential project-related impacts at 18 key intersections and two local residential street segments in the vicinity of the project site. The study intersections and local residential street segments were determined in consultation with City of Los Angeles Department of Transportation staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

This study (i) presents existing traffic volumes, (ii) forecasts future traffic volumes with the related projects, (iii) forecasts future traffic volumes with the proposed project, (iv) determines project-related impacts, and (v) recommends mitigation measures, where necessary.

1.1 Study Area

Upon coordination with the City of Los Angeles Department of Transportation staff, 18 study intersections and two local residential street segments have been identified for evaluation. The 18 intersections and two local residential street segments provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 5.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the

ONOB_ELLERGOGReport43606-rpiddoc

¹ Traffic Study Policies and Procedures, City of Los Angeles Department of Transportation, March 2002.

² Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, July 2004.



o:\job_file\3606\dwg\f1-1.dwg LDP 14:21:27 02/21/2008 rodriquez

proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

- a. Immediately adjacent or in close proximity to the project site;
- b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
- c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Fashion Square peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue in the Sherman Oaks area of the City of Los Angeles. The project site is bounded by Riverside Drive to the north, the Ventura Freeway to the south, Woodman Avenue to the east, and Hazeltine Avenue to the west.

2.2 Existing Project Site

The existing shopping center is located at 14006 Riverside Drive. The existing shopping center currently contains approximately 867,000 square feet of gross leasable floor area (i.e., GLSF). Vehicular access to the existing project site is currently provided via five project driveways: two driveways on Hazeltine Avenue, two driveways on Riverside Drive, and one driveway on Woodman Avenue. A service/loading driveway is also located on Riverside Drive, east of the Hazeltine Avenue.

2.3 Proposed Project Description

The existing shopping center currently contains approximately 867,000 square feet of gross leasable floor area (i.e., GLSF). The shopping center was previously approved for development of up to 975,000 GLSF, and 867,000 square feet of the permitted development has been built. The proposed project would entail the construction of the remaining 108,000 square feet, and the development of an additional 172,000 square feet of gross leasable floor area. Thus, the proposed Westfield Fashion Square Expansion project consists of the net addition of approximately 280,000 GLSF as compared to existing conditions, providing a total of 1,147,000 GLSF for the shopping center. Occupancy of the proposed project is anticipated in the year 2012.

A portion of the existing parking structure south of the mall building will be removed to accommodate the expanded commercial floor space. A new grade plus five parking structure, including one subterranean parking level, will be provided south of the Macy's building, as well as a new grade plus three parking structure on the southern portion of the site along Woodman Avenue, as part of the proposed project to replace the existing parking spaces to be removed, as well as accommodate additional parking for the expanded commercial floor area. The site plan for the proposed project is illustrated in *Figure 2-1*.

Vehicular access to the project site will be provided via five project driveways: two existing driveways on Hazeltine Avenue, two new driveways on Riverside Drive, and one existing driveway on Woodman Avenue. As part of the expansion project, it is proposed that the existing Fashion Square driveways on Riverside Drive be closed and two new driveways be provided on Riverside Drive: New Easterly Fashion Square Driveway-Matilija Avenue and the New Fashion Square Westerly Driveway. Further discussion of the project's access and circulation scheme is provided in Section 3.0.

O JOB_FILES606Report/2006-ptb.doc



WESTFIELD FASHION SQUARE EXPANSION PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

3.0 SITE ACCESS AND CIRCULATION

The site access scheme for the proposed project is displayed in *Figure 2-1*. Descriptions of the existing site access and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Vehicular access to the existing Fashion Square is currently provided via five driveways: two driveways on Hazeltine Avenue, two driveways on Riverside Drive, and one driveway on Woodman Avenue. The Hazeltine Avenue north project driveway and the Woodman Avenue project driveway currently accommodate right-turn ingress and egress movements only. The Hazeltine Avenue south driveway currently accommodates left-turn and right-turn ingress and egress movements. The westerly driveway on Riverside Drive (i.e., located immediately east of the Macy's building) accommodates left-turn and right-turn ingress movements, and right-turn only egress movements. The easterly driveway on Riverside Drive (located at the easterly end of the Fashion Square Riverside Drive frontage) also accommodates left-turn and right-turn ingress movements, and right-turn only egress movements. A service/loading driveway is also located on Riverside Drive, east of the Hazeltine Avenue.

Based on field observations at the site, current traffic circulation issues with the Fashion Square driveways on Riverside Drive and Hazeltine Avenue are as follows:

- Both Riverside Drive driveways are stop sign controlled (i.e., requiring motorists to find gaps in traffic prior to completing left-turns and right-turns). It has been noted that during busy shopping periods, City traffic control officers have been stationed at the Riverside Drive driveways to assist in facilitating the flow of traffic to and from the Fashion Square.
- The left-turn volume from Riverside Drive entering the Fashion Square is relatively high, with the queue of left-turn vehicles occasionally exceeding the storage capacity of the existing westbound Riverside Drive left-turn pockets.
- The right-turn only egress movements from the two Riverside Drive driveways (i.e., leftturns from these driveways are not permitted) unnecessarily causes additional vehicles exiting these driveways to turn towards the busy Woodman Drive/Riverside Drive intersection.
- The existing easterly Riverside Drive driveway is located immediately adjacent to a driveway that serves the adjacent Riverside Shopping Center located east of the Fashion Square. In fact, the left-turn pocket on westbound Riverside Drive which accommodates traffic turning left into the Fashion Square easterly driveway also serves traffic turning left into the Riverside Shopping Center driveway. The shared use of this left-turn pocket has been observed to cause some motorists confusion and related congestion.
- The existing Hazeltine Avenue driveway at Fashion Square Lane currently has one lane entering the parking structure. The existing parking spaces located on the south side of Fashion Square Lane conflict with travel lanes creating congestion and block traffic flow.

3.2 Proposed Project Site Access

The Westfield Fashion Square Expansion project site access scheme is displayed in *Figure 2-1*. Brief descriptions of the project site access driveways on Hazeltine Avenue and Woodman Avenue are provided in the following paragraphs.

• Hazeltine Avenue North Project Driveway:

The Hazeltine Avenue north project driveway is located on the east side of Hazeltine Avenue, south of Riverside Drive. The Hazeltine Avenue north project driveway will continue to provide access to the existing parking structure located south of the mall building. The Hazeltine Avenue north project driveway will continue to accommodate right-turn ingress and egress movements only.

Hazeltine Avenue South Project Driveway

The Hazeltine Avenue south project driveway is located on the east side of Hazeltine Avenue at Fashion Square Lane. The intersection of Hazeltine Avenue and Fashion Square Lane is currently controlled by traffic signals. The Hazeltine Avenue south project driveway will continue to provide access to the existing parking structure located south of the mall building, as well as provide access to the proposed parking structure to be located south of the Macy's building. The Hazeltine Avenue south project driveway will continue to accommodate left-turn and right-turn ingress and egress movements.

As part of the proposed expansion, the Hazeltine Avenue south project driveway will be modified to accommodate two inbound lanes and two outbound lanes on Fashion Square Lane. Parking along the south side of Fashion Square Lane adjacent to the entrance/exit will be removed to allow better movement of vehicles entering the parking structure. In addition, an unimpeded road through Fashion Square will be provided from Hazeltine Avenue to Riverside Drive. The schematic plan of the proposed site access improvements on Hazeltine Avenue is contained in *Appendix A*.

Woodman Avenue Project Driveway:

The Woodman Avenue project driveway is located on the west side of Woodman Avenue, just south of Riverside Drive. The Woodman Avenue project driveway will provide access to the remaining surface parking areas located on the project site as well as the new grade plus three parking structure to be constructed as part of the proposed project. The existing Woodman Avenue project driveway will be modified to accommodate right-turn ingress movements only.

As part of the expansion project, it is proposed that the existing Fashion Square driveways on Riverside Drive be closed and two new driveways be provided on Riverside Drive. The new westerly driveway will be provided approximately 540 feet east of Hazeltine Avenue. The new easterly project driveway will be provided approximately 100 feet west of the existing westerly driveway to align with Matilija Avenue to the north. The new easterly driveway will form the south leg of the existing Matilija Avenue/Riverside Drive intersection. The schematic plan of the proposed site access improvements on Riverside Drive is contained in *Appendix A*.

Briefly, the following improvements are recommended in conjunction with the proposed new Fashion Square driveways on Riverside Drive:

New Westerly Fashion Square Driveway

The new westerly driveway access is proposed to be approximately 40 feet in width and accommodate one inbound lane and two outbound lanes. At the Riverside Drive intersection, the driveway exit (i.e., northbound approach) would provide one left-turn lane and one right-turn lane. The new westerly driveway access currently serves as an existing service driveway and historically served as a customer driveway. The new westerly driveway would provide access to a new subterranean parking level to be constructed at the south side of the center.

<u>New Easterly Fashion Square Driveway</u>

The new easterly driveway access is proposed to be approximately 60 feet in width and accommodate two inbound lanes and three outbound lanes. The new easterly driveway would be constructed opposite Matilija Avenue so as to provide a traditional four-leg intersection on Riverside Drive. At the Riverside Drive intersection, the driveway exit (i.e., northbound approach) would provide one left-turn lane and two right-turn lanes (i.e., no through movements would be permitted onto Matilija Avenue north of Riverside Drive). The new easterly driveway would provide access to the existing two-level Macy's parking garage, as well as to the new six-level parking structure proposed south of Macy's.

<u>*Riverside Drive Improvements*</u>

The Riverside Drive approaches to the relocated easterly driveway would be improved to accommodate the new intersection as follows:

- Widen the south side of Riverside Drive beginning at a point approximately 290 feet west of the Matilija Avenue centerline by 10 feet. The widening would also require a concurrent dedication of up to 10 feet (thus resulting in a 50-foot wide half roadway and a 60-foot wide half right-of-way).
- Widen the south side of Riverside Drive beginning at a point approximately 600 feet east of the Matilija Avenue centerline by 3 feet. The widening would also require a concurrent dedication of 2 feet along the Fashion Square frontage (no dedication required by the adjacent Riverside Shopping Center). Thus, the resulting cross-section would be a 40-foot wide half roadway and a 52-foot wide half right-of-way (remaining a 50-foot half right-of-way adjacent to the Riverside Shopping Center).
- Restripe the eastbound Riverside Drive approach to the intersection with the new easterly Fashion Square driveway to provide two through lanes and one right-turn lane, plus retention of the existing eastbound bike lane. No left-turns to Matilija Avenue north of Riverside Drive would be permitted.
- Restripe the westbound Riverside Drive approach to the intersection with the new easterly Fashion Square driveway to provide two left-turn lanes, one through lane, and one optional through/right-turn lane, plus retention of the existing westbound bike lane.

The Riverside Drive approaches to the new westerly driveway would be improved to accommodate the new intersection as follows:

- Restripe the eastbound Riverside Drive approach to the intersection with the new westerly Fashion Square driveway to provide two through lanes and one right-turn lane.
- Restripe the westbound Riverside Drive approach to the intersection with the new westerly Fashion Square driveway to provide one left-turn lane, and two through lanes, plus retention of the existing westbound bike lane.
- <u>Matilija Avenue Improvements</u>

A channelization median island may be installed on the Matilija Avenue approach to the Riverside Drive intersection so as to facilitate right-turn movements only to and from Matilija Avenue. This will limit the potential for Fashion Square or other regional traffic from using Matilija Avenue north of Riverside Drive.

Install traffic signals at the new project driveways on Riverside Drive. The traffic signals at the new project driveways would feature separate westbound left-turn phasing for vehicles turning left into the Fashion Square site. In addition, at the New Fashion Square Driveway-Matilija Avenue/Riverside Drive intersection, a northbound right-turn overlap phasing for vehicles exiting the Fashion Square at the new easterly project driveway may be installed.

<u>Riverside Shopping Center Access:</u>

The Riverside Shopping Center is an existing commercial development located immediately adjacent to the southwest corner of the Woodman Avenue/Riverside Drive intersection. The Riverside Shopping Center is not a part of the Fashion Square. In conjunction with the Fashion Square site access improvements, it is proposed that the existing Riverside Shopping Center driveway, which is currently located immediately adjacent to the Fashion Square site, can remain open. However, left-turn ingress directly to the Riverside Shopping Center driveway would no longer be available under the proposed access modifications as it would conflict with the new double left-turn lanes on the westbound Riverside Drive approach to the new Fashion Square driveway intersection. However, to improve access to the Riverside Shopping Center site, the Fashion Square proposes to construct an internal roadway connection between the two sites so as to provide Riverside Shopping Center patrons with convenient access to the newly created signalized intersection. Therefore, the Riverside Shopping Center site will be provided with improved left-turn ingress access from Riverside Drive via a signalized intersection (i.e., as compared to the existing non-signalized left-turn access). In addition, with the provision for the new internal roadway connection to the newly created intersection, Riverside Shopping Center patrons will be able to safely complete left-turn exits onto westbound Riverside Drive (a movement which is currently not available from any of the Riverside Shopping Center driveways along Riverside Drive).

 <u>Traffic Signal Control</u>

It is noted that the owners of the Riverside Shopping Center may not permit an internal roadway connection between the Fashion Square and its center. In this scenario, the Riverside Shopping Center will continue to have vehicular access from its existing driveways along Riverside Drive and Woodman Avenue, albeit with restricted left-turn ingress from Riverside Drive (which is common at many commercial centers in Los Angeles located immediately adjacent to intersections of major roadways due to traffic operational safety issues). Therefore, the potential restrictions of left-turn ingress directly to the Riverside Shopping Center from Riverside Drive would not create a significant adverse traffic impact.

Landscaped Raised Median Island:

In conjunction with the Matilija Avenue improvements, construct a landscaped raised median island along Riverside Drive from Matilija Avenue to Ranchito Avenue to prohibit left-turn movements on Riverside Drive to Matilija Avenue. This will limit the potential for Fashion Square or other regional traffic from using Matilija Avenue north of Riverside Drive.

O TOB_FILE 3606 Reprost43606- produce

4.0 PROJECT PARKING

This shared parking analysis has been prepared for the proposed expansion of the Westfield Fashion Square. This shared parking analysis demonstrates that combining compatible land uses in a single development results in less parking demand than would be required for separate free-standing land uses of similar types as required under Section 12.21.A.4 of the Los Angeles Municipal Code for each of the new uses proposed for the expansion. Specifically, the project will request the Zoning Administrator to issue a finding that Shared Parking is applicable to the project under the provisions of Section 12.24.X.20 of the Los Angeles Municipal Code. The shared parking analysis has been prepared based on data published in the second edition of the *Shared Parking* manual published by the Urban Land Institute (ULI)³, and supplemented by observations of existing parking demand at the site which together demonstrate the adequacy of the proposed on-site parking supply for the project.

4.1 Existing Parking Requirement

Prior development approvals at the Westfield Fashion Square (e.g., ZA-95-0899 (CUZ) and CPC 94-0287 (ZC)) have established the parking requirement for the site at 4.5 parking spaces per 1,000 square feet of gross leasable floor area (applicable to retail, restaurant, office, etc.). The existing Westfield Fashion Square provides approximately 867,000 square feet of gross leasable floor area, thereby yielding a current parking requirement for approximately 3,902 parking spaces on-site. Parking is currently provided in on-site parking structures and surface parking lots. Vehicular access to the on-site parking facilities is provided by Hazeltine Avenue, Riverside Drive and Woodman Avenue. During periods of high parking demand (e.g., during the holiday shopping period), the shopping center management has by practice instructed employees to park in the surface parking lot located at the far easterly portion of the site (i.e., adjacent to Woodman Avenue).

4.2 Existing Parking Utilization

To determine the adequacy of the existing parking requirement (i.e., 4.5 parking spaces per 1,000 square feet of gross leasable floor area), observations of parking demand were conducted at the Fashion Square during the 2005 and 2006 holiday shopping periods on three days of typically high patronage: the day after Thanksgiving, the Saturday before Christmas, and the day after Christmas.

The average peak parking demand observed at the Fashion Square during each of the three days during the 2005 and 2006 holiday shopping periods is as follows:

- 2005/2006 Friday after Thanksgiving: 3,367 average peak demand (observed at 2:00 p.m.)
- 2005/2006 Saturday before Christmas: 3,362 average peak demand (observed at 4:00 p.m.)
- 2005/2006 Day after Christmas: 3,498 average peak demand (observed at 4:00 p.m.)

OF RHE FILE MUCREPORT DOBLET PRODUCT

Based on the current 867,000 square feet of gross leasable floor area, the peak demand for parking at the Fashion Square during the 2005 and 2006 holiday seasons (3,498 parking spaces on the day after Christmas) was equivalent to approximately 4.03 spaces per 1,000 square feet of gross leasable floor area. Thus, the observed peak parking rate is significantly less than the current requirement to provide 4.5 parking spaces per 1,000 square feet of gross leasable floor area. It is noted that during the 2005 and 2006 holiday seasons that Fashion Square employees were parked on-site (primarily in the existing surface parking area near the Woodman Avenue driveway).

It is noted as a community benefit, that the Fashion Square currently permits students from the nearby Notre Dame High School and Buckley School to park vehicles in the surface parking lot near Woodman Avenue. This parking occurs during weekday school hours, which have typically been a relatively low parking demand period, generated by the Fashion Square. Should Fashion Square continue to accommodate student parking at this area of the site, it would not impact parking availability for the center (which typically is at its peak on weekends and holiday periods when schools are not in session).

4.3 Proposed Project

The Fashion Square proposes to provide additional floor area at the site for retail and restaurant uses. Floor area is expressed in terms of the Los Angeles Municipal Code (LAMC) definition, as well as in gross leasable floor area (which is the common floor area calculation used for enclosed shopping malls such as Fashion Square). The summary of existing and proposed floor area is provided in the *Table 4-1*.

| Table 4-1 SUMMARY OF PROJECT FLOOR AREA | | | | | | | | | |
|---|---------|----------|---------|----------|-----------|-----------|--|--|--|
| Existing Floor Area Net New Floor Area Total Floor Area | | | | | | | | | |
| Use | LAMC | Leasable | LAMC | Leasable | LAMC | Leasable | | | |
| Retail | 956,422 | 842,045 | 355,227 | 233,178 | 1,311,649 | 1,075,223 | | | |
| Restaurant | 31,694 | 24,955 | 71,329 | 46,822 | 103,023 | 71,777 | | | |
| Total | 988,116 | 867,000 | 426,556 | 280,000 | 1,414,672 | 1,147,000 | | | |

ONOB ERF3606/Report40606-pr6.4cc

4.4 Code Parking Calculation for Proposed Future Fashion Square Development

A calculation has been prepared of the parking needed for the Fashion Square based on parking rates provided in the Los Angeles Municipal Code (LAMC) in conjunction with a proposed expansion project at the center. Specifically, Section 12.21.A.4 of the LAMC provides the following parking rates applicable to the project floor area⁴:

- Retail: 1 space per 250 square feet of retail floor area.
- Restaurant Space: 1 space per 100 square feet of restaurant floor area.

As currently proposed, the Fashion Square expansion will provide 355,227 square feet of new retail space and 71,329 square feet of new restaurant space per LAMC⁵. This new development will be in addition to the existing 988,116 square feet of commercial floor area. Based on the parking rates provided in the LAMC, the calculated parking for the project is as follows:

- New Retail (1 space/250 SF for 355,227 SF): 1,421 parking spaces
- New Restaurants (1 space/100 SF for 71,329 SF): 713 parking spaces
- Existing shopping center (by permit): 3,902 parking spaces
- Total calculated project parking by Code: 6,036 parking spaces

The project proposes to provide parking that is less than the number of parking spaces that would otherwise be required under Section 12.21.A.4 of the LAMC. Specifically, the Westfield Fashion Square proposes to provide parking at a rate of 4.25 parking spaces per 1,000 square feet of gross leasable floor area (i.e., 4,875 spaces based on a total center of 1,147,000 gross leasable square feet), with the potential to provide parking at a maximum rate of 4.50 parking spaces per 1,000 square feet of gross leasable floor area (i.e., 5,162 spaces based on a total center of 1,147,000 gross leasable square feet). Thus, the project will request the Zoning Administrator to issue a finding that Shared Parking is applicable to the project under the provisions of Section 12.24.X.20 of the LAMC. The basis for reduced parking under the Shared Parking provisions in the LAMC is demonstrated hereafter by the shared parking analysis which has been prepared based on data published in the second edition of the *Shared Parking* manual published by the Urban Land Institute (ULI), and supplemented by the observations of existing parking supply for the project.

4.5 Shared Parking Demand Analysis

This shared parking analysis incorporates the analysis procedures recommended in the *Shared Parking* manual published by the ULI, and is consistent with methodology used by the City of Los Angeles in the review and approval of shared parking applications for other major retail centers.

⁵ All floor areas in this section as defined by the Los Angeles Municipal Code.

⁴ Floor area as defined by the Los Angeles Municipal Code, which differs from gross leasable floor area.

The *Shared Parking* manual provides recommendations with respect to the following characteristics of parking demand at shopping centers:

- <u>Hourly Parking Indices</u>. The *Shared Parking* manual provides hourly parking indices for various land uses. For the Fashion Square, the hourly parking indices for retail, and restaurants (sit-down and fast-food type restaurants) were utilized. The indices show, for example, that the hourly parking demand for retail (which generates its peak parking demand during the early afternoon period) is different than the parking demand seen at sit-down type restaurants (which generates its peak parking hours).
- <u>Day of Week Parking Variations</u>. The *Shared Parking* manual provides recommendations for day of week parking factors. For example, retail and restaurant uses generate their peak parking during weekends.
- <u>Monthly Parking Variations</u>. The *Shared Parking* manual considers that some uses have substantial parking variations based on the month of the year. Retail uses, for example typically generates its highest parking demand December while restaurant uses have a generally consistent parking demand throughout the year.
- <u>Internal Capture</u>. Parking demand at mixed-use centers can be reduced through internal capture characteristics. For example, a person working in a retail establishment within a mall may walk to the restaurants in the center to eat during lunch. The *Shared Parking* manual indicates that parking demand may be reduced by at least 10% at a mixed-use center based on these internal capture characteristics.

4.5.1 Shared Parking Demand Analysis for Existing Conditions

A shared parking demand analysis has been prepared for existing conditions at Westfield Fashion Square to demonstrate the validity of the parking indices provided in the ULI *Shared Parking* manual. The following existing land uses and corresponding floor areas⁶ were entered into the shared parking analysis:

- Existing Retail: 842,045 square feet of gross leasable area
- Existing "Fast Food" Restaurants: 20,275 square feet of gross leasable area
- Existing "Family" Restaurants: 4,680 square feet of gross leasable area

As previously noted, observations of existing parking utilization were conducted at the Fashion Square during the 2005 and 2006 holiday seasons (i.e., the Friday after Thanksgiving, the Saturday before Christmas, and the day after Christmas). Accordingly, the shared parking analysis was prepared for a December weekday (shown in *Table 4-2*) and weekend (shown in *Table 4-3*) condition for the existing floor area at Fashion Square. As shown in *Table 4-2*, a

⁶ The ULI *Shared Parking* manual is based on gross leasable floor areas for retail and restaurant uses, which differs from the floor area definitions provided in the LAMC. To be consistent with the *Shared Parking* manual methodologies, gross leasable floor areas are utilized in the shared parking analysis provided herein.

Table 4-2 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1] Westfield Fashion Square - Existing Conditions

| | | | | | Month: DEC |
|---------------------|------------|------------|------------|---------|----------------|
| Land Lice | Datail | Family | Fast-Food | | |
| | Retail | Restaurant | Restaurant | | |
| Size | 842.0 KSF | 4.7 KSF | 20.3 KSF | | |
| Peak Pkg Rate[2] | 4.0 /KSF | 15.0 /KSF | 15.0 /KSF | | |
| Weekday Pkg Rate[3] | 3.6 /KSF | 10.5 /KSF | 15.0 /KSF | | |
| Gross Spaces | 3,031 Spc. | 49 Spc. | 304 Spc. | | Comparison w/ |
| Adjusted Gross | 2,879 Spc. | 44 Spc. | 274 Spc. | | Parking Supply |
| Spaces[4] | | | | Shared | 3902 Spaces |
| | Number of | Number of | Number of | Parking | Surplus |
| Time of Day | Spaces | Spaces | Spaces | Demand | (Deficiency) |
| 6:00 AM | 79 | 13 | 18 | 110 | 3,792 |
| 7:00 AM | 200 | 24 | 31 | 255 | 3,647 |
| 8:00 AM | 572 | 28 | 59 | 659 | 3,243 |
| 9:00 AM | 1,232 | 34 | 86 | 1,352 | 2,550 |
| 10:00 AM | 1,983 | 38 | 159 | 2,180 | 1,722 |
| 11:00 AM | 2,503 | 40 | 239 | 2,782 | 1,120 |
| 12:00 PM | 2,763 | 44 | 274 | 3,081 | 821 |
| 1:00 PM | 2,879 | 40 | 274 | 3,193 | 709 |
| 2:00 PM | 2,763 | 25 | 249 | 3,037 | 865 |
| 3:00 PM | 2,647 | 22 | 169 | 2,838 | 1,064 |
| 4:00 PM | 2,647 | 22 | 153 | 2,822 | 1,080 |
| 5:00 PM | 2,735 | 35 | 169 | 2,939 | 963 |
| 6:00 PM | 2,735 | 36 | 235 | 3,006 | 896 |
| 7:00 PM | 2,735 | 36 | 223 | 2,994 | 908 |
| 8:00 PM | 2,359 | 36 | 142 | 2,537 | 1,365 |
| 9:00 PM | 1,580 | 28 | 86 | 1,694 _ | 2,208 |
| 10:00 PM | 920 | 25 | 59 | 1,004 | 2,898 |
| 11:00 PM | 316 | 23 | 31 | 370 | 3,532 |
| 12:00 AM | 0 | 12 | 20 | 32 | 3,870 |

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2

of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table 4-3 WEEKEND SHARED PARKING DEMAND ANALYSIS [1] Westfield Fashion Square - Existing Conditions

| | | | | | Month: DEC |
|---------------------|------------|------------|------------|---------|----------------|
| Lond Lise | Potail | Family | Fast-Food | | |
| | | Restaurant | Restaurant | | |
| Size | 842.0 KSF | 4.7 KSF | 20.3 KSF | | |
| Peak Pkg Rate[2] | 4.0 /KSF | 15.0 /KSF | 15.0 /KSF | | |
| Weekend Pkg Rate[3] | 4.0 /KSF | 15.0 /KSF | 14.0 /KSF | | |
| Gross Spaces | 3,368 Spc. | 70 Spc. | 284 Spc. | | Comparison w/ |
| Adjusted Gross | 3,200 Spc. | 63 Spc. | 256 Spc. | | Parking Supply |
| Spaces[4] | | | | Shared | 3902 Spaces |
| | Number of | Number of | Number of | Parking | Surplus |
| Time of Day | Spaces | Spaces | Spaces | Demand | (Deficiency) |
| 6:00 AM | 90 | 10 | 17 | 117 | 3,785 |
| 7:00 AM | 224 | 21 | 29 | 274 | 3,628 |
| 8:00 AM | 512 | 32 | 55 | 599 | 3,303 |
| 9:00 AM | 1,248 | 46 | 81 | 1,375 | 2,527 |
| 10:00 AM | 1,824 | 58 | 148 | 2,030 | 1,872 |
| 11:00 AM | 2,272 | 58 | 223 | 2,553 | 1,349 |
| 12:00 PM | 2,688 | 63 | 256 | 3,007 | 895 |
| 1:00 PM | 2,944 | 55 | 256 | 3,255 | 647 |
| 2:00 PM | 3,200 | 44 | 232 | 3,476 | 426 |
| 3:00 PM | 3,200 | 29 | 157 | 3,386 | 516 |
| 4:00 PM | 3,072 | 31 | 142 | 3,245 | 657 |
| 5:00 PM | 2,912 | 41 | 157 | 3,110 | 792 |
| 6:00 PM | 2,592 | 47 | 219 | 2,858 | 1,044 |
| 7:00 PM | 2,432 | 47 | 208 | 2,687 | 1,215 |
| 8:00 PM | 2,144 | 44 | 132 | 2,320 | 1,582 |
| 9:00 PM | 1,696 | 23 | 81 | 1,800 | 2,102 |
| 10:00 PM | 1,184 | 20 | 55 | 1,259 | 2,643 |
| 11:00 PM | 480 | 14 | 29 | 523 | 3,379 |
| 12:00 AM | 0 | 8 | 18 | 26 | 3,876 |

Notes:

[1] Source: ULl - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2

of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2

of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

peak parking demand for 3,193 parking spaces (at 1:00 p.m.) is forecast for a weekday while *Table 4-3* shows a peak parking demand for 3,476 parking spaces (at 2:00 p.m.). By comparison, during the most recent 2005 and 2006 holiday seasons, an average peak parking demand of 3,367 spaces as observed on the Friday after Thanksgiving, 3,362 spaces on the Saturday before Christmas, and 3,498 on the day after Christmas. Thus, the parking demand model developed for the Fashion Square using the ULI methodology is highly correlated to the observed parking demand during the 2005 and 2006 holiday seasons. Therefore, it is concluded that the shared parking methodology provides a reasonable model for purposes of forecasting future parking demand at Fashion Square following build-out of the proposed expansion project.

4.5.2 Shared Parking Demand Analysis for Future Conditions

A shared parking demand analysis has been prepared for future conditions at Westfield Fashion Square following build-out of the proposed expansion program (i.e., the addition of 280,000 square feet of gross leasable floor area, providing a total of 1,147,000 square feet of gross leasable floor area). The forecast parking demand based on the shared parking analysis has been compared to a proposed parking supply of 4,875 parking spaces, which is equivalent to a ratio of 4.25 parking spaces per 1,000 square feet of gross leasable floor area. Based on building programming information provided by Westfield, the following future build-out land uses and corresponding floor areas were entered into the shared parking analysis:

- Future Retail: 1,075,223 square feet of gross leasable area
- Future "Fast-Food" Restaurants: 39,097 square feet of gross leasable area
- Future "Family" Restaurants: 4,680 square feet of gross leasable area
- Future "Fine/Casual Dining" Restaurants: 28,000 square feet of gross leasable area

The shared parking analysis has been prepared for weekday and weekend conditions. Further, evaluations have been prepared for both non-holiday month conditions (e.g., July), as well as holiday conditions. Hourly parking forecasts have been prepared from 6:00 a.m. to 12:00 a.m. for each of the analysis days to evaluate parking demand during operating hours of the center during typical (non-holiday) and non-typical (holiday) conditions. Therefore, the analysis is deemed to be in compliance with the requirements of Section 12.24.X.20 of the LAMC whereby a review of parking demand for "24 hours per day, for seven consecutive days" is required. It is noted that the parking demand forecasts account for parking generated by both shopping center employees and patrons.

Tables 4-4 and 4-5 provide the weekday and weekend shared parking analysis for Fashion Square for a non-holiday month (i.e., July). As shown in *Table 4-4*, the forecast peak demand for parking at the site for a July weekday condition is expected to occur at 1:00 p.m. when approximately 3,371 parking spaces are expected to be utilized. Similarly, the parking demand forecast for a July weekend condition is summarized in *Table 4-5* with an expected demand of approximately 3,474 parking spaces at 2:00 p.m. In conclusion, a proposed parking supply of 4,875 parking spaces (i.e., 4.25 parking spaces per 1,000 square feet of gross leasable floor area) would result in a substantial surplus in parking at the site during non-holiday periods (i.e., a

Table 4-4 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1] Westfield Fashion Square - Future Conditions (July)

| | | | | | | Month: JUL |
|---------------------|-------------|-------------|------------|------------|---------|----------------|
| Land Use | Retail | Fine/Casual | Family | Fast-Food | | |
| 2 | | Dining | Restaurant | Restaurant | | |
| Size | 1,075.2 KSF | 28.0 KSF | 4.7 KSF | 39.1 KSF | | |
| Peak Pkg Rate[2] | 4.0 /KSF | 20.0 /KSF | 15.0 /KSF | 15.0 /KSF | | |
| Weekday Pkg Rate[3] | 3.6 /KSF | 18.0 /KSF | 10.5 /KSF | 15.0 /KSF | | |
| Gross Spaces | 3,871 Spc. | 504 Spc. | 49 Spc. | 586 Spc. | | Comparison w/ |
| Adjusted Gross | 3,677 Spc. | 454 Spc. | 44 Spc. | 527 Spc. | | Parking Supply |
| Spaces[4] | | | | | Shared | 4875 Spaces |
| | Number of | Number of | Number of | Number of | Parking | Surplus |
| Time of Day | Spaces | Spaces | Spaces | Spaces | Demand | (Deficiency) |
| 6:00 AM | 76 | 0 | 12 | 34 | 122 | 4,753 |
| 7:00 AM | 181 | 14 | 24 | 60 | 279 | 4,596 |
| 8:00 AM | 513 | 35 | 27 | 112 | 687 | 4,188 |
| 9:00 AM | 1,092 | 52 | 33 | 164 | 1,341 | 3,534 |
| 10:00 AM | 1,718 | 119 | 38 | 300 | 2,175 | 2,700 |
| 11:00 AM | 2,154 | 213 | 40 | 452 | 2,859 | 2,016 |
| 12:00 PM | 2,373 | 345 | 43 | 518 | 3,279 | 1,596 |
| 1:00 PM | 2,468 | 345 | 40 | 518 | 3,371 | 1,504 |
| 2:00 PM | 2,373 | 307 | 25 | 470 | 3,175 | 1,700 |
| 3:00 PM | 2,278 | 203 | 22 | 318 | 2,821 | 2,054 |
| 4:00 PM | 2,278 | 241 | 22 | 288 | 2,829 | 2,046 |
| 5:00 PM | 2,344 | 352 | 34 | 318 | 3,048 | 1,827 |
| 6:00 PM | 2,344 | 427 | 36 | 444 | 3,251 | 1,624 |
| 7:00 PM | 2,344 | 446 | 36 | 422 | 3,248 | 1,627 |
| 8:00 PM | 2,032 | 446 | 36 | 267 | 2,781 | 2,094 |
| 9:00 PM | 1,377 | 446 | 27 | 164 | 2,014 | 2,861 |
| 10:00 PM | 798 | 427 | 24 | 112 | 1,361 | 3,514 |
| 11:00 PM | 276 | 342 | 23 | 60 | 701 | 4,174 |
| 12:00 AM | 0 | 118 | 11 | 38 | 167 | 4,708 |

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2

of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit,

and/or walk-in reduction.

Table 4-5 WEEKEND SHARED PARKING DEMAND ANALYSIS [1] Westfield Fashion Square - Future Conditions (July)

| | | | | | | Month: JUL |
|---------------------|-------------|-------------|------------|------------|---------|----------------|
| Land lice | Detail | Fine/Casual | Family | Fast-Food | | |
| Land Use | Retail | Dining | Restaurant | Restaurant | | |
| Size | 1,075.2 KSF | 28.0 KSF | 4.7 KSF | 39.1 KSF | | |
| Peak Pkg Rate[2] | 4.0 /KSF | 20.0 /KSF | 15.0 /KSF | 15.0 /KSF | | |
| Weekend Pkg Rate[3] | 4.0 /KSF | 20.0 /KSF | 15.0 /KSF | 14.0 /KSF | | |
| Gross Spaces | 4,301 Spc. | 560 Spc. | 70 Spc. | 547 Spc. | | Comparison w/ |
| Adjusted Gross | 4,086 Spc. | 504 Spc. | 63 Spc. | 492 Spc. | | Parking Supply |
| Spaces[4] | | | | | Shared | 4875 Spaces |
| | Number of | Number of | Number of | Number of | Parking | Surplus |
| Time of Day | Spaces | Spaces | Spaces | Spaces | Demand | (Deficiency) |
| 6:00 AM | 86 | 0 | 10 | 32 | 128 | 4,747 |
| 7:00 AM | 203 | 15 | 20 | 55 | 293 | 4,582 |
| 8:00 AM | 470 | 23 | 32 | 104 | 629 | 4,246 |
| 9:00 AM | 1,118 | 46 | 45 | 152 | 1,361 | 3,514 |
| 10:00 AM | 1,602 | 57 | 57 | 280 | 1,996 | 2,879 |
| 11:00 AM | 1,981 | 120 | 57 | 422 | 2,580 | 2,295 |
| 12:00 PM | 2,328 | 267 | 62 | 484 | 3,141 | 1,734 |
| 1:00 PM | 2,537 | 288 | 54 | 484 | 3,363 | 1,512 |
| 2:00 PM | 2,746 | 246 | 43 | 439 | 3,474 | 1,401 |
| 3:00 PM | 2,746 | 246 | 28 | 297 | 3,317 | 1,558 |
| 4:00 PM | 2,642 | 246 | 31 | 269 | 3,188 | 1,687 |
| 5:00 PM | 2,504 | 328 | 4] | 297 | 3,170 | 1,705 |
| 6:00 PM | 2,230 | 453 | 46 | 415 | 3,144 | 1,731 |
| 7:00 PM | 2,092 | 474 | 46 | 394 | 3,006 | 1,869 |
| 8:00 PM | 1,850 | 495 | 43 | 249 | 2,637 | 2,238 |
| 9:00 PM | 1,471 | 453 | 23 | 152 | 2,099 | 2,776 |
| 10:00 PM | 1,026 | 453 | 19 | 104 | 1,602 | 3,273 |
| 11:00 PM | 412 | 442 |]4 | 55 | 923 | 3,952 |
| 12:00 AM | 0 | 248 | 8 | 35 | 291 | 4,584 |

Notes:

÷...

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2

of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

LINSCOTT, LAW & GREENSPAN, engineers

minimum surplus of over 1,500 parking spaces during weekdays and over 1,400 parking spaces during weekends).

Tables 4-6 and 4-7 provide the December shared parking analysis for weekday and weekend conditions, respectively. For a weekday condition in December, *Table 4-6* indicates a peak demand for approximately 4,595 parking spaces at 1:00 p.m., which can be accommodated by the proposed supply of 4,875 parking spaces. *Table 4-7* shows a peak demand for 4,827 parking spaces at 2:00 p.m. for a weekend condition during the holiday season. Thus, sufficient parking would be provided at the site to accommodate the parking demand generated throughout the day during the holiday season based on a supply of 4.25 parking spaces per 1,000 square feet of gross leasable floor area. It is noted that the parking demand forecasts account for parking generated by both shopping center employees and patrons.

O 10B ED ROOM (provide the provides

Table 4-6 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1] Westfield Fashion Square - Future Conditions (December)

| | | | | | | Month: DEC |
|---------------------|-------------|-------------|------------|------------|---------|----------------|
| Land lice | Detail | Fine/Casual | Family | Fast-Food | | |
| | ACT N | Dining | Restaurant | Restaurant | | |
| Size | 1,075.2 KSF | 28.0 KSF | 4.7 KSF | 39.1 KSF | | |
| Peak Pkg Rate[2] | 4.0 /KSF | 20.0 /KSF | 15.0 /KSF | 15.0 /KSF | | |
| Weekday Pkg Rate[3] | 3.6 /KSF | 18.0 /KSF | 10.5 /KSF | 15.0 /KSF | | |
| Gross Spaces | 3,871 Spc. | 504 Spc. | 49 Spc. | 586 Spc. | | Comparison w/ |
| Adjusted Gross | 3,677 Spc. | 454 Spc. | 44 Spc. | 527 Spc. | | Parking Supply |
| Spaces[4] | | | | | Shared | 4875 Spaces |
| | Number of | Number of | Number of | Number of | Parking | Surplus |
| Time of Day | Spaces | Spaces | Spaces | Spaces | Demand | (Deficiency) |
| 6:00 AM | 102 | 0 | 13 | 34 | 149 | 4,726 |
| 7:00 AM | 255 | 14 | 24 | 61 | 354 | 4,521 |
| 8:00 AM | 730 | 35 | 28 | 114 | 907 | 3,968 |
| 9:00 AM | 1,573 | 52 | 34 | 166 | 1,825 | 3,050 |
| 10:00 AM | 2,533 | 120 | 38 | 305 | 2,996 | 1,879 |
| 11:00 AM | 3,197 | 216 | 40 | 460 | 3,913 | 962 |
| 12:00 PM | 3,529 | 351 | 44 | 527 | 4,451 | 424 |
| 1:00 PM | 3,677 | 351 | 40 | 527 | 4,595 | 280 |
| 2:00 PM | 3,529 | 312 | 25 | 478 | 4,344 | 531 |
| 3:00 PM | 3,381 | 206 | 22 | 324 | 3,933 | 942 |
| 4:00 PM | 3,381 | 245 | 22 | 293 | 3,941 | 934 |
| 5:00 PM | 3,493 | 358 | 35 | 324 | 4,210 | 665 |
| 6:00 PM | 3,493 | 435 | 36 | 452 | 4,416 | 459 |
| 7:00 PM | 3,493 | 454 | 36 | 429 | 4,412 | 463 |
| 8:00 PM | 3,014 | 454 | 36 | 271 | 3,775 | 1,100 |
| 9:00 PM | 2,017 | 454 | 28 | 166 | 2,665 | 2,210 |
| 10:00 PM | 1,175 | 435 | 25 | 114 | 1,749 | 3,126 |
| 11:00 PM | 403 | 348 | 23 | 61 | 835 | 4,040 |
| 12:00 AM | 0 | 120 | 12 | 38 | 170 | 4,705 |

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2

of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2

of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit,

and/or walk-in reduction.

· .

Table 4-7 WEEKEND SHARED PARKING DEMAND ANALYSIS [1] Westfield Fashion Square - Future Conditions (December)

| | | | | | | Month: DEC |
|---------------------|-------------|-------------|------------|------------|---------|----------------|
| Land lise | Petail | Fine/Casual | Family | Fast-Food | | |
| | | Dining | Restaurant | Restaurant |] | |
| Size | 1,075.2 KSF | 28.0 KSF | 4.7 KSF | 39.1 KSF | | |
| Peak Pkg Rate[2] | 4.0 /KSF | 20.0 /KSF | 15.0 /KSF | 15.0 /KSF | | |
| Weekend Pkg Rate[3] | 4.0 /KSF | 20.0 /KSF | 15.0 /KSF | 14.0 /KSF | | |
| Gross Spaces | 4,301 Spc. | 560 Spc. | 70 Spc. | 547 Spc. | | Comparison w/ |
| Adjusted Gross | 4,086 Spc. | 504 Spc. | 63 Spc. | 492 Spc. | | Parking Supply |
| Spaces[4] | | | | | Shared | 4875 Spaces |
| | Number of | Number of | Number of | Number of | Parking | Surplus |
| Time of Day | Spaces | Spaces | Spaces | Spaces | Demand | (Deficiency) |
| 6:00 AM | 115 | 0 | 10 | 32 | 157 | 4,718 |
| 7:00 AM | 286 | 15 | 21 | 56 | 378 | 4,497 |
| 8:00 AM | 654 | 23 | 32 | 105 | 814 | 4,061 |
| 9:00 AM | 1,594 | 46 | 46 | 155 | 1,841 | 3,034 |
| 10:00 AM | 2,329 | 57 | 58 | 285 | 2,729 | 2,146 |
| 11:00 AM | 2,901 | 121 | 58 | 429 | 3,509 | 1,366 |
| 12:00 PM | 3,432 | 271 | 63 | 492 | 4,258 | 617 |
| 1:00 PM | 3,759 | 292 | 55 | 492 | 4,598 | 277 |
| 2:00 PM | 4,086 | 250 | 44 | 447 | 4,827 | 48 |
| 3:00 PM | 4,086 | 250 | 29 | 302 | 4,667 | 208 |
| 4:00 PM | 3,923 | 250 | 31 | 274 | 4,478 | 397 |
| 5:00 PM | 3,718 | 333 | 41 | 302 | 4,394 | 481 |
| 6:00 PM | 3,309 | 461 | 47 | 422 | 4,239 | 636 |
| 7:00 PM | 3,106 | 483 | 47 | 401 | 4,037 | 838 |
| 8:00 PM | 2,738 | 504 | 44 | 253 | 3,539 | 1,336 |
| 9:00 PM | 2,166 | 461 | 23 | 155 | 2,805 | 2,070 |
| 10:00 PM | 1,512 | 461 | 20 | 105 | 2,098 | 2,777 |
| 11:00 PM | 613 | 450 | 14 | 56 | 1,133 | 3,742 |
| 12:00 AM | 0 | 252 | 8 | 35 | 295 | 4,580 |

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.

[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2

of the "Shared Parking" manual.

[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

۰.

5.0 5.0 EXISTING STREET SYSTEM

5.1 Regional Highway System

Regional access to the project site is provided by U.S. 101 (Ventura) Freeway, as shown in *Figure 1-1*. Northbound and southbound ramps are provided on U.S. 101 Freeway at Woodman Avenue and Van Nuys Boulevard in the project vicinity. A brief description of U.S. 101 Freeway is provided in the following paragraph.

U.S. 101 (Ventura) Freeway is a major north-south freeway that extends across northern and southern California. In the project vicinity, five mainline travel lanes are provided in each direction on U.S. 101 Freeway. Both northbound and southbound ramps are provided on U.S. 101 Freeway at Woodman Avenue, which borders the project site to the east. Northbound and southbound ramps are also provided on U.S. 101 Freeway at Van Nuys Boulevard, which is located approximately one-half mile west of the project site.

5.2 Local Street System

Access to the project site is provided via Hazeltine Avenue, Riverside Drive and Woodman Avenue. The following 18 study intersections were selected for analysis by LADOT staff in order to determine potential impacts related to the proposed project:

- 1. Van Nuys Boulevard/Riverside Drive.
- 2. Van Nuys Boulevard/U.S. 101 Freeway Westbound (WB) Ramps.
- 3. Van Nuys Boulevard/U.S. 101 Freeway Eastbound (EB) Ramps.
- 4. Tyrone Avenue/Moorpark Street.
- 5. Tyrone Avenue-Beverly Glen Boulevard/Ventura Boulevard.
- 6. Hazeltine Avenue/Magnolia Boulevard.
- 7. Hazeltine Avenue/Riverside Drive.
- 8. Hazeltine Avenue/Fashion Square Lane.
- 9. Hazeltine Avenue/Moorpark Street.
- 10. Hazeltine Avenue/Ventura Boulevard.
- 11. Woodman Avenue/Magnolia Boulevard.
- 12. Woodman Avenue/Riverside Drive.
- 13. Woodman Avenue/U.S. 101 Freeway Westbound (WB) Ramps.
- 14. Woodman Avenue/U.S. 101 Freeway Eastbound (EB) Ramps.

- 15. Woodman Avenue/Moorpark Street.
- 16. Woodman Avenue/Ventura Boulevard.
- 17. Matilija Avenue/Riverside Drive
- 18. New Westerly Project Driveway/Riverside Drive

Sixteen of the 18 study intersections selected for analysis are presently controlled by traffic signals. The Matilija Avenue/Riverside Drive intersection is currently two-way stop sign controlled with the stop signs facing the minor street. The existing lane configurations at the 18 study intersections are displayed in *Figure 5-1*.

5.3 Roadway Classifications

The City of Los Angeles utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

Freeways are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

Arterial roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. For the City of Los Angeles, these are referred to as Major and Secondary Highways. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

Collector roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. They connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

Local roadways distribute traffic within a neighborhood or similar adjacent neighborhoods and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.


5.4 Roadway Descriptions

A brief description of the important roadways in the project site vicinity is provided in the following paragraphs.

Van Nuys Boulevard is a north-south oriented roadway that is located west of the project site. Van Nuys Boulevard is designated as a Major Highway Class II in the City of Los Angeles Transportation Element of the General Plan. Three travel lanes are provided in each direction on Van Nuys Boulevard within the study area. Exclusive left-turn lanes are provided in the southbound direction on Van Nuys Boulevard at the U.S. 101 Freeway Eastbound Ramps and Riverside Drive intersections. Dual left-turn lanes are provided in the northbound direction on Van Nuys Boulevard at the U.S. 101 Freeway Westbound Ramps intersection. Parking is prohibited along both sides of Van Nuys Boulevard between Riverside Drive and just south of the U.S. 101 Freeway Eastbound Ramps. Two-hour metered parking between the hours of 9:00 AM and 3:00 PM is provided along both sides of Van Nuys Boulevard north of Riverside Drive. Van Nuys Boulevard is posted for a speed limit of 35 miles per hour near the project site.

Tyrone Avenue is a north-south oriented roadway that is located west of the project site. Tyrone Avenue is designated as a Secondary Highway south of Moorpark Street in the City of Los Angeles General Plan Transportation Element. North of Moorpark Street, Tyrone Avenue is designated as a Local Street. One through travel lane is provided in each direction on Tyrone Avenue within the study area. An exclusive left-turn lane is provided in the southbound direction on Tyrone Avenue at the Ventura Boulevard intersection. Exclusive right-turn lanes are provided on Tyrone Avenue in the northbound direction at the Moorpark Street intersection and in the southbound direction at the Ventura Boulevard intersection. Parking is allowed along both sides of Tyrone Avenue in the project vicinity, except between Moorpark Street and Ventura Boulevard where parking is prohibited along both sides of Tyrone Avenue. There is no posted speed limit on Tyrone Avenue within the project study area, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Beverly Glen Boulevard is a north-south oriented roadway that is located west of the project site. Beverly Glen Boulevard is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Beverly Glen Boulevard within the study area. An exclusive left-turn lane is provided in the northbound direction on Beverly Glen Boulevard at the Ventura Boulevard intersection. Parking is prohibited along both sides of Beverly Glen Boulevard in the project vicinity. Beverly Glen Boulevard is posted for a speed limit of 25 miles per hour near the project site.

Hazeltine Avenue is a north-south oriented roadway that borders the project site to the west. Hazeltine Avenue is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Hazeltine Avenue within the study area. Exclusive left-turn lanes in each direction are provided on Hazeltine Avenue at the Magnolia Boulevard, Riverside Drive, Fashion Square Lane, Moorpark Street and Ventura Boulevard intersections. An exclusive right-turn lane is provided in the northbound direction on Hazeltine Avenue at the Riverside Drive intersection. Parking is allowed along both sides of Hazeltine Avenue in the project vicinity, except between Riverside Drive and Fashion Square Lane where parking is prohibited. Hazeltine Avenue is posted for a speed limit of 35 miles per hour near the project site.

Matilija Avenue is a north-south oriented roadway that is located north of the project site. Matilija Avenue is designated as a Local Street in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Matilija Avenue within the study area. Parking is allowed along both sides of Matilija Avenue in the project vicinity. There is no posted speed limit on Matilija Avenue within the project study area, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Woodman Avenue is a north-south oriented roadway that borders the project site to the east. Woodman Avenue is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Woodman Avenue within the study area. Exclusive left-turn lanes are provided in each direction on Woodman Avenue at the Magnolia Boulevard, Moorpark Street and Ventura Boulevard intersections. Exclusive left-turn lanes are provided on Woodman Avenue in the northbound direction at the U.S. 101 Freeway Westbound Ramp intersection and in the southbound direction at the U.S. 101 Freeway Westbound Ramps and Riverside Drive intersections. Dual left-turn lanes are provided in the northbound direction on Woodman Avenue at the Riverside Drive intersection. Exclusive right-turn lanes are provided on Woodman Avenue in each direction at the Riverside Drive intersection and in the southbound direction at the Ventura Boulevard intersection. Curbside parking is allowed along both sides of Woodman Avenue in the project vicinity, except north of Riverside Drive where one-hour parking between the hours of 8:00 AM and 4:00 PM is provided along the west side of Woodman Avenue and south of Moorpark Street, where two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along both sides of Woodman Avenue. Woodman Avenue is posted for a speed limit of 35 miles per hour near the project site.

Magnolia Boulevard is an east-west oriented roadway that is located north of the project site. Magnolia Boulevard is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. Two through travel lanes in the each direction are provided on Magnolia Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction on Magnolia Boulevard at the Hazeltine Avenue and Woodman Avenue intersections. Two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along both sides of Magnolia Boulevard in the project vicinity. Magnolia Boulevard is posted for a speed limit of 35 miles per hour near the project site.

Riverside Drive is an east-west oriented roadway that borders the project site to the north. Riverside Drive is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes in the each direction are provided on Riverside Drive in the project vicinity. Exclusive left-turn lanes are provided in each direction on Riverside Drive at the Hazeltine Avenue and Woodman Avenue intersections. Dual left-turn lanes are provided in the westbound direction on Riverside Drive at the Van Nuys Boulevard intersection. Exclusive right-turn lanes are provided on Riverside Drive in each direction at the Woodman Avenue intersection and in the westbound direction at the Van Nuys Boulevard intersection. One-hour parking between the hours of 8:00 AM and 6:00 PM is provided along the north side of Riverside Drive in the project vicinity. Two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along the south side of Riverside Drive in the project vicinity. Class II bike lanes are provided in each direction on Riverside Drive between Riverside Drive and Moorpark Street. Riverside Drive is posted for a speed limit of 35 miles per hour near the project site.

Moorpark Street is an east-west oriented roadway that is located south of the project site. Moorpark Street is designated as a Secondary Highway in the City of Los Angeles General Plan Transportation Element. One through travel lane in each direction is provided on Moorpark Street in the project vicinity. Exclusive left-turn lanes are provided in each direction on Moorpark Street at the Tyrone Avenue, Hazeltine Avenue and Woodman Avenue intersections. Exclusive right-turn lanes are provided in the eastbound direction on Moorpark Street at the Tyrone Avenue and Hazeltine Avenue intersections and in both directions at the Woodman Avenue intersection. Curbside parking is allowed along both sides of Moorpark Street in the project vicinity, except east of Woodman Avenue where two-hour parking between the hours of 8:00 AM and 6:00 PM is provided along both sides of Moorpark Street is posted for a speed limit of 35 miles per hour near the project site.

Ventura Boulevard is an east-west oriented roadway that is located south of the project site. Ventura Boulevard is designated as a Major Highway Class II in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Ventura Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction on Ventura Boulevard at the Tyrone Avenue/Beverly Glen Boulevard, Hazeltine Avenue and Woodman Avenue intersections. Two-hour metered parking is provided from 8:00 AM to 6:00 PM along both sides of Ventura Boulevard in the project vicinity. Ventura Boulevard is posted for a speed limit of 35 miles per hour near the project site.

5.5 Existing Public Bus Transit Service

Public bus transit service in the project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority (MTA), and the City of Los Angeles Department of Transportation (LADOT). A summary of the existing transit routes, including the transit route, destinations and peak hour headways is presented in *Table 5-1*. The existing public transit routes in the proposed project site vicinity are illustrated in *Figure 5-2*.

It is noted on *Table 5-1* and *Figure 5-2* that the project area is served by the MTA's Orange Line, a rapid bus transit service operating in a separate dedicated right-of-way that provides east-west service across the San Fernando Valley. The LADOT DASH service provides a convenient connection between the Orange Line's stop in Van Nuys to the Fashion Square.

LINSCOTT, LAW & GREENSPAN, engineers

Table 5-1 EXISTING TRANSIT ROUTES [1]

| | | ROADWAY | БО | ISES K HOUR | |
|------------------------------------|---|---|----------|----------------|----------|
| ROUTE | DESTINATIONS | NEAR SITE | DIR | AM | PM |
| MTA Route 96 | Downtown LA to Sherman Oaks (via Griffith Park, Burbank, Universal City) | Riverside Dr, Van Nuys Blvd, Ventura Blvd, Tyrone Ave, Moorpark St | EB WB | 2 2 | 1 2 |
| MTA Route 150/240 | Canoga Park to Universal City (via Woodland Hills, Tarzana, Sherman Oaks) | Ventura Blvd | EB WB | 6 8 | 6 7 |
| MTA Route 158 | Chatsworth to Sherman Oaks (via Northridge, Arleta, Van Nuys) | Woodman Ave, Ventura Blvd, Moorpark St | NB SB | 3 3 | 2 3 |
| MTA Route 183 | Glendale to Sherman Oaks (via Burbank, North Hollywood) | Magnolia Blvd, Ventura Blvd | EB WB | 2 2 | 2 2 |
| MTA Route 233 | Lakeview Terrace to Westwood (via Pacoima, Van Nuys, Sherman Oaks, UCLA) | Van Nuys Blvd, Moorpark St, Ventura Blvd, Tyrone Ave | NB SB | 12 12 | 13 12 |
| MTA Route 237 | Encino to Sherman Oaks (via Van Nuys, Northridge, Granada Hills) | Van Nuys Blvd, Moorpark St, Ventura Blvd, Tyrone Ave | NB SB | 1 | 1 2 |
| MTA Route 750 | Universal City to Woodland Hills (via Sherman Oaks, Tarzana) | Ventura Blvd | EB WB | 6 10 | 11 7 |
| MTA Route 761 | Pacoima to Westwood (vla Panorama City, Sherman Oaks) | Van Nuys Blvd, Ventura Blvd | NB SB | 5 9 | 11 5 |
| LADOT Dash Van Nuys/Studio City | Van Nuys to Studio City (via Sherman Oaks) | Moorpark St, Hazeltine Ave | NB SB | 3 3 | 3 3 |
| Metro Orange Line Route 901 | North Hollywood to Warner Center (via Valley Village, Van Nuys, Tarzana, Winnetka) | Woodman Avenue | WB EB | 12 12 | 12 12 |

[1] Sources: Los Angeles County Metropolitan Transportation Authority (LACMTA) and City of Los Angeles Department of Transportation (LADOT).



6.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the 18 study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted in November 2005 at the 18 study intersections from 7:00 to 10:00 AM to determine the AM peak commuter hour, and from 3:00 to 6:00 PM to determine the PM peak commuter hour. The traffic count data were increased at a rate of 2.0 percent (2.0%) per year to reflect year 2007 conditions. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles peak commuter hours.

The AM and PM peak period manual counts of vehicle movements at the 18 study intersections are summarized in *Table 6-1*. The existing traffic volumes at the study intersections during the AM and PM peak hours are shown in *Figures 6-1 and 6-2*, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix B*.

ONDE-HLE3606Repear4/3606-pail.doc

| | | | | AM PEA | AK HOUR | PM PEAK HOUR | | |
|-----|--|----------|----------------------|--------|--------------------------------|--------------|------------------------------|--|
| NO. | INTERSECTION | DATE | DIR | BEGAN | VOLUME | BEGAN | VOLUME | |
|] | Van Nuys Boulevard/ Riverside Drive | 11/17/05 | NB SB EB WB | 8:15 | 1,956 1,385 0 745 | 3:00 | 2,156 1,647 0 709 | |
| 2 | Van Nuys Boulevard/ U.S. 101 Freeway Westbound Ramps | 11/17/05 | NB SB EB WB | 8:15 | 1,776 1,723 0 834 | 3:00 | 2,422 1,871 0 755 | |
| 3 | Van Nuys Boulevard/ U.S. 101 Freeway Eastbound Ramps | 11/17/05 | NB SB EB WB | 8:45 | 1,273 1,586 1,315 0 | 3:00 | 2,029 1,415 1,306 0 | |
| 4 | Tyrone Avenue/ Moorpark Street | 11/17/05 | NB SB EB WB | 7:30 | 279 51 324 1,064 | 5:00 | 798 75 549 1,010 | |
| 5 | Tyrone Avenue- Beverly Glen Boulevard/ Ventura Boulevard | 11/17/05 | NB SB EB WB | 7:30 | 321 361 1,392 1,230 | 3:45 | 885 390 1,267 1,298 | |
| 6 | Hazeltine Avenue/ Magnolia Boulevard | 11/17/05 | NB SB EB WB | 7:30 | 581 1,032 1,015 1,228 | 5:00 | 1,145 825 1,356 673 | |
| 7 | Hazeltine Avenue/ Riverside Drive | 11/16/05 | NB SB EB WB | 7:30 | 545 1,132 830 1,327 | 5:00 | 1,229 1,056 817 994 | |
| 8 | Hazeltine Avenue/ Fashion Square Lane | 11/16/05 | NB SB EB WB | 7:30 | 558 1,231 9 3 | 5:00 | 1,094 1,089 17 130 | |
| 9 | Hazeltine Avenue/ Moorpark Street | 11/15/05 | NB SB EB WB | 7:45 | 284 1,421 537 900 | 4:45 | 629 908 1,064 743 | |
| 10 | Hazeltine Avenue/ Ventura Boulevard | 11/15/05 | NB SB EB WB | 7:45 | 0 835 1,197 1 479 | 5:00 | 0 397 1,676 1,506 | |

Table 6-1 WEEKDAY EXISTING (2007) TRAFFIC VOLUMES

[1] Counts conducted by Accutek Traffic Data and increased by 2 percent per year to reflect year 2007 conditions.

| | | | | AM PEA | K HOUR | PM PEA | K HOUR |
|-----|--|----------|----------------------|--------|----------------------------------|--------|----------------------------------|
| NO. | INTERSECTION | DATE | DIR | BEGAN | VOLUME | BEGAN | VOLUME |
| 11 | Woodman Avenue/ Magnolia Boulevard | 11/17/05 | NB SB EB WB | 7:30 | 938 1,549 1,019 1,184 | 5:00 | 1,239 1,000 1,139 733 |
| 12 | Woodman Avenue/ Riverside Drive | 11/16/05 | NB SB EB WB | 7:30 | 1,137 1,505 1,091 1,486 | 3:15 | 1,456 1,161 1,386 1,400 |
| 13 | Woodman Avenue/ U.S. 101 Freeway Westbound Ramps | 11/15/05 | NB SB EB WB | 7:30 | 1,239 1,607 0 583 | 5:00 | 1,500 1,403 0 765 |
|]4 | Woodman Avenue/ U.S. 101 Freeway Eastbound Ramps | 11/15/05 | NB SB EB WB | 8:00 | 1,145 1,433 734 0 | 4:45 | 1,458 1,297 825 0 |
| 15 | Woodman Avenue/ Moorpark Street | 11/15/05 | NB SB EB WB | 7:45 | 526 1,354 702 1,087 | 5:00 | 893 1,248 972 880 |
| 16 | Woodman Avenue/ Ventura Boulevard | 11/15/05 | NB SB EB WB | 7:45 | 270 803 1,250 1,250 | 4:45 | 279 523 1,340 1,054 |
| 17 | Matilija Avenue- New Project Driveway/ Riverside Drive | 11/15/05 | NB SB EB WB | 7:30 | 0 59 1,023 1,112 | 5:00 | 0 46 1,067 1,198 |
| 18 | New Project Driveway/ Riverside Drive | 11/15/05 | NB SB EB WB | 7:30 | 0 0 1,023 1,127 | 5:00 | 0 0 1,067 1,187 |

Table 6-1 (Continued) WEEKDAY EXISTING (2007) TRAFFIC VOLUMES

[1] Counts conducted by Accutek Traffic Data and increased by 2 percent per year to reflect year 2007 conditions.

۰.



o:\job_file\3606\dwg\f6-1.dwg LDP 10:02:00 02/20/2008 rodriguez



7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 **Project Trip Generation**

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual.⁷ Traffic volumes expected to be generated by the proposed shopping center project were based upon per thousand square feet of gross leasable area. The proposed Westfield Fashion Square Expansion project includes both the existing uses at the shopping center plus the added square footage. ITE Land Use Code 820 (Shopping Center) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the proposed project.

Traffic volumes expected to be generated by the existing shopping center located on the project site were also estimated using rates published in the ITE *Trip Generation* manual. ITE Land Use Code 820 (Shopping Center) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the existing shopping center located on the project site.

⁷ *Trip Generation Manual*, Institute of Transportation Engineers, 7th Edition, 2003.

LINSCOTT, LAW & GREENSPAN, engineers

In addition to the trip generation forecast for the proposed project (which is essentially an estimate of vehicles that could be expected to enter and exit the site access points), a forecast was made of the likely pass-by trips that could be anticipated at the site. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. The pass-by traffic forecast has been estimated based on existing traffic volumes at the study intersections, recommended practice in Chapter 5 of the ITE *Trip Generation Handbook*⁸, and LADOT's policy on pass-by trips as stated in the City's *Traffic Study Policies and Procedures*. A 10 percent (10%) pass-by adjustment has been applied to the project AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecast for the existing shopping center and the proposed shopping center project.

The trip generation forecast for the proposed project is summarized in *Table 7-1*. The trip generation forecast for the proposed project was submitted for review and approval by LADOT staff. As presented in *Table 7-1*, the proposed project is expected to generate a net increase of 95 vehicle trips (58 inbound trips and 37 outbound trips) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 4,964 daily trip ends during a typical weekday (2,482 inbound trips and 2,482 outbound trips).

It is noted that the trip generation forecast provided herein likely overstates the actual amount of vehicular traffic that would be generated by the proposed expansion. By example, traffic counts were conducted at the existing Fashion Square driveways during the weekday morning and afternoon commuter peak periods. As shown in *Appendix C*, the Fashion Square currently generates 418 AM peak hour trips (327 inbound trips and 91 outbound trips) and 1,850 PM peak hour trips (836 inbound trips and 1,014 outbound trips). The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the Fashion Square providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" traffic analysis, the trip generation forecast based on the ITE trip rates have been utilized in the review of potential impacts associated with the project.

7.2 Project Trip Distribution

Project generated traffic was assigned to the local roadway system based on a trip distribution pattern developed in consultation with City staff. The traffic distribution pattern was based on the proposed project land uses, the existing and planned project site access schemes, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers. The trip distribution pattern for the proposed project was developed in consultation with LADOT staff.

⁸ Trip Generation Handbook, Institute of Transportation Engineers, June, 2004.

LINSCOTT, LAW & GREENSPAN, engineers

| Table 7-1 | |
|----------------------|-----------------------|
| WEEKDAY PROJECT TRIP | GENERATION [1] |

| | | DAILY | AM | PEAK H | IOUR | PM | PEAK E | IOUR |
|----------------------|----------------|---------------|------|--------|-------|-------|----------------|-------|
| | | TRIP ENDS [2] | vo | OLUME | S [2] | V | OLUME : | S [2] |
| LAND USE | SIZE | VOLUMES | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Proposed | | | | | | | | |
| Shopping Center | 1,147,000 GLSF | 33,162 | 413 | 264 | 677 | 1,504 | 1.629 | 3,133 |
| Less 10% Pass-by [4] | | (3,316) | (41) | (26) | (67) | (150) | (163) | (313) |
| Subtotal | | 29,846 | 372 | 238 | 610 | 1,354 | 1,466 | 2,820 |
| Existing | | | | | | | | |
| Shopping Center | 867,000 GLSF | 27,647 | 349 | 223 | 572 | 1,250 | 1,354 | 2,604 |
| Less 10% Pass-by [4] | | (2,765) | (35) | (22) | (57) | (125) | (135) | (260) |
| Subtotal | | 24,882 | 314 | 201 | 515 | 1,125 | 1,219 | 2,344 |
| NET CHANGE | 280,000 GLSF | 4,964 | 58 | 37 | 95 | 229 | 247 | 476 |

[1] Source: ITE "Trip Generation", 7th Edition, 2003.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 820 (Shopping Center) trip generation equation rates.

[4] Pass-by trips include traffic passing the site on an adjacent street with direct access to the land use. Pass-by reductions were based on the City of Los Angeles Department of Transportation policy on pass-by trips.

3

The project traffic volume distribution percentages during AM and PM peak hours at the 18 study intersections are illustrated in *Figure 7-1*. The forecast project traffic volumes at the study intersections for the AM and PM peak hours are displayed in *Figures 7-2 and 7-3*, respectively.

O 2008_FILE3666Report4/2606-présides



o:\job_file\3606\dwg\f7-1.dwg LDP 14:13:22 08/05/2008 rodriquez





o:\job_file\3606\dwg\f7-3.dwg LDP 14:15:11 08/05/2008 rodriguez

8.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

"(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast. Option A is considered through the review and analysis of the potential traffic generated by related projects. Option B is incorporated through the use of an annual traffic growth rate as adopted by the Congestion Management Agency for Los Angeles County.

8.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file on July 31, 2007 at the City of Los Angeles Departments of Planning and Transportation. The list of related projects in the project site area is presented in *Table 8-1*. The location of the related projects is shown in *Figure 8-1*. The list of related projects was submitted to LADOT staff for review and approval.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation* manual. The related projects' respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 8-2*. The anticipated distribution of the related projects traffic volumes to the study intersections during the AM and PM peak hours is displayed in *Figures 8-2 and 8-3*, respectively.

O 1008 141123666Reprint 2006-pro.doc

Table 8-1 LIST OF RELATED PROJECTS [1]

| MAP | FILE/PROJECT | PROJECT NAME | | | |
|-----|------------------------------|--|---|---|----------|
| NO. | NUMBER | LOCATION | LAND USE | SIZE | STATUS |
| 1 | VEN 2004 -273 | Chase Knolls Apartments 13401 Riverside Drive | Apartments Senior Apartments | 102 DU 40 DU | Proposed |
| 2 | VEN 2004-5/ EAF 2002-6453 | Camino Real Mixed-Use Development 14121 Ventura Boulevard | Condominiums Retail Restaurant Fast Food Without Drive-Through | 88 DU 6,000 SF 7,000 SF 3,500 SF | Proposed |
| 3 | VEN 2003-2/ EAF 2003-1757 | Riverside Drive Office Buildings 12828 Riverside Drive | Office | 29,475 SF | Proposed |
| 4 | VEN 2003-15 | Walgreens 13920 Ventura Boulevard | Drugstore | 11,244 SF | Proposed |
| 5 | VEN 2003-194 | Buckley School - 3900 Stansbury Avenue | School | 80 Students | Proposed |
| 6 | VEN 2003-79 | Best Buy 4500 Van Nuys Boulevard | Retail | 60,000 SF | Proposed |
| 7 | VEN 2004-33 | Sherman Oaks Square 4454 Van Nuys Boulevard | Apartments | 98 DU | Proposed |
| 8 | VEN 2003-13 | Gas Station Expansion 14478 Ventura Boulevard | Gas Station | 392 SF | Proposed |
| 9 | VEN 2003 -19 | Los Angeles Valley College 5800 Fulton Avenue | College | 2,300 Students | Proposed |
| 10 | VEN 2004-86 | 15222 Ventura Boulevard | Condominiums Specialty Retail | 52 DU 7,460 SF | Proposed |
|]} | VEN 2004 -26 | ll Villaggio Toscano 4805 Sepulveda Boulevard | Apartments Grocery Retail Existing Apartments Existing Residence Existing Office | 500 DU 45,000 SF 10,000 SF (24 DU) (11 DU) (52,452 SF) | Proposed |
| 12 | EAF 2001-3806 | 5300 Coldwater Canyon Avenue | Self Storage Demolish Health Club | 60,250 SF (14,624 SF) | Proposed |
| 13 | EAF 2004-0661 | 5829 Van Nuys Boulevard | New Car Sales | 85,038 SF | Proposed |
| 14 | ENV 2005-5273-MND | 14242 West Burbank Boulevard | Condominium | 26 DU | Proposed |
| 15 | ENV 2005-6373-MND | 4838 North Hazeltine Avenue | Condominium | 23 DU | Proposed |
| 16 | 2006-44 | Merdinian Evangelical School 13330 Riverside Drive | Private School | 300 Students | Proposed |
| 17 | 2006-130 | Sherman Village 12629 Riverside Drive | Condominium | 247 DU | Proposed |

[1] Source: City of Los Angeles Departments of Planning and Transportation.

≯



| | | | DAILY | AM | PEAK I | IOUR | PM | PEAK | HOUR |
|----------|---------------------------------------|----------------|----------|------|--------|----------------|------|-------|---------|
| | LAND USE | SIZE | VOLUMES | | OUT | S [2] TOTAL | | OLUME | TOTAL |
| ┢── | | | 10000000 | | | . ond | | 001 | 101/101 |
| 1 | Apartment [3] | 142 DU | 724 | 13 | 29 | 42 | 32 | 23 | 55 |
| 2 | Camino Real Mixed-Use Development [4] | 146,463 SF | 1,310 | 58 | 73 | 131 | 64 | 49 | 113 |
| 3 | Office [5] | 29,475 GSF | 325 | 40 | 6 | 46 | 7 | 37 | 44 |
| 4 | Drugstore [6] | 11,244 GSF | 1,013 | 21 | 15 | 36 | 48 | 47 | 95 |
| 5 | Private School [7] | 80 Students | 198 | 50 | 41 | 91 | 29 | 32 | 61 |
| 6 | Retail [8] | 60,000 GSF | 2,576 | 5 | 2 | 7 | 30 | 42 | 72 |
| 7 | Apartment [9] | 98 DU | 659 | 10 | 40 | 50 | 40 | 21 | 61 |
| 8 | Gas Station [10] | 392 SF | 520 | 21 | 21 | 42 | 26 | 26 | 52 |
| 9 | Community College [11] | 2,300 Students | 5,380 | 441 | 97 | 538 | 212 | 120 | 332 |
| 10 | Mixed-Use [12] | 10,551 SF | 470 | 9 | 23 | 32 | 27 | 20 | 47 |
| 11 | ll Villaggio Toscano [13] | | 5,500 | 96 | 225 | 321 | 323 | 227 | 550 |
| 12 | Self- Storage [14] | 60,250 GSF | (729) | (31) | (43) | (74) | (37) | (35) | (72) |
| 13 | New Car Sales [15] | 85,038 GSF | 1,787 | 78 | 27 | 105 | 52 | 81 | 133 |
| 14 | Condominium [16] | 26 DU | 152 | 2 | 9 | 11 | 9 | 5 | 14 |
| 15 | Condominium [16] | 23 DU | 135 | 2 | 8 | 10 | 8 | 4 | 12 |
| 16 | Private School [7] | 300 Students | 744 | 165 | 78 | 243 | (38) | (34) | (72) |
| 17 | Condominium [16] | 247 DU | 1,447 | 18 | 88 | 106 | 84 | 42 | 126 |
| — | TOTAL | | 22,211 | 998 | 739 | 1,737 | 916 | 707 | 1,623 |

 Table 8-2

 WEEKDAY RELATED PROJECTS TRIP GENERATION [1]

[1] Source: ITE "Trip Generation", 7th Edition, 2003.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Source: "Traffic Impact Analysis, Chase Knolls Project," prepared by Linscott, Law & Greenspan, Engineers, 2005.

[4] LADOT trip generation forecast. The AM peak hour traffic volumes represent ten percent of the daily trip generation forecast.

[5] ITE Land Use Code 710 (General Office Building) trip generation average rates.

[6] ITE Land Use Code 881 (Pharmacy/Drugstore without Drive-Through Window) trip generation average rates.

 [7] LADOT trip generation forecast. Daily trip generation rate for Private School (K-12) obtained from ITE "Trip Generation," 7th Edition, 2003.

[8] LADOT trip generation forecast. Daily trip generation rate for shopping center obtained from ITE "Trip Generation," 7th Edition, 2003.

[9] ITE Land Use Code 220 (Apartment) trip generation average rates.

[10] LADOT trip generation forecast. The PM peak hour traffic volumes represent ten percent of the daily trip generation forecast.

 [11] LADOT trip generation forecast. Daily trip generation rate and directional distribution for Junior/Community College obtained from ITE "Trip Generation," 7th Edition, 2003.

[12] LADOT trip generation forecast. The PM peak hour traffic volumes represent ten percent of the daily trip generation forecast.

[13] LADOT trip generation forecast. The PM peak hour traffic volumes represent ten percent of the daily trip generation forecast.

[14] LADOT trip generation forecast. Directional distribution for Health Club obtained from ITE "Trip Generation," 7th Edition, 2003. Existing Health Club at 14,624 square feet will be demolished as part of the project.

[15] LADOT trip generation forecast. Directional distribution for New Car Sales obtained from ITE "Trip Generation," 7th Edition, 2003.

[16] ITE Land Use Code 230 (Residential Condominium/Townhome) trip generation average rates.



o:\job_file\3606\dwg\f8-2.dwg LDP 10:41:37 02/20/2008 rodriquez



8.2 Ambient Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of two percent (2.0%) from year 2007 to the year 2012 (i.e., the anticipated year of project build-out). Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in the project study area. The ambient growth factor was based on general traffic growth factors provided in the 2004 Congestion Management Program for Los Angeles County (the "CMP manual") and determined in consultation with LADOT staff. The CMP's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. It is also noted that based on review of empirical data and the general traffic growth factors provided in the CMP manual for the San Fernando Valley area, it is anticipated that the existing traffic volumes are actually expected to increase at an annual rate of less than 1.0% per year between the years 2005 and 2012. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects <u>plus</u> the use of an ambient growth traffic factor based on CMP traffic model data likely overstates future pre-project conditions and future traffic volumes at the study intersections.

O JOB_FILF3606Rep-at#3606-spt6.doc

9.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The 18 study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (ν/c) ratios on a critical lane basis. The overall intersection ν/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in *Appendix D*.

9.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the 18 study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic at each study intersection was identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures*. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in *Table 9-1*.

| INTERSE | Table 9-1 CITY OF LOS ANGEL ECTION IMPACT THRESH | .ES IOLD CRITERIA |
|-----------------|--|---------------------------------|
| Final v/c | Level of Service | Project Related Increase in v/c |
| > 0.700 - 0.800 | С | equal to or greater than 0.040 |
| > 0.800 - 0.900 | D | equal to or greater than 0.020 |
| >0.900 | E or F | equal to or greater than 0.010 |

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above.

As previously mentioned, an annual two percent (2.0%) ambient growth rate was assumed so as to account for unknown related projects in the vicinity of the proposed project. Additionally, it was assumed that the proposed project will be completed and occupied in the year 2012.

9.2 LADOT ATSAC/ATCS

The City of Los Angeles has announced it will receive \$150 million in State of California transportation bond funds for upgrading traffic signals in the City. In November 2006, California voters approved Proposition 1B, which committed \$20 billion to statewide and regional transportation projects. Designed to enhance mobility, expand public transit, reduce air pollution, improve port security and repair local roads, this bond measure included \$250 million for traffic signal improvements across the state. The City has stated it will use its share of the funds to synchronize every traffic signal in Los Angeles.

Subsequent to the City's announcement, LADOT has stated effective November 20, 2007, Automated Traffic Surveillance and Control (ATSAC)/Adaptive Traffic Control System (ATCS) is no longer available as a mitigation option due to the full funding of the ATSAC/ATCS program for the entire City. Additionally, all future traffic studies should assume the ATSAC/ATCS credit in the future baseline analysis conditions (e.g., future pre-project, future with project, etc.).

ATSAC provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short-term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links, and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07). The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, a reduction of 0.10 was assumed in the calculation of the ν/c ratios for the signalized study intersections in the existing and future baseline analysis conditions.

It should be noted that prior to the City's announcement of full funding of the ATSAC/ATCS program for the entire City and implementation of the City's policy, the project applicant had provided funding for the installation of LADOT's Adaptive Traffic Control System (ATCS) at the following seven signalized study intersections:

- Int. No. 1: Van Nuys Boulevard/Riverside Drive Int. No. 4: Tyrone Avenue/Moorpark Street Int. No. 7: Hazeltine Avenue/Riverside Drive
- Int. No. 8: Hazeltine Avenue/Fashion Square Lane
- Int. No. 12: Woodman Avenue/Riverside Drive
- Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

ONOB FILESGRAReport Stof-productor

Int. No. 15: Woodman Avenue/Moorpark Street

As such, a reduction of 0.07 was assumed in the calculation of the v/c ratios for these seven signalized study intersections in the existing and future baseline analysis conditions based on the current ATSAC operation (not ATCS). Further, the project may utilize ATCS for purposes of mitigating potential traffic impacts associated with the project.

9.3 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

- (a) Existing conditions.
- (b) Condition (a) plus two percent (2.0%) ambient traffic growth through year 2012.
- (c) Condition (b) with completion and occupancy of the related projects.
- (d) Condition (c) with completion and occupancy of the proposed project.
- (e) Condition (d) with implementation of project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the 18 study intersections.

Summaries of the v/c ratios and LOS values for the study intersections during the AM and PM peak hours are shown in *Table 9-2*. The CMA data worksheets for the analyzed intersections are contained in *Appendix D*.

Table 9-2 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

| 1 | | | Ξ | | [7] | | [2] | | | 1 | - | | | [5] | | |
|---|--|------------|------------------|-----------|----------------|------------|------------------|------|----------------|-------|----------------|------------|-------------------|------|------------------|----------------|
| | | | | 1 | YEAR 2 | 012 | YEAR 2 | 1012 | YEAR 20 | 12 | | | YEAR 2 | 210 | | |
| | | PEAK | YEAR 2 EXISTL | 001 NG | W/AMBI GROW | ENT TB | W/RELA PROJEC | CTS | W/ PROPO | T SED | V/C | SIGNIF. | W/ PROJ MITTGA | TION | CHANGE | MITI- GATED |
| ġ | INTERSECTION | HOUR | v/c | LOS | v/c | LOS | v/c | LOS | v/c I | SO | [(4)-(3)] | [0] | v/c | LOS | [(2)-(3)] | |
| | Van Nuys Boulevard/ Riverside Drive | AM PM | 0.687 0.770 | шU | 0.762 0.854 | υD | 0.802 0.893 | | 0.808 0.920 | Ωш | 0.006 0.027 | NO | 0.778 0.890 | UД | -0.024 -0.003 | YES |
| 5 | Van Nuys Boulevard/ US-101 Freeway Westbound Ramps | AM PM | 0.655 0.787 | шυ | 0.698 0.843 | <u>س</u> ۵ | 0.721 0.881 | υD | 0.722 0.885 | 00 | 0.001 | O O N | 0.722 0.885 | DD | 0.001 | 11 |
| 6 | Van Nuys Boulevard/ US-101 Freeway Eastbound Ramps | AM PM | 0.793 0.955 | បយ | 0.850 1.027 | ОĿ | 0.877 1.063 | Dч | 0.878 1.068 | Δь | 0.001 | ON ON | 0.878 1.068 | Ωњ | 0.001 | 11 |
| 4 | Tyrone Avenue/ Moorpark Street | AM PM | 0.539 0.862 | ۸D | 0.600 0.955 | ч ш | 0.622 0.983 | றப | 0.622 0.994 | றய | 0.000 0.011 | NO YES | 0.592 0.964 | ∢ ш | -0.030 -0.019 | - YES |
| Ś | Tyrone Avenue-Beverly Glen Boulevard/ Ventura Boulevard | AM PM | 0.613 0.738 | щυ | 0.651 0.789 | mυ | 0.717 0.863 | υD | 0.718 0.873 | υD | 0.001 | O N N | 0.718 0.873 | UД | 0.001 0.010 | |
| 9 | Hazeltine Avenue/ Magnolia Boulevard | AM PM | 0.701 0.814 | υд | 0.748 0.872 | υD | 0.766 0.884 | υD | 0.770 0.900 | υD | 0.004 0.016 | ON N | 0.770 0.900 | υD | 0.004 0.016 | 11 |
| - | Hazeltine Avenue/ Riverside Drive | AM PM | 0.778 0.718 | υu | 0.863 0.797 | ДU | 0.882 0.819 | 00 | 0.890 0.849 | 00 | 0,008 0.030 | NO YES | 0.860 0.819 | מם | -0.022 0.000 | - YES |
| ∞ | Hazeltine Avenue/ Fashion Square Lane | , AM PM | 0.361 0.515 | A A | 0.404 0.573 | × ۲ | 0.412 0.580 | < < | 0.414 0.630 | < ₪ | 0.002 0.050 | 0 0 V V | 0.384 0.600 | < < | -0.028 0.020 | 11 |
| 6 | Hazeltine Avenue/ Moorpark Street | AM PM | 0.709 0.739 | υu | 0.757 0.790 | υυ | 0.779 0.824 | υD | 0.780 0.829 | υD | 0.001 0.005 | 0 0 V V | 0.780 0.829 | υD | 0.001 0.005 | |
| 0 | Hazeltine Avenue/ Ventura Boulevard | AM PM | 0.797 0.644 | വന | 0.853 0.685 | വന | 0.907 0.755 | шО | 0.908 0.761 | шU | 0.001 | ON ON | 0.908 0.761 | шС | 0.001 0.006 | 1 |

LLG Ref. 1-053606-1 Westfield Fashion Square Expansion Project 0:008_FILE35061Report34666aahts.doc

↑

Table 9-2 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

.

| | | | 1 | 1 | | | · · · · · · · · · · · · · · · · · · · | | I | , |
|--|---------|-----------------------------|---|------------------------------------|---|---|---------------------------------------|--------------------------------------|---|--|
| III TAI III TAI III TAI III TAI III TAI 300 YEAX 301 | | MITI- GATED | | YES YES | - YES | | YES | | I I | 11 |
| III Tat Tat <th></th> <td>CHANGE V/C</td> <td>0.002 0.002 0.002</td> <td>-0.091</td> <td>-0.024 0.004</td> <td>0.005 0.031</td> <td>-0.028 -0.018</td> <td>0.003</td> <td>-0.173 -0.063</td> <td>0.378 0.649</td> | | CHANGE V/C | 0.002 0.002 0.002 | -0.091 | -0.024 0.004 | 0.005 0.031 | -0.028 -0.018 | 0.003 | -0.173 -0.063 | 0.378 0.649 |
| III III III III III III VARABUAT VARABUAT <t< th=""><th>[5]</th><td>TECT TON</td><td>о П П</td><td>н. ш</td><td>۵D</td><td>υυ</td><td>шш</td><td>۵U</td><td>< <</td><td>A E</td></t<> | [5] | TECT TON | о П П | н. ш | ۵D | υυ | шш | ۵U | < < | A E |
| III IIII III IIII IIIII IIIII IIIII IIIII IIIII IIIII IIIII IIIIII IIIIIII IIIIIII IIIIIIII IIIIIIIIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | | YEAR : W/ PRO. MITTGA | v/c 0.929 0.849 | 1.016 0.986 | 0.817 0.823 | 0.725 0.731 | 0.963 0.987 | 0.829 0.754 | 0.412 0.565 | 0.378 0.649 |
| II II VIA II VIA II VIA II VIA III VIA III VIA III VIA III VIA III VIA VIA III VIA | | SIGNIF. IMPACT | NO NO | YES YES | NO YES | NO NO | NO YES | NO NO | ON N | O N N N |
| III III TEAR 301 TEAR 2007 | [4] | CHANGE V/C | 0.002 0.002 0.002 | 0.010 0.035 | 0.006 0.034 | 0.005 0.031 | 0.002 | 0.003 | -0.173 -0.063 | 0.378 0.649 |
| II II II II II II III VEAR 2012 | | 2012 OSED SCT | р ш С | цц | 00 | υυ | шњ | CD | A A | < ₪ |
| II III III III III III III YEAR 2017 YEAR 2013 YE | | YEAR W/ PROF PROJI | v/c 0.929 0.849 | 1.117 1.038 | 0.847 0.853 | 0.725 0.731 | £99.0 710.1 | 0.829 0.754 | 0.412 0.565 | 0.378 0.649 |
| III III III III YEAR 2007 YEAR 2012 YEAR 2013 YEAR 2014 YEAR 2014 <thyear 2014<="" th=""> YEAR 2014</thyear> | | 2012 ATED CTS | о П ш О | <u>ы</u> ы, | D | വത | шь | D C | BA | < < |
| III IIII III IIII IIIII IIIII IIIII IIIII IIIII IIIII IIIIII IIIII IIIII IIIIII IIIIII IIIIIIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | <u></u> | YEAR W/REL PROJE | v/c 0.927 0.847 | 1.107 1.003 | 0.841 0.819 | 0.720 0.700 | 0.991 1.005 | 0.826 0.741 | 0.585 0.628 | 0.000 |
| Image: Image in the second matrix of the second matrix | | 2012 TENT | л П П | ьп | 00 | B B | шш | വമ | ΑB | < ∢ |
| IIIINO.INTERSECTIONPEAK EXISTING HOURNO.INTERSECTIONPEAK EXISTING HOUR11Woodman Avenue/AM0.857DMagnolia BoulevardAM0.780C12Woodman Avenue/AM0.959ERiverside DriveAM0.793C13Woodman Avenue/AM0.793C14Woodman Avenue/15Woodman Avenue/16Woodman Avenue/17Woodman Avenue/18Woodman Avenue/18New Project Driveway-Matilija Avenue18New Project Driveway (Tunnel Access)18New Project Driveway (Tunnel Access)19New Project Driveway (Tunnel Access)10Non11New Project Driveway (Tunnel Access)12New Project Driveway (Tunnel Access)13New Project Driveway (Tunnel Access)14New Project Driveway (Tunnel Access)15New Project Driveway (Tunnel Access)16New Project Driveway (Tunnel Access)17New Project Driveway (Tunnel Access)18New Project Driveway (Tunnel Access)19New Project Driveway (Tunnel Access)10No0011No0012No0013No0014No0015No0016No0017No0018Non019No0019 <th>[2]</th> <td>YEAR W/ AMB GROW</td> <td>v/c 0.919 0.835</td> <td>1.061 0.975</td> <td>0.824 0.813</td> <td>0.696 0.690</td> <td>0.942 0.960</td> <td>0,766 0,681</td> <td>0.570 0.610</td> <td>0.000</td> | [2] | YEAR W/ AMB GROW | v/c 0.919 0.835 | 1.061 0.975 | 0.824 0.813 | 0.696 0.690 | 0.942 0.960 | 0,766 0,681 | 0.570 0.610 | 0.000 |
| III PEAK VEAK NO. INTERSECTION PM VEAK 11 Woodman Avenue/ AM 0.857 11 Woodman Avenue/ AM 0.857 12 Woodman Avenue/ AM 0.859 13 Woodman Avenue/ AM 0.780 13 Woodman Avenue/ AM 0.733 14 Woodman Avenue/ AM 0.733 15 Woodman Avenue/ AM 0.733 16 Woodman Avenue/ AM 0.654 17 Woodman Avenue/ AM 0.650 18 Woodman Avenue/ AM 0.518 18 New Project Driveway (Tunnel Access) AM 0.500 18 New Project Driveway (Tunnel Access) AM 0.000 | | 2007 ING | C D LOS | ШΩ | υu | ВВ | 00 | В | ΥY | < < |
| NO.INTERSECTIONPEAK HOUR11Woodman Avenue/ Magnolia BoulevardAM PM12Woodman Avenue/ Riverside DriveAM PM13Woodman Avenue/ US-101 Freeway Westbound RampsAM PM14Woodman Avenue/ US-101 Freeway Westbound RampsAM PM15Woodman Avenue/ US-101 Freeway Eastbound RampsAM PM16Woodman Avenue/ US-101 Freeway Eastbound RampsAM PM17Woodman Avenue/ US-totet Driveway-Matilija Avenue Riverside Drive [a]AM AM18New Project Driveway (Tunnel Access)AM PM18New Project Driveway (Tunnel Access)AM PM | [1] | YEAR EXIST | v/c 0.857 0.780 | 0.959 0.880 | 0.743 0.733 | 0.654 0.648 | 0.850 0.867 | 0.717 0.640 | 0.518 0.555 | 0.000 |
| NO. INTERSECTION 11 Woodman Avenue/ Magnolia Boulevard 12 Woodman Avenue/ Riverside Drive 13 Woodman Avenue/ US-101 Freeway Westbound Ramps 14 Woodman Avenue/ US-101 Freeway Eastbound Ramps 15 Woodman Avenue/ US-101 Freeway Eastbound Ramps 16 Woodman Avenue/ US-101 Freeway Eastbound Ramps 17 Project Driveway-Matilija Avenue Riverside Drive [a] 18 New Project Driveway (Tunnel Access) | | PEAK | AM AM PM | AM PM | AM PM | AM PM | MA Mq | AM PM | AM PM | AM PM |
| NO. 11 12 13 16 16 17 18 18 | | | INTERSECTION Woodman Avenue/ Magnolia Boulevard | Woodman Avenue/ Riverside Drive | Woodman Avenue/ US-101 Freeway Westbound Ramps | Woodman Avenue/ US-101 Freeway Eastbound Ramps | Woodman Avenue/ Moorpark Street | Woodman Avenue/ Ventura Boulevard | Project Driveway-Matilija Avenue Riverside Drive [a] | New Project Driveway (Tunnel Access) [.] Riverside Drive [b] |
| | | | vo 1 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |

Intersection proposed to be signalized as part of the proposed project. Vc ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. Intersection currently does not exist. Intersection proposed to be signalized as part of the proposed project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. ATSAC/ATCS as part of the Victory System No. 6. According to LADOT's "Traffic Study Policies and Procedures," March 2002, Page 10, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

ල ල

5

Project-Related Increase in V/C

> 0.700 - 0.800 > 0.800 - 0.900

> 0.900

соg

equal to or greater than 0.020 equal to or greater than 0.010 equal to or greater than 0.040

Final V/C Level of Service LLG Ref. 1-053606-1

10.0 TRAFFIC ANALYSIS

10.1 Existing Conditions

As indicated in column [1] of *Table 9-2*, 16 of the 18 study intersections are presently operating at LOS D or better during the AM and PM peak hours under existing conditions. The following two study intersections are currently operating at LOS E during the peak hours shown below:

| Int. No. 3: Van Nuys Boulevard/U.S. 101 EB Ramps | PM Peak Hour: <i>v/c</i> =0.955, LOS E |
|--|--|
| Int. No. 12: Woodman Avenue/Riverside Drive | AM Peak Hour: v/c=0.959, LOS E |

As previously mentioned, the existing traffic volumes at the study intersections during the AM and PM peak hours are displayed in *Figures 6-1 and 6-2*, respectively.

10.2 Existing With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be two percent (2.0%) per year through year 2012. This ambient growth incrementally increases the v/c ratios at all of the study intersections. As shown in column [2] of *Table 9-2*, 13 of the 18 study intersections are expected to continue to operate at LOS D or better during the AM and PM peak hours with the addition of ambient growth traffic through the year 2012. The following five study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of ambient growth traffic:

| Int. No. 3: Van Nuys Boulevard/U.S. 101 EB Ramps | PM Peak Hour: $\nu/c=1.027$, LOS F |
|--|--|
| Int. No. 4: Tyrone Avenue/Moorpark Street | PM Peak Hour: <i>v/c</i> =0.955, LOS E |
| Int. No. 11: Woodman Avenue/Magnolia Boulevard | AM Peak Hour: v/c=0.919, LOS E |
| Int. No. 12: Woodman Avenue/Riverside Drive | AM Peak Hour: <i>v/c</i> =1.061, LOS F PM Peak Hour: <i>v/c</i> =0.975, LOS E |
| Int. No. 15: Woodman Avenue/Moorpark Street | AM Peak Hour: <i>v/c</i> =0.942, LOS E PM Peak Hour: <i>v/c</i> =0.960, LOS E |

The existing with ambient growth traffic volumes at the study intersections during the AM and PM peak hours are shown in *Figures 10-1 and 10-2*, respectively.



o:\job_file\3606\dwg\f10-1.dwg LDP 10:46:15 02/20/2008 rodriguez



o:\job_file\3606\dwg\f10-2.dwg LDP 10:47:06 02/20/2008 rodriguez

10.3 Future Pre-Project Conditions

The v/c ratios at all 18 study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 8-1*. As presented in column [3] of *Table 9-2*, 12 of the 18 study intersections are expected to continue operating at LOS D or better during the AM and PM peak hours with the addition of growth in ambient traffic and the traffic due to the related projects. The following six study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of ambient traffic and the traffic due to the related projects:

| Int. No. 3: Van Nuys Boulevard/U.S. 101 EB Ramps | PM Peak Hour: v/c=1.063, LOS F |
|--|--|
| Int. No. 4: Tyrone Avenue/Moorpark Street | PM Peak Hour: v/c=0.983, LOS E |
| Int. No. 10: Hazeltine Avenue/Ventura Boulevard | AM Peak Hour: v/c=0.907, LOS E |
| Int. No. 11: Woodman Avenue/Magnolia Boulevard | AM Peak Hour: $\nu/c=0.927$, LOS E |
| Int. No. 12: Woodman Avenue/Riverside Drive | AM Peak Hour: $\nu/c=1.107$, LOS F PM Peak Hour: $\nu/c=1.003$, LOS F |
| Int. No. 15: Woodman Avenue/Moorpark Street | AM Peak Hour: <i>v/c</i> =0.991, LOS E PM Peak Hour: <i>v/c</i> =1.005, LOS F |

The future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the AM and PM peak hours are presented in *Figures 10-3 and 10-4*, respectively.

10.4 Future With Project Conditions

As shown in column [4] of *Table 9-2*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create significant impacts at six of the 18 study intersections. The proposed project is expected to create significant impacts at the following locations according to the City's impact criteria during the peak hour shown below with the addition of ambient growth, related projects traffic, and project-related traffic:

Int. No. 1: Van Nuys Boulevard/Riverside Drive PM peak hour v/c ratio increase of 0.027 [to 0.920 (LOS E) from 0.893 (LOS D)]

Int. No. 4: Tyrone Avenue/Moorpark Street PM peak hour v/c ratio increase of 0.011 [to 0.994 (LOS E) from 0.983 (LOS E)]

Int. No. 7: Hazeltine Avenue/Riverside Drive PM peak hour v/c ratio increase of 0.030 [to 0.849 (LOS D) from 0.819 (LOS D)]

LINSCOTT, LAW & GREENSPAN, engineers



o:\job_file\3606\dwg\f10-3.dwg LDP 10:48:03 02/20/2008 rodriguez



o:\job_file\3606\dwg\f10-4.dwg LDP 10:49:01 02/20/2008 rodriguez
Int. No. 12: Woodman Avenue/Riverside Drive

AM peak hour v/c ratio increase of 0.010 [to 1.117 (LOS F) from 1.107 (LOS F)] PM peak hour v/c ratio increase of 0.035 [to 1.038 (LOS F) from 1.003 (LOS F)]

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps PM peak hour v/c ratio increase of 0.034 [to 0.853 (LOS D) from 0.819 (LOS D)]

Int. No. 15: Woodman Avenue/Moorpark Street PM peak hour v/c ratio increase of 0.012 [to 1.017 (LOS F) from 1.005 (LOS F)]

Incremental but not significant impacts are noted at the remaining 12 study intersections as presented in *Table 9-2*. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in *Figures 10-5 and 10-6*, respectively.

O. JOB_FILE36063Report43606-rpt6.doc





11.0 TRANSPORTATION MITIGATION MEASURES

The following sections provide an overview of transportation improvement measures that are anticipated to address project impacts to the local roadway network associated with the proposed Fashion Square project to less than significant levels. In addition, it is recommended that traffic signals be installed at the Matilija Drive-New Project Driveway/Riverside Drive intersection to improve safety and operations at the intersection.

11.1 Summary of Project Mitigation

As summarized in the Future With Project Conditions section (see Subsection 10.4) of this study, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is anticipated to create significant impacts at the following eight study intersections:

Int. No. 1: Van Nuys Boulevard/Riverside Drive

Int. No. 4: Tyrone Avenue/Moorpark Street

Int. No. 7: Hazeltine Avenue/Riverside Drive

Int. No. 12: Woodman Avenue/Riverside Drive

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

Int. No. 15: Woodman Avenue/Moorpark Street

The following paragraphs summarize the recommended transportation mitigation measures for the study intersections.

Int. No. 1: Van Nuys Boulevard/Riverside Drive

The recommended mitigation consists of funding provided by the project for the installation of LADOT's Adaptive Traffic Control System (ATCS) at this intersection. This intersection is already included as part of the Victory ATSAC system. ATSAC provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short-term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and the funding provided by the project includes additional loop detectors, closed-circuit television, an upgrade in the communications links, and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the ν/c ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the v/c ratio to 0.890 (LOS D) from 0.920 (LOS E) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

Int. No. 4: Tyrone Avenue/Moorpark Street

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the ν/c ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the ν/c ratio to 0.964 (LOS E) from 0.994 (LOS E) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hours would be reduced to less than significant levels.

Int. No. 7: Hazeltine Avenue/Riverside Drive

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the ν/c ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the v/c ratio to 0.819 (LOS D) from 0.849 (LOS D) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

Int. No. 12: Woodman Avenue/Riverside Drive

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the ν/c ratios for this intersection. In addition, redesignate the curb lane on the southbound approach on Woodman Avenue to an optional through/right-turn lane. The resultant lane configurations at the southbound approach will be one left-turn lane, two through lanes and one optional through/right-turn lane. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection could be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection. The schematic plan of the proposed improvement at the Woodman Avenue/Riverside Drive intersection is contained in *Appendix A*.

In addition, LADOT recommends that left-turns from northbound Woodman Avenue to La Maida Street be restricted during the weekday PM peak period. After the mitigation is implemented, LADOT will review the Woodman Avenue/La Maida Street intersection and determine if additional turn restriction measures are required.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the v/c ratio to 1.016 (LOS F) from 1.117 (LOS F) during the AM peak hour and to 0.986 (LOS E) from 1.038 (LOS F) during the PM peak hour. The improvement in the calculated v/c ratio is due to both the installation of ATCS, as well as the redesignation of the southbound Woodman Avenue right-turn lane to an optional through/right-turn lane. Thus, the significant impact at this intersection during the AM and PM peak hours would be reduced to less than significant levels.

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the ν/c ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the v/c ratio to 0.823 (LOS D) from 0.853 (LOS D) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

Int. No. 15: Woodman Avenue/Moorpark Street

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the ν/c ratios for this intersection.

As shown in *Table 9-2*, the proposed mitigation is expected to improve the v/c ratio to 0.987 (LOS E) from 1.017 (LOS F) during the PM peak hour. Thus, the significant impact at this intersection during the PM peak hour would be reduced to less than significant levels.

11.2 Traffic Signal Warrant Analysis

While not specifically required for traffic mitigation purposes, it is recommended that, as part of the proposed project, traffic signals be installed at the new Fashion Square driveways on Riverside Drive. Based on discussions with LADOT staff, traffic signal warrant analyses have been prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive intersection (Tunnel Access), associated with the proposed project. The traffic signal warrants were prepared for the Existing With Project Conditions.

The determination of whether the installation of a traffic signal is warranted was based on criteria set forth in Section 353, Traffic Signal Warrants, of the Manual of Policies and Procedures $(MPP)^9$. This is also consistent with criteria set forth in Chapter 4C of the Manual on Uniform Traffic Control Devices $(MUTCD)^{10}$. Traffic signal warrants were prepared for the Matilija Avenue-New Fashion Square Driveway/Riverside Drive intersection. Specifically, Warrant No. 1 (Eight Hour Vehicular Volume), Warrant No. 2 (Four Hour Vehicular Volume), Warrant No. 3 (Peak Hour Volume) and Warrant No. 6 (Coordinated Signal System) traffic signal warrants were prepared. The traffic signal warrant analysis was prepared based on existing with project traffic volume data. The traffic signal warrant worksheets are provided in *Appendix E*.

In reviewing the traffic signal warrant analysis, it is important to note the following:

- In the signal warrant analysis for both intersections, Riverside Drive was assumed to be the major street which provides two or more approach lanes to the intersection.
- The eastbound approach on Riverside Drive at both project driveways are assumed to be two through lanes and one right-turn only lane.
- The westbound approach on Riverside Drive at the proposed westerly project driveway is assumed to be one left-turn lane and two through lanes. The westbound approach on Riverside Drive at the proposed easterly project driveway is assumed to be two left-turn lanes, one through lane and one combination through/right-turn lane.
- The New Fashion Square Easterly Driveway was assumed to be the minor street which provides three approach lanes to the intersection (i.e., one left-turn lane and two right-turn lanes).
- The New Fashion Square Westerly Driveway was assumed to be the minor street which provides two approach lanes to the intersection (i.e., one left-turn lane and one right-turn lane).
- Based on the California MUTCD document, for intersections with a high left-turn volume from the major street, the stated numerical values used to determine whether traffic signal warrants are met are based on the major street volume, which is the sum of both approaches on the major street (e.g., eastbound and westbound Riverside Drive approaches) minus the higher of the major street left turn volume (e.g., westbound Riverside Drive left-turn volume), and the minor street volume, which is the higher-volume of the major street left-turn volume (e.g., westbound Riverside Drive left-turn volume) plus the higher volume minor street approach to the intersection (e.g., the New Fashion Square Driveways).
- In addition, based on the LADOT MPP, for signal warrant analysis purposes, right-turn traffic volume that is delayed less than 45 seconds under Stop control should be subtracted from the minor street approach volumes in Warrant Nos. 1, 2, and 3. The Highway

 ⁹ Manual of Policies and Procedures, Section 353, Traffic Signal Warrants, LADOT, October 2005.
 ¹⁰ Manual on Uniform Traffic Control Devices (MUTCD), 2003 California Supplement, May 20, 2004.

Capacity Manual (HCM) methodology for stop-controlled intersections was utilized to determine the delay of the minor street approaches to the intersection (e.g., the New Fashion Square Driveways) for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections. It has been determined that four out of the eight hours analyzed for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection, the northbound right-turn movement had a delay of 45 seconds or more. As such, the traffic signal warrants were prepared both with and without the consideration of the northbound right-turn volumes on the New Fashion Square Easterly Driveway (i.e., minor street approach) for the Matilija Avenue-New Fashion Square Drive Fashion Square Easterly Driveway/Riverside Driveway/Riverside Drive intersection.

The following paragraphs provide detailed discussions of the traffic signal warrants prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections.

Warrant 1: Eight-Hour Vehicular Volume

The Eight Hour Vehicular Volume warrant consists of three conditions: Condition A - The Minimum Vehicular Volume, Condition B – The Interruption of Continuous Traffic, and the Combination of Conditions A and B.

The Minimum Vehicular Volume warrant (Condition A) is intended for application where a large volume of intersecting traffic is the principal reason for consideration of a signal installation. The warrant is satisfied when for each of any 8 hours of an average day the traffic volumes provided in the LADOT table for Warrant 1 under Condition A exist on the major street and on the higher-volume minor street approach to the intersection.

The Interruption of Continuous Traffic warrant applies to operating conditions where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard in entering or crossing the major street. The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table exist on the major street and on the higher-volume minor street approach to the intersection, and the signal installation will not seriously disrupt progressive traffic flow.

The Combination of Conditions A and B warrant applies at locations where Conditions A and B are not satisfied but where Conditions A and B are satisfied to the extent of 80 percent or more of the stated numerical values.

As shown in the worksheets provided in *Appendix E*, with or without consideration of the rightturn volume on the minor street, Conditions A and B associated with Warrant No. 1-Eight Hour Vehicular are met for the existing with project conditions for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection. Therefore, Warrant No. 1 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection. As shown in the worksheets provided in *Appendix E*, without consideration of the right-turn volume on the minor street, Conditions A and B associated with Warrant No. 1-Eight Hour Vehicular are met for the existing with project conditions for the New Fashion Square Westerly Driveway/Riverside Drive intersection. Therefore, Warrant No. 1 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

Warrant 2: Four-Hour Vehicular Volume Warrant

The Four Hour Vehicular Volume Warrant is satisfied, when for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure A for the combination of approach lanes.

As indicated in Figure A provided in *Appendix E*, with or without consideration of the right-turn volume on the minor street, all of the plotted points for the four highest hours of the day during existing with project conditions fall well above the applicable curve for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection. Thus, Warrant No. 2 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

As indicated in Figure A provided in *Appendix E*, without consideration of the right-turn volume on the minor street, all of the plotted points for the four highest hours of the day during existing with project conditions fall well above the applicable curve for the New Fashion Square Westerly Driveway/Riverside Drive intersection. Thus, Warrant No. 2 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

Warrant 3: Peak Hour Volume Warrant

The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. Warrant No. 3 is satisfied when the plotted point, representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per on the higher volume minor street approach (one direction only) for one hour of an average day, falls above the curve in Figure C for the applicable number of approach lanes. The lower threshold for a minor street approach with one lane is 100 vehicles per hour and with two or more lanes is 150 vehicles per hour. As shown in the worksheet, the signal warrant is met when the plotted point falls above the appropriate curve.

As shown on the attached Figure C provided in *Appendix E*, with or without consideration of the right-turn volume on the minor street, the plotted points for the peak hours fall above the applicable curve for the existing with project conditions for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection. Therefore, Warrant No. 3 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

As shown on the attached Figure C provided in *Appendix E*, without consideration of the rightturn volume on the minor street, the plotted points for the peak hours fall above the applicable curve for the existing with project conditions for the New Fashion Square Westerly Driveway/Riverside Drive intersection. Therefore, Warrant No. 3 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

Warrant 6: Coordinated Signal System

The Coordinated Signal System warrant applies when the following criteria is satisfied:

- The distance to the nearest traffic signal is greater than 1,000 feet, and
- On an isolated one-way street or street with one way traffic significance adjacent signals are so far apart that necessary that necessary platooning and speed control would be lost; or
- On a two-way street, where the adjacent signals do not provide the necessary degree of platooning and speed control, proposed signals could constitute a progressive signal system.

Warrant 6 is satisfied if the distance to the nearest traffic signal is greater than 1,000 feet; if the adjacent signals did not provide the necessary degree of platooning and the proposed and adjacent signals could constitute a progressive signal system.

For the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection, the distance to the nearest traffic signal to the west (i.e., at Hazeltine Avenue) on Riverside Drive is 2,000 feet. Although the traffic signals on Riverside Drive are coordinated, the traffic signals do not provide the necessary degree of platooning and speed control due to the significant distance between Woodman Avenue and Hazeltine Avenue. Thus, Warrant 6 is satisfied for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection.

For the New Fashion Square Westerly Driveway/Riverside Drive intersection, the distance to the nearest traffic signal to the east (i.e., at Woodman Avenue) on Riverside is 2,140 feet. Although the traffic signals on Riverside Drive are coordinated, the traffic signals do not provide the necessary degree of platooning and speed control due to the significant distance between Woodman Avenue and Hazeltine Avenue. Thus, Warrant 6 is satisfied for the New Fashion Square Westerly Driveway/Riverside Drive intersection.

In summary, based on the traffic signal warrants analysis prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections, the following conclusions are reached:

- The existing with project traffic volumes at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum thresholds shown for Conditions A and B associated with Warrant No. 1 (Eight Hour Vehicular Volume).
- The existing with project traffic volumes at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum thresholds shown for Warrant No. 2 (Four-Hour Vehicular Volume).

- The existing with project traffic volumes at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum thresholds shown for Warrant No. 3 (Peak Hour) during the AM and PM peak hours.
- The Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections satisfy the minimum criteria for Warrant No. 6 (Coordinated Signal System).

Based on the existing and future land uses in the project study area, future traffic volumes, and observed travel speeds on Riverside Drive, it is recommended that traffic signals be considered for installation at the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive and New Fashion Square Westerly Driveway/Riverside Drive intersections to improve overall safety and/or operation of the intersections. In addition, the traffic signal installation at these intersections would accommodate turning movements (particularly left-turn egress turning movements) in a safe and efficient manner. The accommodation of a left-turn ingress and egress movements at the two proposed Fashion Square Driveways on Riverside Drive is anticipated to alleviate the existing vehicular queuing at the existing Fashion Square driveways, to discourage vehicles from traveling through the adjacent residential areas, and to eliminate the potential safety concerns associated with the existing illegal left-turn maneuvers onto westbound Riverside Drive.

As stated in the LADOT MPP document, the decision to install a traffic signal is not based solely upon these warrants. Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right-of-way assignment beyond that which could be provided by stop sign control may be demonstrated.

It is noted that the owners of the Riverside Shopping Center may not permit an internal roadway connection between the Fashion Square and its center. In this scenario, the Riverside Shopping Center will continue to have vehicular access from its existing driveways along Riverside Drive and Woodman Avenue, with restricted left-turn ingress from Riverside Drive. Traffic signal warrants prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection without traffic from the Riverside Shopping Center have been previously submitted to LADOT. The traffic signal warrants conclude that the traffic signal for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection is warranted without traffic from the Riverside Drive intersection is warranted without traffic from the Riverside Shopping Center.

O/JOB_14L153606/Report#3606-pp).dvc

12.0 NEIGHBORHOOD STREET SEGMENT ANALYSIS

In order to address the issue of non-residential traffic using local streets in neighborhoods adjacent to the proposed project site, two local residential street segments located near the project site have been analyzed for potential significant impacts. These street segments were selected for analysis as they would have the highest potential to incur project-related trips. The street segments listed below were selected for analysis by LADOT:

- 1. Ranchito Avenue north of Riverside Drive
- 2. Matilija Avenue north of Riverside Drive

The significance of the potential impacts of project generated traffic at the study street segment was identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures*. According to the City's published traffic study guidelines, a transportation impact on a local residential street shall be deemed significant based on an increase in the project Average Daily Traffic (ADT) volumes as shown in *Table 12-1*.

| Tabl LOCAL RESIDENTIAL STREET SEGI | le 12-1 MENT IMPACT THRESHOLD CRITERIA |
|---|---|
| Projected Average Daily Traffic With Project (Final ADT) | Project-Related Increase in ADT |
| 0 to 999 | 16 percent or more of final ADT |
| 1,000 or more | 12 percent or more of final ADT |
| 2,000 or more | 10 percent or more of final ADT |
| 3,000 or more | 8 percent or more of final ADT |

The 24-hour machine traffic counts were conducted during a typical mid-week day (Tuesday, Wednesday, or Thursday) for the analyzed street segments. The traffic count data were increased at a rate of 2.0 percent (2.0%) per year to reflect year 2007 conditions. Copies of the 24-hour machine counts are contained in *Appendix F*.

The forecast traffic conditions at the analyzed street segment for existing, future pre-project and future with project scenarios are summarized in *Table 12-2*. The actual 24-hour count data was utilized to evaluate the existing conditions. As shown in Column [2] of *Table 12-2*, for purposes of estimating future pre-project traffic volume, a two percent (2.0%) annual growth rate through the year 2012 was conservatively added to the existing ADT volume to account for traffic generated by the related projects, as well as increases in general ambient traffic.

As presented in Column [5] of *Table 12-2*, the proposed project daily trips will incrementally affect traffic volumes on the analyzed street segments. As shown in *Table 12-2*, application of LADOT's threshold criteria for local residential street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segment.

| Table 12-2 |
|--|
| NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY |

| | | [1] | [2] | l: | 3] | [4] | [5] • YEAR 2012 | [6] PERCENT | [7] |
|-----|---|-----------------------|---------------------|--------------|--------------|------------------|--------------------|-----------------|---------|
| | | YEAR 2007 EXISTING | YEAR 2012 FUTURE | PROP PROJ | OSED JECT | DAILY PROJECT | FUTURE WITH | ADT INCREASE | |
| | | 24-HOUR | PRE-PROJECT | DIS | Т% | BUILD-OUT | PROJECT | WITH | SEGMENT |
| NO. | STREET SEGMENT | VOLUME | VOLUME | IN | OUT | TRIP ENDS | [(2)+(4)] | PROJECT | IMPACT |
|] | Ranchito Avenue north of Riverside Drive | 1,568 | 1,725 | 2.0% | 2.0% | 99 | 1,824 | 5.4% | NO |
| 2 | Matilija Avenue north of Riverside Drive | 802 | 882 | 0.0% | 0.0% | 0 | 882 | 0.0% | NO |

[1] The existing average daily traffic (ADT) volume was determined based on a count conducted by City Traffic Counters.

An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2007 existing conditions. A copy of the ADT summary data worksheet is provided in Appendix C.

[2] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2012 future pre-project volume.

[3] Distribution of inbound and outbound daily project traffic at the analyzed street segment.

[4] Project build-out daily trip ends include inbound and outbound trips based on a net increase of 4,964 daily trips.

[5] Total of columns [2] and [4].

[6] The ADT percentage increase due to project traffic was calculated by dividing [4] by [5].

[7] According to LADOT's "Traffic Study Policies & Procedures," March, 2002, page 10: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

Projected Average Daily Traffic with <u>Project (Final ADT)</u> 0 to 999 1,000 or more 2,000 or more 3,000 or more

Project-Related Increase in ADT 16% or more of final ADT 12% or more of final ADT 10% or more of final ADT 8% or more of final ADT

2

13.0 WEEKEND PROJECT IMPACT ANALYSIS

While not specifically required by LADOT staff, additional analysis was prepared to evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project to the local street system during the Saturday mid-day peak hour. Specifically, the focus of this analysis is to determine the potential traffic impacts at the following seven study intersections located immediately adjacent to the project site:

Int. No. 7: Hazeltine Avenue/Riverside Drive
Int. No. 8: Hazeltine Avenue/Fashion Square Lane
Int. No. 12: Woodman Avenue/Riverside Drive
Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps
Int. No. 14: Woodman Avenue/U.S. 101 Eastbound Ramps
Int. No. 17: Matilija Avenue-New Project Driveway/Riverside Drive
Int. No. 18: New Westerly Project Driveway/Riverside Drive

These intersections were selected for analysis during the Saturday mid-day peak hour conditions as they are immediately adjacent or in close proximity to the site, and therefore have the highest potential to incur potential impacts due to the project during this time period.

13.1 Existing Traffic Counts

Manual counts of vehicular turning movements were conducted at the seven adjacent study intersections during the Saturday mid-day period to determine the peak hour traffic volumes. The manual counts were conducted in March 2007 at the seven study intersections from 1:00 PM to 3:00 PM on Saturday to determine the Saturday mid-day peak hour. The Saturday mid-day peak period manual counts of vehicle movements at the seven adjacent study intersections are summarized in *Table 13-1*. The existing traffic volumes at the study intersections during the Saturday mid-day peak hour are shown in *Figure 13-1*. Summary data worksheets of the Saturday manual traffic counts at the seven adjacent study intersections are contained in *Appendix B*.

13.2 Traffic Forecasting Methodology

13.2.1 Weekend Project Trip Generation

Traffic volumes expected to be generated by the proposed project during the Saturday mid-day peak hour, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual. Traffic volumes expected to be generated by the proposed shopping center project were based upon per thousand square feet of gross leasable area. ITE Land Use Code 820 (Shopping Center) trip generation equation rates

Table 13-1 WEEKEND EXISTING TRAFFIC VOLUMES [1]

| [| | | | SATURDA | Y MIDDAY |
|-----|--|----------|----------------------|---------|--------------------------------|
| NO. | INTERSECTION | DATE | DIR | BEGAN | VOLUME |
| 7 | Hazeltine Avenue/ Riverside Drive | 03/17/07 | NB SB EB WB | 1:45 | 1,070 960 728 692 |
| 8 | Hazeltine Avenue/ Fashion Square Lane | 03/17/07 | NB SB EB WB | 1:45 | 868 1,066 11 234 |
| 12 | Woodman Avenue/ Riverside Drive | 03/17/07 | NB SB EB WB | 1:45 | 1,367 1,141 1,339 959 |
| 13 | Woodman Avenue/ U.S. 101 Freeway Westbound Ramps | 03/17/07 | NB SB EB WB | 1:00 | 1,407 1,555 0 596 |
| 14 | Woodman Avenue/ U.S. 101 Freeway Eastbound Ramps | 03/17/07 | NB SB EB WB | 1:00 | 1,047 1,360 758 0 |
| 17 | Matilija Avenue- New Project Driveway/ Riverside Drive | 03/17/07 | NB SB EB WB | 2:00 | 0 20 1,116 1,023 |
| 18 | New Project Driveway/ Riverside Drive | 03/17/07 | NB SB EB WB | 2:00 | 0 0 1,116 1,030 |

[1] Counts conducted by City Traffic Counters.



for the Saturday peak hour were used to forecast the traffic volumes expected to be generated by the proposed project as well as the existing shopping center.

The Saturday trip generation forecast for the proposed project is summarized in *Table 13-2*. As presented in *Table 13-2*, the proposed project is expected to generate a net increase of 632 vehicle trips (329 inbound trips and 303 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, the proposed project is forecast to generate a net increase of 6,252 daily trip ends during a typical Saturday (3,126 inbound trips and 3,126 outbound trips).

It is noted that the trip generation forecast provided herein likely overstates the actual amount of vehicular traffic that would be generated by the proposed expansion. By example, traffic counts were conducted at the existing Fashion Square driveways during the Saturday mid-day peak period. As shown in *Appendix C*, the Fashion Square currently generates 2,854 Saturday mid-day peak hour trips (1,627 inbound trips and 1,227 outbound trips). The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the Fashion Square providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" traffic analysis, the trip generation forecast based on the ITE trip rates have been utilized in the review of potential impacts associated with the project.

13.2.2 Project Trip Distribution

Similar to the weekday analysis, the project generated traffic was assigned to the local roadway system based on a trip distribution pattern developed in consultation with City staff. The forecast project traffic volumes at the study intersections for the Saturday mid-day peak hour are displayed in *Figure 13-2*.

13.3 Cumulative Development Projects

13.3.1 Related Projects

Traffic volumes expected to be generated by the related projects presented in *Table 8-1* were calculated using rates provided in the ITE Trip Generation manual. The related projects' respective traffic generation for the Saturday mid-day peak hour, as well as on a daily basis for a typical Saturday, is summarized in *Table 13-3*. The anticipated distribution of the related projects traffic volumes to the study intersections during the Saturday mid-day peak hour is displayed in *Figure 13-3*.

13.3.2 Ambient Growth Factor

Similar to the weekday analysis, the existing Saturday traffic volumes were increased at an annual rate of two percent (2.0%) to the year 2012 (i.e., the anticipated year of project build-out).

13.4 Traffic Analysis

Summaries of the v/c ratios and LOS values for the seven adjacent study intersections during the Saturday mid-day peak hour are shown in *Table 13-4*. The CMA data worksheets for the analyzed intersections are contained in *Appendix D*.

Table 13-2 WEEKEND PROJECT TRIP GENERATION [1]

| | | DAILY | MID-D | AY PEAK | HOUR |
|----------------------|----------------|---------------|-------|---------|-------|
| | | TRIP ENDS [2] | VC | DLUMES | [2] |
| LAND USE | SIZE | VOLUMES | . IN | OUT | TOTAL |
| | | | • | | |
| Proposed | | | | | |
| Shopping Center | 1,147,000 GLSF | 42,972 | 2,198 | 2,029 | 4,227 |
| Less 10% Pass-by [4] | | (4,297) | (220) | (203) | (423) |
| Subtotal | | 38,675 | 1,978 | 1,826 | 3,804 |
| | | | | | |
| Existing | | | | | |
| Shopping Center | 867,000 GLSF | 36,026 | 1,832 | 1,692 | 3,524 |
| Less 10% Pass-by [4] | | (3,603) | (183) | (169) | (352) |
| Subtotal | | 32,423 | 1,649 | 1,523 | 3,172 |
| | | | | | |
| NET CHANGE | 280,000 GLSF | 6,252 | 329 | 303 | 632 |

[1] Source: ITE "Trip Generation", 7th Edition, 2003.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 820 (Shopping Center) trip generation equation rates.

[4] Pass-by trips include traffic passing the site on an adjacent street with direct access to the land use. Pass-by reductions were based on the City of Los Angeles Department of Transportation policy on pass-by trips.

.



o:\job_file\3606\dwg\f13-2.dwg LDP 14:16:50 08/05/2008 rodriguez

| Γ | | | | DAILY | SAT | PEAK H | OUR |
|-----|--|--------|------------|---------------|-------|--------|-------|
| | | | 7 F | TRIP ENDS [2] | | OLUMES | [2] |
| | LANDUSE | | CE | VOLUMES | 114 | 001 | TOTAL |
| 1 | Apartment [3] | 142 | UD | 859 | 15 | 62 | 77 |
| 2 | Camino Real Mixed-Use Development | | | | | | |
| | Condominium [4] | 88 | DU | 516 | 31 | 15 | 46 |
| | Retail [5] | 6,000 | GSF | 300 | 16 | 14 | 30 |
| 1 | Quality Restaurant [6] | 7,000 | GSF | 661 | 45 | 31 | 76 |
| | Fast-Food Restaurant with Drive-Through [7] | 3,500 | GSF | 2,527 | 106 | 101 | 207 |
| 3 | Office [8] | 29,475 | GSF | 82 | 8 | 6 | 14 |
| 4 | Drugstore [9] | 11,244 | GSF | 880 | 44 | 44 | 88 |
| 5 | Private School [10] | 80 | Students | Nom. | Nom. | Nom. | Nom. |
| 6 | Retail [5] | 60,000 | GSF | 2,998 | 155 | 143 | 298 |
| 7 | Apartment [3] | 98 | טס | 513 | 12 | 47 | 59 |
| 8 | Gas Station [11] | 392 | SF | 380 | 19 | 19 | 38 |
| 9 | Community College [12] | 2,300 | Students | 966 | 66 | 49 | 115 |
| 10 | Condominium [4] | 52 | טט | 305 | 18 | 9 | 27 |
| | Retail [5] | 7,460 | GSF | 373 | 19 | 18 | 37 |
| hi. | I Villaggio Toscano Project | | | | | | |
| 1 | Apartment [3] | 500 | DU | 3,669 | 45 | 179 | 224 |
| | Retail [5] | 10,000 | GSF | 500 | 26 | 24 | 50 |
| | Supermarket [13] | 45,000 | GSF | 7,992 | 247 | 237 | 484 |
| | Existing Apartments [14] | 24 | טמ | (153) | (6) | (6) | (12) |
| | Existing Single Family Detached Housing [15] | 11 | DU | (111) | (5) | (5) | (10) |
| | Existing Office [8] | 52,452 | GSF | (131) | (12) | (10) | (22) |
| 12 | Self- Storage [16] | 60,250 | GSF | 74 | 4 | 3 | 7 |
| | Existing Health/Fitness Club [17] | 14,624 | GSF | 305 | 19 | 19 | 38 |
| 13 | New Car Sales [18] | 85,038 | GSF | 1,788 | 129 | 124 | 253 |
| 14 | Condominium [4] | 26 | DU | 152 | 9 | 5 | 14 |
| 15 | Condominium [4] | 23 | DU | 135 | 8 | 4 | 12 |
| 16 | Private School [9] | 300 | Students | Nom. | Nom. | Nom. | Nom. |
| 17 | Condominium [4] | 247 | DU | 1,447 | 86 | 42 | 128 |
| | TOTAL | | | 27,027 | 1,104 | 1.174 | 2,278 |

Table 13-3 WEEKEND RELATED PROJECTS TRIP GENERATION [1]

[1] Source: ITE "Trip Generation", 7th Edition, 2003.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation equation rates for Saturday daily and peak hour of generator.

[4] ITE Land Use Code 230 (Townhome/Condominium) trip generation average rates for Saturday daily and

peak hour of generator.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates for Saturday daily and peak hour of generator.

[6] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates for Saturday daily and peak hour of generator.

[7] ITE Land Use Code 933 (Fast-Food Restaurant without Drive-Through) trip generation average rates for Saturday

- daily and peak hour of generator.
- [8] ITE Land Use Code 710 (General Office Building) trip generation equation rates for Saturday daily and peak hour of generator.
- [9] ITE Land Use Code 881 (Pharmacy/Drugstore without Drive-Through Window) trip generation average rates for Saturday peak hour of generator. The peak hour traffic volumes represent ten percent of the daily trip generation forecast.

[10] Please note that the weekend daily and peak hour traffic volumes for Private School are assumed to be nominal.
[11] As the ITE Trip Generation Manual does not provide weekend trip generation rates for this land use, ITE Land Use

Code 945 (Gasoline Station with Convenience Market) weekday trip generation average rates were utilized.

[12] ITE Land Use Code 540 (Junior/Community College) trip generation average rates for Saturday daily and peak hour of generator.

[13] ITE Land Use Code 850 (Supermarket) trip generation average rates for Saturday daily and peak hour of generator.

[14] ITE Land Use Code 220 (Apartment) trip generation average rates for Saturday daily and peak hour of generator.
[15] ITE Land Use Code 210 (Single Family Housing) trip generation average rates for Saturday daily and peak hour of

generator. [16] ITE Land Use Code 841 (New Car Sales) trip generation average rates for Saturday daily and peak hour of generator.

[17] ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates for Saturday daily and peak nour of generator.

[18] ITE Land Use Code 841 (New Car Sales) trip generation average rates for Saturday daily and peak hour of generator.

2



LINSCOTT, LAW & GREENSPAN, engineers

SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE WEEKEND PEAK HOUR Table 13-4

| L | | | [1] | | [2] | | [6] | | | | [4] | | | 5 | | |
|-----|---|---------------------|-------|----------|-------------|--------------|-------------------|------------|--------------------|-------------|-----------|---------|-------------------|------|-----------|-------|
| | | | YEAR: | 2007 | YEAR WI AMB | 2012 IENT | YEAR 2 W/ RELA | 012 TED | YEAR 2 W/ PROP(| 012 OSED | CHANGE | SIGNIF. | VEAR 2 W/ PROJ | ECT | CHANGE | MITI- |
| | | PEAK | EXIST | DNG | GROW | HT | PROJEC | TS | PROJE | ដ | V/C | IMPACT | MITIGAT | TION | V/C | GATED |
| NO. | INTERSECTION | HOUR | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | [(4)-(3)] | [0] | V/C | LOS | [(2)-(3)] | |
| 4 | Hazeltine Avenue/ Riverside Drive | Saturday Mid-day | 0.684 | ш | 0.760 | U | 0.795 | υ | 0.842 | D | 0.047 | YES | 0.812 | D | 0.017 | YES |
| ∞ | Hazeltine Avenue/ Fashion Square Lane | Saturday Míd-day | 0.636 | щ | 0.707 | υ | 0.719 | υ | 0.764 | U | 0.045 | YES | 0.734 | υ | 0.015 | YES |
| 12 | Woodman Avenue/ Riverside Drive | Saturday Mid-day | 0.874 | <u>Q</u> | 0.968 | ш | 1.024 | jı. | 1.086 | ц | 0.062 | YES | 0,997 | ш | -0.027 | YES |
| 13 | Woodman Avenue/ US-101 Freeway Westbound Ramps | Saturday Mid-day | 0.757 | U | 0.840 | Ω | 0.856 | D | 0.900 | D | 0.044 | YES | 0.870 | D | 0.014 | YES |
| 14 | Woodman Avenue/ US-101 Freeway Eastbound Ramps | Saturday Mid-day | 0.590 | ¥ | 0.626 | В | 0.644 | е | 0.688 | в | 0.044 | O N | 0.688 | ш | 0.044 | I |
| 17 | Project Driveway-Matilija Avenue Riverside Drive [a] | Saturday Mid-day | 0.472 | × | 0.519 | × | 0.547 | A | 0.606 | В | 0.059 | ON | 0.606 | щ | 0.059 | 1 |
| 18 | New Project Driveway (Tunnel Access) Riverside Drive [b] | Saturday Mid-day | 0.000 | ¥ | 0.000 | V | 0,000 | A | 0.755 | U | 0.755 | ON | 0.755 | U | 0.755 | 1 |
| | | | | | | | | | | | | | | | | |

Intersection proposed to be signalized as part of the proposed project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. Intersection currently does not exist. Intersection proposed to be signalized as part of the proposed project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. ATSAC/ATCS as part of the Victory System No. 6. According to LADOTs "Traffic Study Policies and Procedures, " March 2002, Page 10, a transportation impact on an intersection shall be deemed significant in accordance with the following table: p [a]

ত

040 020 010

| Project-Related Increase in |) equal to or greater than 0. |) equal to or greater than 0. | equal to or greater than 0. |
|-----------------------------|-------------------------------|-------------------------------|-----------------------------|
| Einal V/C | > 0.700 - 0.800 | > 0.800 - 0.900 | > 0.900 |
| Level of Service | υ | D | E/F |

.

LINSCOTT, LAW & GREENSPAN, engineers

LLG Ref. 1-053606-1

13.4.1 Existing Conditions

As indicated in column [1] of *Table 13-4*, all of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during Saturday mid-day peak hour are displayed in *Figure 13-1*.

13.4.2 Existing With Ambient Growth Conditions

As shown in column [2] of *Table 13-4*, six of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour with the addition of ambient growth traffic through the year 2012. The following study intersection is expected to operate at LOS E during the during Saturday mid-day peak hour with the addition of ambient growth traffic:

Int. No. 12: Woodman Avenue/Riverside Drive Mid-day Peak Hour: v/c=0.968, LOS E

The existing with ambient growth traffic volumes at the study intersections during all of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour are shown in *Figure 13-4*.

13.4.3 Future Pre-Project Conditions

As presented in column [3] of *Table 13-4*, five of the seven adjacent study intersections are expected to continue operating at LOS D or better during the Saturday mid-day peak hour with the addition of growth in ambient traffic and the traffic due to the related projects. The following study intersection is expected to operate at LOS E during the Saturday mid-day peak hour with the addition of ambient traffic and the traffic due to the related projects:

Int. No. 12: Woodman Avenue/Riverside Drive Mid-day Peak Hour: v/c=1.024, LOS F

The future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the Saturday mid-day peak hour are presented in *Figure 13-5*.

13.4.4 Future With Project Conditions

As shown in column [4] of *Table 13-4*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create significant impacts at four of the seven adjacent study intersections. The proposed project is expected to create significant impacts at the following locations according to the City's impact criteria during the Saturday mid-day peak hour with the addition of ambient growth, related projects traffic, and project-related traffic:

Int. No. 7: Hazeltine Avenue/Riverside Drive Mid-Day peak hour *v/c* ratio increase of 0.047 [to 0.842 (LOS D) from 0.795 (LOS C)]

Int. No. 8: Hazeltine Avenue/Fashion Square Lane Mid-Day peak hour *v/c* ratio increase of 0.045 [to 0.764 (LOS C) from 0.719 (LOS C)]

O'JOB_FILE3606 Report#3600-spib.doc



o:\job_file\3606\dwg\f13-4.dwg LDP 13:59:14 02/21/2008 rodriguez



o:\job_file\3606\dwg\f13-5.dwg LDP 14:00:07 02/21/2008 rodriguez



o:\job_file\3606\dwg\f13-6.dwg LDP 14:17:24 08/05/2008 rodriquez

The ATCS upgrade further reduces the critical v/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the v/c ratios for this intersection. In addition, redesignate the curb lane on the southbound approach on Woodman Avenue to an optional through/right-turn lane. The resultant lane configurations at the southbound approach will be one left-turn lane, two through lanes and one optional through/right-turn lane. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection could be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection. The schematic plan of the proposed improvement at the Woodman Avenue/Riverside Drive intersection is contained in *Appendix A*.

In addition, LADOT recommends that left-turns from northbound Woodman Avenue to La Maida Street be restricted during the weekday PM peak period. After the mitigation is implemented, LADOT will review the Woodman Avenue/La Maida Street intersection and determine if additional turn restriction measures are required.

As shown in *Table 13-4*, the proposed mitigation is expected to improve the v/c ratio to 0.997 (LOS E) from 1.086 (LOS F) during the Saturday mid-day peak hour. The improvement in the calculated v/c ratio is due to both the installation of ATCS, as well as the redesignation of the southbound Woodman Avenue right-turn lane to an optional through/right-turn lane. Thus, the significant impact at this intersection during the Saturday mid-day peak hour would be reduced to less than significant levels.

Int. No. 13: Woodman Avenue/U.S. 101 Westbound Ramps

The recommended mitigation consists of funding provided by the project for the installation of LADOT's ATCS at this intersection. This intersection is already included as part of the Victory ATSAC system. LADOT estimates that the ATSAC system reduces critical ν/c ratios by seven percent (0.07) which has already been accounted for in the analysis of intersection operations. The ATCS upgrade further reduces the critical ν/c ratios by three percent (0.03). Therefore, an additional reduction of 0.03 was assumed in the calculation of the ν/c ratios for this intersection.

As shown in *Table 13-4*, the proposed mitigation is expected to improve the v/c ratio to 0.870 (LOS D) from 0.900 (LOS D) during the Saturday mid-day peak hour. Thus, the significant impact at this intersection during the Saturday mid-day peak hour would be reduced to less than significant levels.

13.5 Neighborhood Street Segment Analysis

As described in the Neighborhood Street Segment Analysis section (see Subsection 12.0) of this study, the potential impacts to the local residential streets north of the project site are deemed to be less than significant. As shown in *Table 12-2*, the incremental increase due to the proposed project is 5 percent (5%), which is half of the threshold of significance (10%) based on the LADOT approved methodology. Therefore, traffic impacts to the local residential streets north of the project site it is not anticipated to occur during the weekend conditions, even with a higher level of project-generated traffic on weekends.

14.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July, 2004.

According to Section B.9.1 (Appendix B, page B-6) of the 2004 CMP manual, the criteria for determining a significant impact is as follows:

"A significant transportation impact occurs when the proposed project increases traffic demand by 2% of capacity (V/C \ge 0.02), causing or worsening LOS F (V/C \ge 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

14.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

| 1 | CMP Station | Intersection |
|---|-------------|--|
| | Int. No. 74 | Ventura Boulevard/Laurel Canyon Boulevard |
| | Int. No. 76 | Ventura Boulevard/Sepulveda Boulevard |
| | Int. No. 78 | Ventura Boulevard/Woodman Avenue (Study Int. No. 16) |

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during the AM or PM peak hours at any of the CMP monitoring intersections which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

It should be noted that the Woodman Avenue/Ventura Boulevard intersection was analyzed as part of the traffic study. The Woodman Avenue /Ventura Boulevard intersection was evaluated using the CMA method of analysis which determines Volume-to-Capacity (ν/c) ratios on a critical lane basis. The overall intersection ν/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. A description of the CMA method and corresponding Level of Service is provided in *Appendix D*. A summary of the ν/c ratios and LOS values for this intersection during the AM and PM peak hours is shown in *Table 9-2*. The CMA data worksheets for this intersection are contained in *Appendix D*.

As shown in *Table 9-2*, the proposed project is not expected to create a significant impact at the Woodman Avenue /Ventura Boulevard intersection based on the CMP significant impact criteria. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

14.2 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

| 2 | CMP Station | Segment |
|---|---------------|---|
| | Seg. No. 1038 | U.S. 101 Freeway at Coldwater Canyon Avenue |

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring location which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Specifically, based on the data provided in *Figures 7-2 and 7-3*, the project is forecast to add four (4) eastbound trips and seven (7) westbound trips to the freeway monitoring location during the AM peak hour. Similarly, during the PM peak hour, an additional 30 eastbound trips and 27 westbound trips are forecast at the monitoring location due to the project. These forecast additional trips are substantially less than the CMP threshold for additional analysis. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

14.3 Transit

As required by the 2004 Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed project.

The project trip generation, as shown in *Table 7-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 5 net new transit trips (3 inbound trips and 2 outbound trips) during the weekday AM peak hour. During the PM peak hour, the proposed project is forecast to generate demand for 23 net new transit trips (11 inbound trips and 12 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a demand for 243 daily transit trips. The calculations are as follows:

- AM Peak Hour Trips = $95 \times 1.4 \times 0.035 = 5$ Transit Trips
- PM Peak Hour Trips = 476 × 1.4 × 0.035 = 23 Transit Trips
- Daily Trips = 4,964 × 1.4 × 0.035 = 243 Transit Trips

It is anticipated that the existing transit service in the project area will adequately accommodate the project generated transit trips. Thus, given the relatively low number of generated transit trips, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

15.0 VOLUNTARY TRANSPORTATION IMPROVEMENTS

As described in the prior section, based on an analysis of potential traffic impacts during weekday and weekend peak hours, the proposed project is forecast to cause impacts that may be potentially significant at ten study intersections. Transportation improvement measures have been identified herein to mitigate the impacts to levels of significance. Further, based on the LADOT approved methodology, the potential impacts to the local residential streets north of the project site are deemed to be less than significant. Therefore, with the exception of the previously identified traffic mitigation measures, no additional measures are required.

The project applicant, in consultation with LADOT, has volunteered to implement two additional transportation improvements so as to improve local traffic operations:

- Fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of Fashion Square.
- Design and install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue and Riverside Drive at the Hazeltine Avenue/Riverside Drive intersection (i.e., all approaches to the intersection). Based on recent discussions with LADOT staff, the southbound left-turn phasing on Hazeltine Avenue is currently under construction by LADOT. Therefore, the Fashion Square will volunteer to implement the installation of the protected/permissive left-turn phasing at the remaining approaches to the intersection (i.e., northbound approach on Hazeltine Avenue and eastbound and westbound approaches on Riverside Drive).
- Design and install upgraded traffic delineators along Hazeltine Avenue between Riverside Drive and Fashion Square Lane using "quik-kurb" or similar installation approved by LADOT.

16.0 CONCLUSIONS

This traffic analysis has been conducted to identify and evaluate the potential impacts of traffic generated by the proposed Westfield Fashion Square Expansion project. The proposed project is located on the south side of Riverside Drive between Hazeltine Avenue and Woodman Avenue. The proposed project consists of the expansion of the existing shopping center by 280,000 square feet of gross leasable floor area to provide a total of approximately 1,147,000 square feet of gross leasable floor area.

This traffic analysis evaluates potential project-related impacts at 18 intersections and two street segments. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that six of the 18 study intersections are anticipated to be significantly impacted by the proposed project during the weekday conditions. Incremental but not significant impacts are noted at the remaining 12 study intersections, as well as at the two local residential street segments evaluated in the analysis. It is recommended that the significant transportation impacts be mitigated through a contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation. This recommended mitigation measure is anticipated to reduce the forecast project-related significant impacts to less than significant levels.

While not specifically required for traffic mitigation purposes, it is recommended that, as part of the proposed project, traffic signals be installed at the Matilija Avenue-New Easterly Fashion Square Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive intersection (Tunnel Access)

A focused analysis was also prepared to evaluate the potential traffic impacts of the proposed Westfield Fashion Square Expansion project during the Saturday mid-day peak hour at seven study intersections located immediately adjacent to the project site. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that four of the seven study intersections are anticipated to be significantly impacted by the proposed project during the weekend conditions. Incremental but not significant impacts are noted at the remaining three study intersections. The aforementioned contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at the four impacted study intersections is recommended to mitigate potential impacts. In addition, at the Woodman Avenue/Riverside Drive intersection be reconfigured to provide one left-turn lane, two through lanes and one optional through/right-turn lane to reduce the forecast project-related significant impacts to less than significant levels.

Parking utilization observations conducted at the site during the 2005 and 2006 holiday shopping periods revealed that the demand for parking peaked at a ratio equivalent to 4.03 parking spaces per 1,000 GLSF (observed at 4:00 PM on December 26). Therefore, parking provided at the site in conjunction with the proposed expansion at a rate of 4.25 parking spaces per 1,000 GLSF is expected to be adequate to accommodate peak parking demands during the December holiday season, as well as throughout the year.

APPENDIX **A**

PROPOSED SITE ACCESS AND INTERSECTION IMPROVEMENTS

⇒








APPENDIX B

MANUAL TRAFFIC COUNTS

APPENDIX B-1

WEEKDAY CONDITIONS

 File Name
 : 355501

 Site Code
 : 00355501

 Start Date
 : 11/17/2005

 Page No
 : 1

| | | | | ·D | F | G | TOUPS Pri | ntea- i ur | | Vement | | | | | | | |
|--------------|-------|-----------------|--------|---------------|-------|---------|-----------|------------|-------|-----------------|--------|-------|-------|--------|-------|-------|-------|
| | | VAN NU South | 15 BLV | D. | r | Wor | thound | | | VAN NU Norti | hound | J. | | East | bound | | |
| | | 3000 | | A | | vves | | ٨٣٣ | | 14011 | | 100 | | L.d.51 | Dound | Ann | Int |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Total |
| Factor | 1.0 | 1.0 | 10 | TOLAI | 10 | 10 | 10 | TOLAI | 1.0 | 10 | 10 | 10101 | 1.0 | 1.0 | 1.0 | TULAI | TOLAI |
| 07:00 AM | 1.0 | 345 | 17 | 362 | 28 | <u></u> | 84 | 112 | | 190 | 0 | 223 | 0 | 0 | 0 | 0 | 697 |
| 07:15 AM | ň | 368 | 22 | 302 | 36 | 0 | 138 | 174 | 67 | 186 | 0 0 | 248 | ň | ñ | ñ | ñ | 812 |
| 07:20 AM | 0 | 206 | 11 | 217 | 20 | 0 | 150 | 205 | 124 | 101 | 0 | 270 | 0 | 0 | 0 | 0 | 847 |
| 07.30 AM | 0 | 200 | 15 | 262 | 77 | 0 | 144 | 205 | 120 | 750 | 0 | 200 | 0 | 0 | 0 | 0 | 877 |
| | 0 | 1267 | 15 | 1222 | 102 | 0 | <u> </u> | 220 | 250 | 239 | 0 | 1104 | 0 | | 0 | 0 | 2722 |
| TOLAI | U | 1267 | 05 | 1332 | 193 | U | 524 | /1/ | 320 | 020 | U | 1104 | 0 | 0 | U | 0 | 3233 |
| 08:00 AM | 0 | 247 | 7 | 254 | 113 | 0 | 167 | 280 | 105 | 315 | 0 | 420 | 0 | 0 | 0 | 0 | 954 |
| 08:15 AM | 0 | 324 | 22 | 346 | 88 | 0 | 177 | 265 | 107 | 357 | 0 | 464 | 0 | 0 | 0 | 0 | 1075 |
| 08:30 AM | 0 | 268 | 41 | 309 | · 65 | 0 | 108 | 173 | 129 | 316 | 0 | 445 | 0 | 0 | 0 | 0 | 927 |
| 08:45 AM | 0 | 270 | 49 | 319 | 48 | 0 | 111 | 159 | 138 | 332 | 0 | 470 | 0 | 0 | 0 | 0 | 948 |
| Total | 0 | 1109 | 119 | 1228 | 314 | 0 | 563 | 877 | 479 | 1320 | 0 | 1799 | 0 | 0 | 0 | 0 | 3904 |
| 09:00 AM | 0 | 318 | 40 | 358 | 46 | 0 | 73 | 119 | 151 | 351 | 0 | 502 | 0 | 0 | 0 | 0 | 979 |
| 09:15 AM | Ō | 335 | 52 | 387 | 62 | Õ | 75 | 137 | 98 | 309 | Ō | 407 | 0 | Ō | Ō | 0 | 931 |
| 09:30 AM | õ | 311 | 30 | 341 | 41 | ñ | 58 | 99 | 99 | 288 | õ | 387 | Ő | ō | Ō | 0 | 827 |
| 09:45 AM | Ő | 336 | 34 | 370 | 37 | ň | 56 | 93 | 75 | 318 | Ő | 393 | õ | ō | Ō | Ō | 856 |
| Total | 0 | 1300 | 156 | 1456 | 186 | 0 | 262 | 448 | 423 | 1266 | 0 | 1689 | 0 | 0 | 0 | 0 | 3593 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 327 | 42 | 369 | 63 | 0 | 96 | 159 | 120 | 411 | 0 | 531 | 0 | 0 | 0 | 0 | 1059 |
| 03:15 PM | 0 | 353 | 54 | 407 | 48 | 0 | 117 | 165 | 118 | 399 | 0 | 517 | 0 | 0 | 0 | 0 | 1089 |
| 03:30 PM | 0 | 369 | 54 | 423 | 49 | 0 | 126 | 175 | 163 | 351 | 0 | 514 | 0 | 0 | 0 | 0 | 1112 |
| 03:45 PM | 0 | 327 | 58 | 385 | 65 | 0 | 118 | 183 | 141 | 370 | 0 | 511 | 0 | 0 | 0 | 0 | 1079 |
| Total | 0 | 1376 | 208 | 1584 | 225 | 0 | 457 | 682 | 542 | 1531 | 0 | 2073 | 0 | 0 | 0 | 0 | 4339 |
| 04:00 PM | 0 | 262 | 66 | 328 | 60 | 0 | 112 | 172 | 143 | 394 | 0 | 537 | 0 | 0 | 0 | 0 | 1037 |
| 04.15 PM | Õ | 309 | 65 | 374 | 58 | ñ | 117 | 175 | 135 | 399 | õ | 534 | ñ | Ō | Ō | 0 | 1083 |
| 04·30 PM | ñ | 325 | 29 | 354 | 55 | ñ | 132 | 187 | 141 | 358 | Õ | 499 | õ | Ő | ñ | 0 | 1040 |
| 04:45 PM | 0 | 321 | 20 | 365 | 57 | 0 | 104 | 161 | 153 | 354 | õ | 507 | 0 | n | ñ | 0 | 1033 |
| Total | 0 | 1217 | 204 | 1421 | 230 | 0 | 465 | 695 | 572 | 1505 | 0 | 2077 | 0 | 0 | 0 | 0 | 4193 |
| 10001 | Ŭ | 1611 | 201 | 1 121 | 250 | 0 | 105 | 055 | , 5/2 | 1505 | Ū | 2077 | Ū | Ŭ | 0 | | /100 |
| 05:00 PM | 0 | 283 | 32 | 315 | 53 | 0 | 112 | 165 | 156 | 425 | 0 | 581 | 0 | 0 | 0 | 0 | 1061 |
| 05:15 PM | 0 | 215 | 30 | 245 | 63 | 0 | 138 | 201 | 143 | 355 | 0 | 498 | 0 | 0 | 0 | 0 | 944 |
| 05:30 PM | 0 | 190 | 42 | 232 | 70 | 0 | 122 | 192 | 162 | 336 | 0 | 498 | 0 | 0 | 0 | 0 | 922 |
| 05:45 PM | 0 | 252 | 37 | 289 | 68 | 0 | 134 | 202 | 136 | 360 | 0 | 496 | 0 | 0 | 0 | 0 | 987 |
| Total | 0 | 940 | 141 | 1081 | 254 | 0 | 506 | 760 | 597 | 1476 | 0 | 2073 | 0 | 0 | 0 | 0 | 3914 |
| Grand Total | 0 | 7209 | 893 | 8102 | 1402 | n | 2777 | 4179 | 2971 | 7924 | 0 | 10895 | 0 | 0 | 0 | 0 | 23176 |
| Apprch % | 0.0 | 89.0 | 11.0 | 0102 | 33.5 | 0.0 | 66.5 | | 27.3 | 72.7 | 0.0 | | 0.0 | 0.0 | 0.0 | - | - |
| Total % | 0.0 | 31.1 | 3.9 | 35.0 | 6.0 | 0.0 | 12.0 | 18.0 | 12.8 | 34.2 | 0.0 | 47.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | 2.0 | | 5.5 | 55.5 | , 5.0 | 5.5 | | _0.0 | | | | | | | | , | |

| | / | VAN NU | YS BLVI | D. | F | IVERSI | DE DRI | νË | 1 | VAN NÜ | YS BLVI | Э. | | | | | |
|-----------------|--------|---------|---------|----------|----------|--------|--------|---------------|-------|--------|---------|-------|------------|------|-------|---------------|---------------|
| | | South | nbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. | Right | Thru | Left | App. Total | Right | Thru | Left | App. | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 07:0 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | | I | Total | | L | | Total | . <u> </u> | ! | | | 10101 |
| Intersection | 08:15 | AM | | | | | | | | | | | | | | Í | |
| Volume | 0 | 1180 | 152 | 1332 | 247 | 0 | 469 | 716 | 525 | 1356 | 0 | 1881 | 0 | 0 | 0 | 0 | 3929 |
| Percent | 0.0 | 88.6 | 11.4 | | 34.5 | 0.0 | 65.5 | | 27.9 | 72.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| 08:15 Volume | 0 | 324 | 22 | 346 | 88 | 0 | 177 | 265 | 107 | 357 | 0 | 464 | 0 | 0 | 0 | 0 | 1075 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.914 |
| High Int. | 09:00 | AM | | | 08:15 | AM | | | 09:00 | AM | | | 6:45:0 | MA 0 | | | |
| Volume | 0 | 318 | 40 | 358 | 88 | 0 | 177 | 265 | 151 | 351 | 0 | 502 | | | | | |
| Peak Factor | | | | 0.930 | | | | 0.675 | | | | 0.937 | | | | | |

Groups Printed- Turning Movement

 File Name
 : 355501

 Site Code
 : 00355501

 Start Date
 : 11/17/2005

 Page No
 : 2

| | \ | VAN NU Souti | YS BLV bound | D. | F | RIVERSI Wes | DE DRIV | /E | ١ | AN NU/ North | YS BLV | D. | | East | bound | | |
|-----------------|--------|-----------------|-----------------|---------------|----------|----------------|---------|---------------|-------|-----------------|--------|---------------|-------|------|-------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:0 | O PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 03:00 | PM | | | | | | | | | | | | | | | |
| Volume | 0 | 1376 | 208 | 1584 | 225 | 0 | 457 | 682 | 542 | 1531 | 0 | 2073 | 0 | 0 | 0 | 0 | 4339 |
| Percent | 0.0 | 86.9 | 13.1 | | 33.0 | 0.0 | 67.0 | | 26.1 | 73.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| 03:30 Volume | 0 | 369 | 54 | 423 | 49 | 0 | 126 | 175 | 163 | 351 | 0 | 514 | 0 | 0 | 0 | 0 | 1112 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.975 |
| High Int. | 03:30 | PM | | | 03:45 | PM | | | 03:00 | PM | | | | | | | |
| Volume | 0 | 369 | 54 | 423 | 65 | 0 | 118 | 183 | 120 | 411 | 0 | 531 | | | | | |
| Peak Factor | | | | 0.936 | | | | 0.932 | | | | 0.976 | | | | | |

File Name : 355502 Site Code : 00355502 Start Date : 11/17/2005 Page No : 1

| | | | | | | Gr | oups Pri | nted- Tur | ning Mo | vement | | | | | _ | | |
|--------------|-------|-------|---------|---------------|-------|--------|----------|---------------|---------|--------|--------|-------|-------|----------|---------|-------|-------|
| | \ | AN NU | YS BLVC | Э. | US | 101 NB | OFF RA | MP | , | VAN NU | YS BLV | D. | US | 5 101 NE | 3 ON RA | MP | |
| | · | South | bound | A | | West | bound | 1.22 | | Nortr | nponna | Ann | | East | bouna | Ann | Int |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 128 | 292 | 0 | 420 | 73 | 0 | 59 | 132 | 0 | 135 | 97 | 232 | 0 | 0 | 0 | 0 | 784 |
| 07:15 AM | 211 | 301 | 0 | 512 | 59 | 3 | 33 | 95 | 0 | 185 | 119 | 304 | 0 | 0 | 0 | 0 | 911 |
| 07:30 AM | 210 | 255 | 0 | 465 | 59 | 1 | 41 | 101 | 0 | 267 | 122 | 389 | 0 | 0 | 0 | 0 | 955 |
| 07:45 AM | 172 | 213 | 0 | 385 | 80 | 1 | 40 | 121 | 0 | 328 | 96 | 424 | 0 | 0 | 0 | 0 | 930 |
| Total | 721 | 1061 | 0 | 1782 | 271 | 5 | 173 | 449 | 0 | 915 | 434 | 1349 | 0 | 0 | 0 | 0 | 3580 |
| 08:00 AM | 187 | 220 | 0 | 407 | 112 | 3 | 64 | 179 | 0 | 319 | 91 | 410 | 0 | 0 | 0 | 0 | 996 |
| 08:15 AM | 190 | 306 | 0 | 496 | 136 | 0 | 54 | 190 | 0 | 330 | 89 | 419 | 0 | 0 | 0 | 0 | 1105 |
| 08:30 AM | 159 | 231 | 0 | 390 | 113 | 5 | 62 | 180 | 0 | 332 | 82 | 414 | 0 | 0 | 0 | 0 | 984 |
| 08:45 AM | 140 | 242 | 0 | 382 | 124 | 2 | 79 | 205 | 0 | 341 | 82 | 423 | 0 | 0 | 0 | 0 | 1010 |
| Total | 676 | 999 | 0 | 1675 | 485 | 10 | 259 | 754 | 0 | 1322 | 344 | 1666 | 0 | 0 | 0 | 0 | 4095 |
| 09:00 AM | 117 | 272 | 0 | 389 | 141 | 1 | 85 | 227 | 0 | 365 | 87 | 452 | 0 | 0 | 0 | 0 | 1068 |
| 09:15 AM | 108 | 288 | Ő | 396 | 127 | 5 | 109 | 241 | Ō | 283 | 86 | 369 | 0 | 0 | Ō | 0 | 1006 |
| 09:30 AM | 123 | 285 | õ | 408 | 119 | 0 | 92 | 211 | 0 | 286 | 84 | 370 | 0 | 0 | 0 | 0 | 989 |
| 09:45 AM | 89 | 290 | Ő | 379 | 116 | 3 | 89 | 208 | Ō | 267 | 100 | 367 | 0 | 0 | 0 | 0 | 954 |
| Total | 437 | 1135 | 0 | 1572 | 503 | 9 | 375 | 887 | 0 | 1201 | 357 | 1558 | 0 | 0 | 0 | 0 | 4017 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 164 | 257 | 0 | 421 | 115 | 1 | 63 | 179 | 0 | 416 | 186 | 602 | 0 | 0 | 0 | 0 | 1202 |
| 03:15 PM | 192 | 266 | 0 | 458 | 106 | 0 | 74 | 180 | 0 | 399 | 185 | 584 | 0 | 0 | 0 | 0 | 1222 |
| 03:30 PM | 221 | 270 | 0 | 491 | 107 | 1 | 75 | 183 | 0 | 407 | 150 | 557 | 0 | 0 | 0 | 0 | 1231 |
| 03:45 PM | 163 | 266 | 0 | 429 | 104 | 0 | 80 | 184 | 0 | 411 | 175 | 586 | 0 | 0 | 0 | 0 | |
| Total | 740 | 1059 | 0 | 1799 | 432 | 2 | 292 | 726 | 0 | 1633 | 696 | 2329 | 0 | 0 | 0 | 0 | 4854 |
| 04:00 PM | 131 | 238 | 0 | 369 | 108 | 1 | 60 | 169 | 0 | 426 | 170 | 596 | 0 | 0 | 0 | 0 | 1134 |
| 04:15 PM | 180 | 256 | Õ | 436 | 80 | 1 | 56 | 137 | 0 | 448 | 158 | 606 | 0 | 0 | 0 | 0 | 1179 |
| 04:30 PM | 187 | 243 | Ō | 430 | 99 | 1 | 68 | 168 | 0 | 394 | 157 | 551 | 0 | 0 | 0 | 0 | 1149 |
| 04:45 PM | 183 | 261 | 0 | 444 | 92 | 2 | 68 | 162 | 0 | 409 | 168 | 577 | 0 | 0 | 0 | 0 | 1183 |
| Total | 681 | 998 | 0 | 1679 | 379 | 5 | 252 | 636 | 0 | 1677 | 653 | 2330 | 0 | 0 | 0 | 0 | 4645 |
| 05:00 PM | 168 | 231 | 0 | 399 | 89 | 1 | 97 | 187 | 0 | 469 | 192 | 661 | 0 | 0 | 0 | 0 | 1247 |
| 05:15 PM | 145 | 200 | 0 | 345 | 57 | 0 | 72 | 129 | 0 | 435 | 159 | 594 | 0 | 0 | 0 | 0 | 1068 |
| 05:30 PM | 139 | 167 | 0 | 306 | 69 | 0 | 50 | 119 | 0 | 417 | 171 | 588 | 0 | 0 | 0 | 0 | 1013 |
| 05:45 PM | 161 | 212 | 0 | 373 | 75 | 0 | 67 | 142 | 0 | 418 | 151 | 569 | 0 | 0 | 0 | 0 | 1084 |
| Total | 613 | 810 | 0 | 1423 | 290 | 1 | 286 | 577 | 0 | 1739 | 673 | 2412 | 0 | 0 | 0 | 0 | 4412 |
| Grand Total | 3868 | 6062 | 0 | 9930 | 2360 | 32 | 1637 | 4029 | 0 | 8487 | 3157 | 11644 | 0 | 0 | 0 | 0 | 25603 |
| Apprch % | 39.0 | 61.0 | 0.0 | | 58.6 | 0.8 | 40.6 | | 0.0 | 72.9 | 27.1 | | 0.0 | 0.0 | 0.0 | | |
| Total % | 15.1 | 23.7 | 0.0 | 38.8 | 9.2 | 0.1 | 6.4 | 15.7 | 0.0 | 33.1 | 12.3 | 45.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

| | ١ | VAN NÜ | YS BLV | D. | US | 101 NE | BOFF RA | AMP | ١ | VAN NÜ | YS BLVI | Э. | 09 | 5 101 NE | 3 ON RA | MP | |
|---------------|----------------|---------|--------|----------|----------|--------|---------|-------|--------|--------|---------|-------|--------|----------|---------|-------|-------|
| | | South | bound | | | Wes | tbound | | | North | nbound | | } | East | bound | | |
| | D 1.1.1 | | 1.0 | App. | D: | | 1 | App. | Dialat | There | Loft | App. | Dight | Thru | Loft | App. | Int. |
| Start Time | Right | Inru | Left | Total | Right | Inru | Left | Total | Right | Inru | Lert | Total | Right | 11110 | Leit | Total | Total |
| Peak Hour Fro | m 07:0 | D AM to | 09:45 | AM - Pea | k 1 of 1 | [| | | | | | | | | | 1 | |
| Intersection | 08:15 | AM | | | | | | | | | | | | | | | |
| Volume | 606 | 1051 | 0 | 1657 | 514 | 8 | 280 | 802 | 0 | 1368 | 340 | 1708 | 0 | 0 | 0 | 0 | 4167 |
| Percent | 36.6 | 63.4 | 0.0 | | 64.1 | 1.0 | 34.9 | | 0.0 | 80.1 | 19.9 | | 0.0 | 0.0 | 0.0 | | |
| 08:15 | 100 | 306 | 0 | 496 | 136 | Λ | 54 | 190 | 0 | 330 | 89 | 419 | 0 | 0 | 0 | 0 | 1105 |
| Volume | 190 | 500 | U | 750 | 130 | 0 | 57 | 1.00 | 0 | 550 | 05 | 110 | Ĭ | Ŭ | Ū | - | |
| Peak Factor | | | | | | | | | | | | | | | | | 0.943 |
| High Int. | 08:15 | AM | | | 09:00 | AM | | | 09:00 | AM | | | 6:45:0 | MA 0(| | | |
| Volume | 190 | 306 | 0 | 496 | 141 | 1 | 85 | 227 | 0 | 365 | 87 | 452 | | | | | |
| Peak Factor | | | | 0.835 | | | | 0.883 | | | | 0.945 | | | | | |

 File Name
 : 355502

 Site Code
 : 00355502

 Start Date
 : 11/17/2005

 Page No
 : 2

| | ١ | VAN NU | YS BLV | D. | US | 101 NE | OFF R | AMP | Ň | VAN NU | YS BLV | D. | US | 5 101 NE | ON RA | MP | |
|---------------|--------|---------|--------|---------------|----------|--------|-----------|---------------|-------|--------|--------|---------------|-------|----------|-------|---------------|---------------|
| | | Souti | hbound | | | Wes | lbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:0 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | · · · · · | | | | | | | | | | |
| Intersection | 03:00 | PM | | | | | | | | | | | | | | | |
| Volume | 740 | 1059 | 0 | 1799 | 432 | 2 | 292 | 726 | 0 | 1633 | 696 | 2329 | 0 | 0 | 0 | 0 | 4854 |
| Percent | 41.1 | 58.9 | 0.0 | | 59.5 | 0.3 | 40.2 | | 0.0 | 70.1 | 29.9 | | 0.0 | 0.0 | 0.0 | | |
| 03:30 | 221 | 270 | 0 | 491 | 107 | 1 | 75 | 183 | 0 | 407 | 150 | 557 | 0 | 0 | 0 | 0 | 1231 |
| Volume | | | Ũ | | 10/ | - | | | - | | | | - | - | | | |
| Peak Factor | | | | | | | | | | | | | | | | | 0.986 |
| High Int. | 03:30 | PM | | | 03:45 | PM | | | 03:00 | PM | | | | | | | |
| Volume | 221 | 270 | 0 | 491 | 104 | 0 | 80 | 184 | j O | 416 | 186 | 602 | | | | | |
| Peak Factor | | | | 0.916 | | | | 0.986 | | | | 0.967 | | | | | |

 File Name
 : 355503

 Site Code
 : 00355503

 Start Date
 : 11/17/2005

 Page No
 : 1

| ····· | | | | | | Gr | oups Pri | nted- Tu | rning Mo | vement | | | | | | | |
|--------------|-------|------|--------|-------|-------|----------|----------|----------|----------|--------|---------|-------------|-------|--------|---------|-------|-------|
| | | | YS BLV | D. | US | 5 101 SE | ON RA | MP | | VAN NU | YS BLVE |). | US | 101 SE | B OFF R | AMP | |
| | | 3000 | | Ann | | vvest | bound | Ann | | Nortr | bnuoar | A pp | | Easi | bouna | 4nn | Int |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | , ota, | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 0 | 242 | 101 | 343 | 0 | 0 | 0 | 0 | 72 | 160 | 0 | 232 | 96 | 0 | 69 | 165 | 740 |
| 07:15 AM | 0 | 209 | 116 | 325 | 0 | 0 | 0 | 0 | 65 | 233 | 0 | 298 | 95 | 0 | 72 | 167 | 790 |
| 07:30 AM | 0 | 210 | 93 | 303 | 0 | 0 | 0 | 0 | 81 | 231 | 0 | 312 | 124 | 2 | 160 | 286 | 901 |
| 07:45 AM | 0 | 179 | 76 | 255 | 0 | 0 | 0 | 0 | 69 | 260 | 0 | 329 | 109 | 0 | 162 | 271 | 855 |
| Total | 0 | 840 | 386 | 1226 | 0 | 0 | 0 | 0 | 287 | 884 | 0 | 1171 | 424 | 2 | 463 | 889 | 3286 |
| 08:00 AM | 0 | 242 | 51 | 293 | 0 | 0 | 0 | 0 | 67 | 245 | 0 | 312 | 162 | 0 | 170 | 332 | 937 |
| 08:15 AM | 0 | 254 | 80 | 334 | 0 | 0 | 0 | 0 | 62 | 256 | 0 | 318 | 138 | 2 | 168 | 308 | 960 |
| 08:30 AM | 0 | 213 | 67 | 280 | 0 | 0 | 0 | 0 | 62 | 249 | 0 | 311 | 153 | 0 | 172 | 325 | 916 |
| 08:45 AM | 0 | 308 | 64 | 372 | 0 | 0 | 0 | 0 | 54 | 251 | 0 | 305 | 147 | 1 | 162 | 310 | 987 |
| Total | 0 | 1017 | 262 | 1279 | 0 | 0 | 0 | 0 | 245 | 1001 | 0 | 1246 | 600 | 3 | 672 | 1275 | 3800 |
| 09:00 AM | 0 | 289 | 75 | 364 | 0 | 0 | 0 | 0 | 52 | 279 | 0 | 331 | 174 | 0 | 154 | 328 | 1023 |
| 09:15 AM | 0 | 321 | 83 | 404 | 0 | 0 | 0 | 0 | 59 | 251 | 0 | 310 | 163 | 0 | 132 | 295 | 1009 |
| 09:30 AM | 0 | 309 | 76 | 385 | 0 | 0 | 0 | 0 | 49 | 229 | 0 | 278 | 195 | 0 | 136 | 331 | 994 |
| 09:45 AM | 0 | 291 | 88 | 379 | 0 | 0 | 0 | 0 | 44 | 245 | 0 | 289 | 194 | 0 | 119 | 313 | 981 |
| Total | 0 | 1210 | 322 | 1532 | 0 | 0 | 0 | 0 | 204 | 1004 | 0 | 1208 | 726 | 0 | 541 | 1267 | 4007 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 248 | 84 | 332 | 0 | 0 | 0 | 0 | 92 | 428 | 0 | 520 | 138 | 1 | 163 | 302 | 1154 |
| 03:15 PM | 0 | 256 | 82 | 338 | 0 | 0 | 0 | 0 | 74 | 417 | 0 | 491 | 151 | 1 | 173 | 325 | 1154 |
| 03:30 PM | 0 | 258 | 101 | 359 | 0 | 0 | 0 | 0 | 79 | 401 | 0 | 480 | 136 | 2 | 159 | 297 | 1136 |
| 03:45 PM | 0 | 251 | 81 | 332 | 0 | 0 | 0 | 0 | 65 | 395 | 0 | 460 | 139 | 2 | 191 | 332 | 1124 |
| Total | 0 | 1013 | 348 | 1361 | 0 | 0 | 0 | 0 | 310 | 1641 | 0 | 1951 | 564 | 6 | 686 | 1256 | 4568 |
| 04:00 PM | 0 | 212 | 76 | 288 | 0 | 0 | 0 | 0 | 78 | 428 | 0 | 506 | 147 | 4 | 174 | 325 | 1119 |
| 04:15 PM | 0 | 244 | 57 | 301 | 0 | 0 | 0 | 0 | 83 | 426 | 0 | 509 | 134 | 3 | 171 | 308 | 1118 |
| 04:30 PM | 0 | 220 | 74 | 294 | 0 | 0 | 0 | 0 | 62 | 397 | 0 | 459 | 125 | 2 | 165 | 292 | 1045 |
| 04:45 PM | 0 | 256 | 83 | 339 | 0 | 0 | 0 | 0 | 77 | 413 | 0 | 490 | 149 | 2 | 167 | 318 | 1147 |
| Total | 0 | 932 | 290 | 1222 | 0 | 0 | 0 | 0 | 300 | 1664 | 0 | 1964 | 555 | 11 | 677 | 1243 | 4429 |
| 05:00 PM | 0 | 256 | 83 | 339 | 0 | 0 | 0 | 0 | 61 | 487 | 0 | 548 | 141 | 2 | 163 | 306 | 1193 |
| 05:15 PM | 0 | 215 | 67 | 282 | 0 | 0 | 0 | 0 | 59 | 415 | 0 | 474 | 151 | 1 | 191 | 343 | 1099 |
| 05:30 PM | 0 | 168 | 46 | 214 | 0 | 0 | 0 | 0 | 68 | 409 | 0 | 477 | 155 | 1 | 169 | 325 | 1016 |
| 05:45 PM | 0 | 229 | 57 | 286 | 0 | 0 | 0 | 0 | 49 | 402 | 0 | 451 | 170 | 4 | 163 | 337 | 1074 |
| iotal | 0 | 868 | 253 | 1121 | 0 | 0 | 0 | 0 | 237 | 1713 | 0 | 1950 | 617 | 8 | 686 | 1311 | 4382 |
| Grand Total | 0 | 5880 | 1861 | 7741 | 0 | 0 | 0 | 0 | 1583 | 7907 | 0 | 9490 | 3486 | 30 | 3725 | 7241 | 24472 |
| Apprch % | 0.0 | 76.0 | 24.0 | | 0.0 | 0.0 | 0.0 | | 16.7 | 83.3 | 0.0 | | 48.1 | 0.4 | 51.4 | | |
| Total % | 0.0 | 24.0 | 7.6 | 31.6 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 32.3 | 0.0 | 38.8 | 14.2 | 0.1 | 15.2 | 29.6 | |

| | , | VAN NU | YS BLV | D. | 08 | 5 101 SI | 3 ON RA | MP | , | VAN NU | YS BLVI | D. | US | 101 SB | OFF R | AMP | |
|---------------|--------|---------|--------|----------|-----------|----------|---------|-------|-------|--------|---------|-------|-------|--------|-------|-------|-------|
| | | South | ibound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Int. |
| | | | | Total | | | | lotal | | | | lotal | | | | Total | Total |
| Peak Hour Fro | m 07:0 | 0 AM to | 09:45 | AM - Pea | ik 1 of 1 | l | | | | | | | | | | | |
| Intersection | 08:45 | AM | | | | | | | | | | | | | | | |
| Volume | 0 | 1227 | 298 | 1525 | 0 | 0 | 0 | 0 | 214 | 1010 | 0 | 1224 | 679 | 1 | 584 | 1264 | 4013 |
| Percent | 0.0 | 80.5 | 19.5 | | 0.0 | 0.0 | 0.0 | | 17.5 | 82.5 | 0.0 | | 53.7 | 0.1 | 46.2 | | |
| 09:00 | n | 289 | 75 | 364 | | 0 | ٥ | ٥ | 52 | 270 | 0 | 331 | 174 | 0 | 154 | 378 | 1023 |
| Volume | 0 | 205 | 75 | 501 | v | U | U | U | 52 | 219 | 0 | 551 | 1/7 | 0 | 174 | 520 | 1025 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.981 |
| High Int. | 09:15 | AM | | | 6:45:0 | MA 0 | | | 09:00 | AM | | | 09:30 | AM | | | |
| Volume | 0 | 321 | 83 | 404 | 0 | 0 | 0 | 0 | 52 | 279 | 0 | 331 | 195 | 0 | 136 | 331 | |
| Peak Factor | | | | 0.944 | | | | | | | | 0.924 | ĺ | | | 0.955 | |

File Name : 355503 Site Code : 00355503 Start Date : 11/17/2005 Page No : 2

| | ۱ ۱ | AN NU | IYS BLV | D. | US | 5 101 SE | ON RA | MP | , | VAN NU | YS BLVI | Э. | US | 101 SB | OFF R | AMP | |
|---------------|---------|------------|---------|----------|----------|----------|--------|-------|-------|--------|---------|-------|-------|--------|-------|-------|-------|
| | | Sout | hbound | | | West | tbound | | | North | nbound | | | East | pouna | | |
| Chaut Times | Disha | T L | 1.4 | App. | Diaht | Thur | Laft | App. | Diaht | Theu | Loft | App. | Diaht | Thru | loft | App. | Int. |
| Start Time | Right | Inru | Leit | Total | Right | Thru | Leit | Total | Right | mu | Leit | Total | Right | mu | | Total | Total |
| Peak Hour Fro | m 03:00 | D PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 03:00 | PM | | | | | | | | | | | | | | | |
| Volume | 0 | 1013 | 348 | 1361 | 0 | 0 | 0 | 0 | 310 | 1641 | 0 | 1951 | 564 | 6 | 686 | 1256 | 4568 |
| Percent | 0.0 | 74.4 | 25.6 | | 0.0 | 0.0 | 0.0 | | 15.9 | 84.1 | 0.0 | | 44.9 | 0.5 | 54.6 | | |
| 03:15 | 0 | 256 | 82 | 220 | 0 | 0 | Ο | ٥ | 74 | 417 | Ο | 491 | 151 | 1 | 173 | 325 | 1154 |
| Volume | 0 | 2.00 | 02 | 220 | 0 | 0 | U | v | | 117 | U | 121 | 101 | - | 1.0 | | |
| Peak Factor | | | | | | | | | | | | | | | | | 0.990 |
| High Int. | 03:30 | PM | | | | | | | 03:00 | PM | | | 03:45 | PM | | | |
| Volume | 0 | 258 | 101 | 359 | 0 | 0 | 0 | 0 | 92 | 428 | 0 | 520 | 139 | 2 | 191 | 332 | |
| Peak Factor | | | | 0.948 | | | | | | | | 0.938 | | | | 0.946 | |

•

File Name : 355505 Site Code : 00355505 Start Date : 11/17/2005 Page No : 1

| ſ | | BE | VERLY | GLEN B | LVD. | 1 | MOOR | PARK S | Intea- Tui F | rning ivic T | TYRO | | | 1 | MOORI | PARK ST | | I |
|---|---------------|--------|-------|--------|-------|-------|------|--------|-----------------|-----------------|------|--------|-------|-------|-------|---------|-------|-------|
| | | | Sout | hbound | | | Wes | tbound | | | Nort | hbound | | | East | tbound | • | |
| | Start Time | Right | Thru | Left | App. | Right | Thru | Loft | App. | Dight | Thru | Loft | App. | Diaht | Thru | Loft | App. | Int. |
| | | ragine | mu | LCIU | Total | Right | mu | Leit | Total | Right | THE | Leit | Total | Right | mu | Leit | Total | Total |
| L | Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| | 07:00 AM | 2 | 1 | 0 | 3 | 0 | 82 | 98 | 180 | 14 | 1 | 5 | 20 | 10 | 17 | 0 | 27 | 230 |
| | 07:15 AM | 2 | 3 | 2 | 7 | 0 | 137 | 84 | 221 | 32 | 1 | 7 | 40 | 19 | 37 | 0 | 56 | 324 |
| | 07:30 AM | 2 | 8 | 1 | 11 | 2 | 170 | 76 | 248 | 67 | 1 | 7 | 75 | 10 | 55 | 1 | 66 | 400 |
| - | 07:45 AM | 3 | 8 | | 14 | 2 | 172 | 97 | 271 | 52 | 3 | 9 | 64 | 10 | 67 | 2 | 79 | 428 |
| | TOLAI | 9 | 20 | 6 | 35 | 4 | 561 | 355 | 920 | 165 | 6 | 28 | 199 | 49 | 176 | 3 | 228 | 1382 |
| | 08:00 AM | 3 | 11 | 2 | 16 | 2 | 185 | 66 | 253 | 57 | 0 | 7 | 64 | 9 | 76 | 0 | 85 | 418 |
| | 08:15 AM | 2 | 4 | 2 | 8 | 1 | 203 | 47 | 251 | 54 | 1 | 10 | 65 | 7 | 75 | 0 | 82 | 406 |
| | 08:30 AM | 4 | 4 | 0 | 8 | 3 | 167 | 49 | 219 | 51 | 4 | 11 | 66 | 16 | 72 | 1 | 89 | 382 |
| | 08:45 AM | 2 | 5 | 4 | 11 | 0 | 150 | 68 | 218 | 67 | 2 | 12 | 81 | 3 | 91 | 2 | 96 | 406 |
| | Total | 11 | 24 | 8 | 43 | 6 | 705 | 230 | 941 | 229 | 7 | 40 | 276 | 35 | 314 | 3 | 352 | 1612 |
| | 09:00 AM | 2 | 3 | 1 | 6 | 2 | 139 | 85 | 226 | 60 | 1 | 11 | 72 | 13 | 115 | 0 | 128 | 432 |
| | 09:15 AM | 0 | 8 | 1 | 9 | 3 | 116 | 105 | 224 | 57 | 2 | 10 | 69 | 17 | 83 | 1 | 101 | 403 |
| | 09:30 AM | 0 | 2 | 2 | 4 | 2 | 110 | 96 | 208 | 66 | 3 | 7 | 76 | 12 | 69 | 1 | 82 | 370 |
| - | 09:45 AM | 1 | 5 | 1 | 7 | 2 | 86 | 100 | 188 | 60 | 9 | 13 | 82 | 9 | 64 | 0 | 73 | 350 |
| | Total | 3 | 18 | 5 | 26 | 9 | 451 | 386 | 846 | 243 | 15 | 41 | 299 | 51 | 331 | 2 | 384 | 1555 |
| × | *** BREAK *** | * | | | | | | | | | | | | | | | | |
| | 03:00 PM | 8 | 4 | 10 | 22 | 5 | 92 | 81 | 178 | 145 | 4 | 36 | 185 | 16 | 96 | 0 | 112 | 497 |
| | 03:15 PM | 4 | 9 | 4 | 17 | 5 | 106 | 72 | 183 | 157 | 8 | 27 | 192 | 15 | 115 | 0 | 130 | 522 |
| | 03:30 PM | 0 | 3 | 2 | 5 | 2 | 111 | 85 | 198 | 144 | 7 | 36 | 187 | 18 | 132 | 1 | 151 | 541 |
| _ | 03:45 PM | 6 | 7 | 5 | 18 | 1 | 116 | 51 | 168 | 156 | 4 | 33 | 193 | 20 | 112 | 1 | 133 | 512 |
| | Total | 18 | 23 | 21 | 62 | 13 | 425 | 289 | 727 | 602 | 23 | 132 | 757 | 69 | 455 | 2 | 526 | 2072 |
| | 04:00 PM | 1 | 11 | 7 | 19 | 3 | 103 | 80 | 186 | 147 | 5 | 31 | 183 | 14 | 118 | 1 | 133 | 521 |
| | 04:15 PM | 2 | 12 | 5 | 19 | 3 | 113 | 75 | 191 | 159 | 11 | 28 | 198 | 9 | 123 | ō | 132 | 540 |
| | 04:30 PM | 2 | 8 | 1 | 11 | 2 | 121 | 64 | 187 | 172 | 5 | 35 | 212 | 11 | 115 | õ | 126 | 536 |
| | 04:45 PM | 5 | 6 | 4 | 15 | 3 | 128 | 77 | 208 | 167 | 6 | 34 | 207 | 10 | 138 | 1 | 149 | 579 |
| | Total | 10 | 37 | 17 | 64 | 11 | 465 | 296 | 772 | 645 | 27 | 128 | 800 | 44 | 494 | 2 | 540 | 2176 |
| | 05:00 PM | 3 | 7 | 4 | 14 | 2 | 126 | 78 | 206 | 144 | 9 | 40 | 193 | 19 | 122 | 1 | 142 | 555 |
| | 05:15 PM | 4 | 9 | 4 | 17 | 4 | 151 | 81 | 236 | 153 | 11 | 30 | 194 | 6 | 136 | 1 | 143 | 590 |
| | 05:30 PM | 5 | 6 | 7 | 18 | 2 | 158 | 106 | 266 | 146 | 9 | 32 | 187 | 8 | 100 | 1 | 109 | 580 |
| _ | 05:45 PM | 4 | 12 | 7 | 23 | 8 | 149 | 106 | 263 | 145 | 4 | 44 | 193 | 10 | 123 | 1 | 134 | 613 |
| | Total | 16 | 34 | 22 | 72 | 16 | 584 | 371 | 971 | 588 | 33 | 146 | 767 | 43 | 481 | 4 | 528 | 2338 |
| | Grand Total | 67 | 156 | 79 | 302 | 59 | 3191 | 1927 | 5177 | 2472 | 111 | 515 | 3098 | 291 | 2251 | 16 | 2558 | 11135 |
| | Apprch % | 22.2 | 51.7 | 26.2 | | 1.1 | 61.6 | 37.2 | | 79.8 | 3.6 | 16.6 | | 11.4 | 88.0 | 0.6 | | |
| | Total % | 0.6 | 1.4 | 0.7 | 2.7 | 0.5 | 28.7 | 17.3 | 46.5 | 22.2 | 1.0 | 4.6 | 27.8 | 2.6 | 20.2 | 0.1 | 23.0 | |
| | | | | | • | | | | | | | | | | | | | |

| | BE | VERLY | GLEN B | LVD. | | MOORF | PARK ST | | | TYRO | NE AVE. | | | MOORF | PARK ST | ī. 🗋 | i. |
|---------------|-----------|---------|--------|----------|----------|-------|---------|-------|------------|-------|---------|------------|-------|------------|---------|-------|-------|
| | | Sout | nbound | | | West | bound | | | North | nbound | _ | | East | bound | | |
| Start Time | Right | Thru | left | App. | Right | Thru | left | App. | Right | Thru | Loft | App. | Pight | Thru | Loft | App. | Int. |
| | ····g···c | | | Total | Right | mu | LCIL | Total | Night | mu | Leit | Total | Right | mau | Leit | Total | Total |
| Peak Hour Fro | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | _ | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | | 1 |
| Volume | 10 | 31 | 8 | 49 | 7 | 730 | 286 | 1023 | 230 | 5 | 33 | 268 | 36 | 273 | 3 | 312 | 1652 |
| Percent | 20.4 | 63.3 | 16.3 | | 0.7 | 71.4 | 28.0 | | 85.8 | 1.9 | 12.3 | | 11.5 | 87.5 | 1.0 | | |
| 07:45 | 2 | 0 | 2 | 1.4 | 2 | 177 | 07 | 274 | F 3 | 2 | ~ | <i>c a</i> | 10 | C 7 | 2 | 70 | 420 |
| Volume | 2 | 0 | 3 | 14 | 2 | 1/2 | 97 | 271 | 52 | 3 | 9 | 64 | 10 | 67 | 2 | /9 | 428 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.965 |
| High Int. | 08:00 | AM | | | 07:45 | AM | | | 07:30 | AM | | | 08:00 | AM | | | |
| Volume | 3 | 11 | 2 | 16 | 2 | 172 | 97 | 271 | 67 | 1 | 7 | 75 | 9 | 76 | 0 | 85 | |
| Peak Factor | | | | 0.766 | | | | 0.944 | | | | 0.893 | | | | 0.918 | |

Groups Printed- Turning Movement

 File Name
 : 355505

 Site Code
 : 00355505

 Start Date
 : 11/17/2005

 Page No
 : 2

| | BE | VERLY South | GLEN B Ibound | LVD. | | MOORF Wes | PARK S | Г. | | TYROI North | NE AVE. Ibound | | | MOORF East | PARK ST | | |
|---------------|---------|----------------|------------------|---------------|----------|--------------|--------|---------------|-------|----------------|-------------------|---------------|-------|---------------|---------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 | OPM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | . o can | • | | | rotui | Total |
| Intersection | 05:00 | PM | | | i | | | | | | | | | | | 1 | |
| Volume | 16 | 34 | 22 | 72 | 16 | 584 | 371 | 971 | 588 | 33 | 146 | 767 | 43 | 481 | 4 | 528 | 2338 |
| Percent | 22.2 | 47.2 | 30.6 | | 1.6 | 60.1 | 38.2 | | 76.7 | 4.3 | 19.0 | | 8.1 | 91.1 | 0.8 | 520 | 2000 |
| 05:45 | 4 | 12 | 7 | 23 | 8 | 149 | 106 | 263 | 145 | 4 | 44 | 102 | 10 | 177 | 4 | 124 | 612 |
| volume | | | • | | U | 115 | 100 | 205 | 143 | Т | 77 | 192 | 10 | 125 | Т | 134 | 613 |
| Peak Factor | | | | | | | | | | | | | | | | | 0 954 |
| High Int. | 05:45 | PM | | | 05:30 | РМ | | | 05:15 | PM | | | 05:15 | PM | | | 0.554 |
| Volume | 4 | 12 | 7 | 23 | 2 | 158 | 106 | 266 | 153 | 11 | 30 | 194 | 6 | 136 | 1 | 143 | |
| Peak Factor | | | | 0.783 | | | | 0.913 | | | | 0.988 | | | | 0.923 | |

 File Name
 : 355504

 Site Code
 : 00355504

 Start Date
 : 11/17/2005

 Page No
 : 1

| | | | • | | | | Gi | roups Pr | inted- Tur | ning Mo | vement | | | | | | | |
|---|-------------|-------|------------|----------|-------|----------|-------|----------|------------|---------|------------|----------|-------|-------|-------|----------|-------|-------|
| - | | BE | VERLY (| GLEN BI | LVD. | | VENTU | RA BLVI | D. | BE | VERLY | GLEN B | LVD. | | VENTU | RA BLVL |). | |
| 1 | | | South | bound | | <u> </u> | Wes | tbound | | | North | bound | | | Las | toound | | |
| | Start Time | Right | Thru | loft | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | int. |
| | Start mile | Right | Innu | Len | Total | Right | mu | | Total | ragine | | | Total | | | | Total | lotal |
| | Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| | 07:00 AM | 39 | 65 | 2 | 106 | 1 | 198 | 21 | 220 | 3 | 17 | 15 | 35 | 50 | 173 | 8 | 231 | 592 |
| | 07:15 AM | 41 | 59 | 8 | 108 | 1 | 273 | 22 | 296 | 8 | 29 | 29 | 66 | 31 | 209 | 14 | 254 | 724 |
| | 07:30 AM | 35 | 54 | 5 | 94 | 2 | 292 | 12 | 306 | 12 | 44 | 18 | 74 | 38 | 327 | 18 | 383 | 857 |
| | 07:45 AM | 42 | 68 | 2 | 112 | 1 | 276 | 19 | 296 | 19 | 34 | 21 | 74 | 29 | 259 | 20 | 308 | 790 |
| 1 | Total | 157 | 246 | 17 | 420 | 5 | 1039 | 74 | 1118 | 42 | 124 | 83 | 249 | 148 | 968 | 60 | 1176 | 2963 |
| | | | | | | | | | | | | | | | | | | |
| | 08:00 AM | 36 | 42 | 3 | 81 | 1 | 293 | 14 | 308 | 24 | 43 | 19 | 86 | 26 | 282 | 19 | 327 | 802 |
| | 08:15 AM | 25 | 34 | 1 | 60 | 5 | 241 | 27 | 273 | 13 | 36 | 26 | 75 | 21 | 280 | 19 | 320 | 728 |
| | 08:30 AM | 27 | 36 | 2 | 65 | n n | 276 | 11 | 287 | 13 | 49 | 17 | 79 | 11 | 287 | 23 | 321 | 752 |
| | 08:45 AM | 20 | 55 | 1 | 76 | 1 | 220 | 25 | 246 | 19 | 49 | 23 | 91 | 30 | 253 | 18 | 301 | 714 |
| - | Total | 108 | 167 | 7 | 282 | 7 | 1030 | 77 | 1114 | 69 | 177 | 85 | 331 | 88 | 1102 | 79 | 1269 | 2996 |
| | rotar | 100 | 107 | , | 202 | | 1050 | | | ; 05 | 177 | 00 | 001 | | 1.01 | | , | |
| | ΜΑ ΛΩΥΡΩ | 77 | 64 | 2 | 00 | 6 | 210 | 31 | 247 | 19 | 47 | 12 | 78 | 35 | 273 | 14 | 322 | 746 |
| | 00.15 AM | 21 | 20-1 20 | 2 | 124 | 2 | 210 | 40 | 217 | 30 | 36 | 18 | 84 | 31 | 261 | 12 | 304 | 789 |
| | 09.13 AM | 10 | 05 | - - | 110 | | 200 | 41 | 2// | 20 | 72 | 10 | 01 | 35 | 201 | 20 | 295 | 752 |
| | 09.30 AM | 10 | 00 71 | 11 | 107 | | 150 | 71 | 105 | 29 | | 19 | 91 | 21 | 240 | 20 | 200 | 697 |
| | 09:45 AM | 207 | 71 | 11 | 107 | | 129 | 140 | | 21 | 174 | 76 | 240 | 122 | 1022 | <u> </u> | 1220 | 2084 |
| | TOLAI | 107 | 310 | 23 | 440 | 1 15 | 812 | 140 | 975 | 99 | 1/4 | 70 | 545 | 152 | 1022 | 00 | 1220 | 2004 |
| ; | | * | | | | | | | | | | | | | | | | |
| | DREAK | | | | | | | | | | | | | | | | | |
| | 03.00 BM | 77 | 66 | 10 | 08 | 1 5 | 220 | 31 | 275 | 37 | 94 | 52 | 183 | 16 | 237 | 23 | 276 | 832 |
| | 02:15 DM | 15 | 65 | 11 | 01 | 12 | 233 | 20 | 275 | 24 | 127 | 52 | 203 | 20 | 258 | 26 | 304 | 882 |
| | 02.13 FM | 10 | 00 | | 105 | 12 | 272 | 29 | 207 | 27 | 102 | 52 | 195 | 20 | 200 | 20 | 322 | 917 |
| | 03.30 PM | 10 | 61 | <i>,</i> | 105 | 0 | 207 | 20 | 202 | 21 | 102 | 55 | 105 | 16 | 250 | 18 | 305 | 979 |
| 1 | | E0 | 201 | | 20 | 24 | 1020 | 110 | 1107 | 177 | 157 | 212 | 705 | 61 | 1056 | 00 | 1207 | 3560 |
| | TOLAT | 20 | 201 | 57 | 2/0 | 54 | 1020 | 110 | 1102 | 122 | 400 | 215 | 793 | 1 01 | 1000 | 90 | 1207 | 3300 |
| | 04:00 PM | 10 | 90 | 0 | 107 | 7 | 704 | 20 | 220 | 38 | 120 | 51 | 200 | 14 | 266 | 28 | 308 | 954 |
| | 04:15 DM | 10 | 00 77 | 11 | 107 | í é | 207 | 25 | 220 | 22 | 120 | 37 | 205 | 15 | 200 | 25 | 288 | 882 |
| | 04:15 PM | 11 | () | | 101 | 0 | 201 | 22 | 209 | 20 | 145 | 20 | 207 | 11 | 270 | 34 | 317 | 927 |
| | 04:30 PM | 11 | 68 | 10 | 07 | | 204 | 41 | 211 | 20 | 143 | 29 | 214 | | 2/2 | ר סכ | 200 | 874 |
| | 04:45 PM | 15 | - 12 | 10 | 97 | 2 | 242 | - 29 | 1202 | 170 | <u>124</u> | 172 | 205 | | 1042 | 115 | 1212 | 3637 |
| | lotal | 57 | 297 | 30 | 390 | 21 | 1041 | 141 | 1203 | 130 | 523 | 1/5 | 652 | 55 | 1042 | 112 | 1212 | 2027 |
| | 05.00 DM | 21 | 74 | 0 | 107 | 1 0 | 250 | 70 | 206 | 25 | 107 | 47 | 104 | 1 1 2 | 245 | 35 | 202 | 875 |
| | 05:00 PM | 21 | 74 | 8 | 103 | 8 | 250 | 30 | 290 | 35 | 102 | 47 20 | 107 | 10 | 273 | 72 | 272 | 075 |
| | 05:15 PM | 23 | /2 | 4 | 99 | 9 | 254 | 46 | 309 | 40 | 106 | 35 | 10/ | 10 | 207 | 20 | 2020 | 920 |
| | 05:30 PM | 36 | 83 | 3 | 122 | 3 | 223 | 44 | 270 | 41 | 118 | 46 | 205 | 10 | 257 | 20 | 295 | 090 |
| | 05:45 PM | 42 | 82 | 4 | 128 | 8 | 237 | 29 | 2/4 | 32 | 112 | 42 | 186 | 8 | 269 | 28 | 1210 | 2501 |
| | Total | 122 | 311 | 19 | 452 | 28 | 964 | 157 | 1149 | 154 | 438 | 170 | 762 | 54 | 1038 | 126 | 1218 | 3281 |
| | | | | | | 1 | | | | 1 | | | | | | | 7707 | 10721 |
| | Grand Total | 609 | 1612 | 139 | 2360 | 110 | 5916 | 715 | 6741 | 622 | 1896 | 800 | 3318 | 538 | 6228 | 536 | /302 | 19/21 |
| | Apprch % | 25.8 | 68.3 | 5.9 | | 1.6 | 87.8 | 10.6 | | 18.7 | 57.1 | 24.1 | | 7.4 | 85.3 | 7.3 | | |
| | Total % | 3.1 | 8.2 | 0.7 | 12.0 | 0.6 | 30.0 | 3.6 | 34.2 | 3.2 | 9.6 | 4.1 | 16.8 | 2.7 | 31.6 | 2.7 | 37.0 | |
| | | | | | | | | | | | | | | | | | | |

| | BE | VERLY | GLEN B | LVD. | · · | VENTU | RA BLVC |). | BE۱ | VERLY | GLEN B | _VD. | | VENTU | |). | |
|---------------|---------|---------|--------|----------|----------|----------|---------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|
| | | South | bound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Charle Times | Disht | Theme | 1.0 | App. | Disks | | Laft | App. | Diaht | They | Loft | App. | Dight | Thru | Loft | App. | Int. |
| Start rime | RIGHT | Inru | Leit | Total | RIGHT | IIIIU | Leit | Total | RIGHT | mu | Leit | Total | Right | mu | Leit | Total | Total |
| Peak Hour Fro | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | <u> </u> | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | | |
| Volume | 138 | 198 | 11 | 347 | 9 | 1102 | 72 | 1183 | 68 | 157 | 84 | 309 | 114 | 1148 | 76 | 1338 | 3177 |
| Percent | 39.8 | 57.1 | 3.2 | | 0.8 | 93.2 | 6.1 | | 22.0 | 50.8 | 27.2 | | 8.5 | 85.8 | 5.7 | | |
| 07:30 | 25 | 54 | E | 04 | 2 | 202 | 17 | 306 | 17 | 44 | 18 | 74 | 38 | 327 | 18 | 383 | 857 |
| Volume | 55 | ΤĻ | J | דכ | 4 | 272 | 14 | 200 | 14 | 11 | 10 | | | 527 | 10 | | |
| Peak Factor | | | | | | | | | | | | | | | | | 0.927 |
| High Int. | 07:45 | AM | | | 08:00 | AM | | | 08:00 | AM | | | 07:30 | AM | | | |
| Volume | 42 | 68 | 2 | 112 | 1 | 293 | 14 | 308 | 24 | 43 | 19 | 86 | 38 | 327 | 18 | 383 | |
| Peak Factor | | | | 0.775 | | | | 0.960 | | | | 0.898 | | | | 0.873 | |

 File Name
 : 355504

 Site Code
 : 00355504

 Start Date
 : 11/17/2005

 Page No
 : 2

| | BEV | /ERLY | GLEN B | LVD. | | VENTU | | D. | BE | VERLY | GLEN B | _VD. | | VENTU | |). | |
|---------------|---------|---------|--------|----------|----------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|
| | | South | nbound | | | West | bound | | | North | nbound | | | East | bound | | |
| | . | | | App. | | _ | | App. | Disht | - | Loft | App. | Diabt | Thru | loft | App. | Int. |
| Start Time | Right | Thru | Left | Total | Right | Ihru | Left | Total | Right | Thru | Leit | Total | Right | Innu | | Total | Total |
| Peak Hour Fro | m 03:00 |) PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | i | | | 1 | |
| Intersection | 03:45 | PM | | | | | | | | | | | | | | 1010 | 2602 |
| Volume | 54 | 286 | 35 | 375 | 27 | 1081 | 140 | 1248 | 132 | 536 | 183 | 851 | 56 | 1057 | 105 | 1218 | 3692 |
| Percent | 14.4 | 76.3 | 9.3 | | 2.2 | 86.6 | 11.2 | | 15.5 | 63.0 | 21.5 | | 4.6 | 86.8 | 8.6 | | |
| 04:00 | 10 | 20 | ٥ | 107 | 7 | 284 | 39 | 330 | 38 | 120 | 51 | 209 | 14 | 266 | 28 | 308 | 954 |
| Volume | 10 | 00 | 9 | 107 | | 201 | 55 | 550 | | | | | | | | | 0.000 |
| Peak Factor | | | | | 1 | | | | | | | | | | | | 0.968 |
| High Int. | 04:00 | PM | | | 04:00 | PM | | | 03:45 | PM | | | 04:30 | PM | | | |
| Volume | 18 | 80 | 9 | 107 | 7 | 284 | 39 | 330 | 31 | 137 | 56 | 224 | 11 | 272 | 34 | 317 | |
| Peak Factor | | | - | 0.876 | | | | 0.945 | | | | 0.950 | | | | 0.961 | |

 File Name
 : 355506

 Site Code
 : 00355506

 Start Date
 : 11/17/2005

 Page No
 : 1

| | | | | | | G | roups Pri | nted- Tu | rning Mo | vement | | | | | 3 - | | |
|--------------|-------|--------|----------|---------------|-------|-------|-----------|---------------|----------|--------|----------|---------------|-------|-------|----------|---------------|---------------|
| | | HAZELT | FINE AVE | Ξ. | i i | MAGNO | LIA BLV | D. | | HAZELT | TINE AVE | | 1 | MAGNO | LIA BLVI | Э. | |
| | | South | hbound | A | | Wes | tbound | | | North | bound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 18 | 169 | 14 | 201 | 9 | 125 | 28 | 162 | 8 | 64 | 11 | 83 | 12 | 83 | 11 | 106 | 552 |
| 07:15 AM | 16 | 178 | 27 | 221 | 17 | 178 | 24 | 219 | 10 | 71 | 16 | 97 | 15 | 119 | 6 | 140 | 677 |
| 07:30 AM | 23 | 160 | 34 | 217 | 24 | 238 | 35 | 297 | 14 | 105 | 24 | 143 | 27 | 176 | 12 | 215 | 872 |
| 07:45 AM | 20 | 213 | 32 | 265 | 36 | 238 | 33 | 307 | 18 | 120 | 24 | 162 | 31 | 207 | 20 | 258 | 992 |
| Total | 77 | 720 | 107 | 904 | 86 | 779 | 120 | 985 | 50 | 360 | 75 | 485 | 85 | 585 | 49 | 719 | 3093 |
| 08:00 AM | 22 | 212 | 31 | 265 | 34 | 231 | 46 | 311 | 13 | 107 | 12 | 132 | 43 | 194 | 15 | 252 | 960 |
| 08:15 AM | 24 | 197 | 24 | 245 | 19 | 220 | 27 | 266 | 15 | 92 | 15 | 122 | 30 | 213 | 8 | 251 | 884 |
| 08:30 AM | 21 | 208 | 17 | 246 | 9 | 158 | 23 | 190 | 19 | 89 | 12 | 120 | 25 | 181 | 7 | 213 | 769 |
| 08:45 AM | 33 | 202 | 25 | 260 | 12 | 170 | 21 | 203 | 12 | 81 | 20 | 113 | 34 | 151 | 14 | 199 | 775 |
| Total | 100 | 819 | 97 | 1016 | 74 | 779 | 117 | 970 | 59 | 369 | 59 | 487 | 132 | 739 | 44 | 915 | 3388 |
| 09:00 AM | 19 | 225 | 20 | 264 | 15 | 128 | 25 | 168 | 14 | 80 | 22 | 116 | 20 | 170 | 17 | 211 | 750 |
| 09:15 AM | 22 | 201 | 20 | 243 | 10 | 112 | 26 | 148 | 14 | 95 | 17 | 126 | 25 | 142 | 10 | 177 | 694 |
| 09:30 AM | 20 | 178 | 21 | 219 | 17 | 85 | 24 | 126 | 13 | 92 | 20 | 125 | 32 | 171 | 10 | 163 | 633 |
| 09:45 AM | 18 | 179 | 14 | 211 | 10 | 99 | 18 | 127 | 17 | 78 | 17 | 112 | 26 | 91 | 7 | 124 | 574 |
| Total | 79 | 783 | 75 | 937 | 52 | 424 | 93 | 569 | 58 | 345 | 76 | 479 | 112 | 524 | 39 | 675 | 2660 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 15 | 154 | 26 | 195 | 16 | 111 | 25 | 152 | 36 | 178 | 31 | 245 | 40 | 186 | 16 | 242 | 834 |
| 03:15 PM | 11 | 153 | 21 | 185 | 28 | 158 | 37 | 223 | 34 | 142 | 35 | 211 | 29 | 190 | 26 | 245 | 864 |
| 03:30 PM | 13 | 162 | 19 | 194 | 15 | 157 | 31 | 203 | 29 | 195 | 18 | 242 | 43 | 172 | 26 | 241 | 880 |
| 03:45 PM | 21 | 1/6 | 14 | 211 | 17 | 129 | 22 | 168 | 32 | 183 | 45 | 260 | 41 | 164 | 15 | 220 | 859 |
| TOLA | 60 | 645 | 80 | 785 | 76 | 555 | 115 | /46 | 131 | 698 | 129 | 958 | 153 | 712 | 83 | 948 | 3437 |
| 04:00 PM | 25 | 142 | 18 | 185 | 21 | 126 | 29 | 176 | 27 | 195 | 42 | 264 | 48 | 189 | 18 | 255 | 880 |
| 04:15 PM | 18 | 168 | 25 | 211 | 26 | 140 | 22 | 188 | 29 | 197 | 31 | 257 | 44 | 197 | 22 | 263 | 919 |
| 04:30 PM | 17 | 185 | 16 | 218 | 17 | 144 | 26 | 187 | 29 | 208 | 39 | 276 | 43 | 218 | 23 | 284 | 965 |
| 04:45 PM | 18 | 185 | 21 | 224 | 19 | 132 | 30 | 181 | 30 | 196 | 37 | 263 | 47 | 207 | 24 | 278 | 946 |
| Total | 78 | 680 | 80 | 838 | 83 | 542 | 107 | 732 | 115 | 796 | 149 | 1060 | 182 | 811 | 87 | 1080 | 3710 |
| 05:00 PM | 19 | 158 | 26 | 203 | 12 | 118 | 24 | 154 | 32 | 214 | 31 | 277 | 50 | 209 | 23 | 282 | 916 |
| 05:15 PM | 13 | 153 | 26 | 192 | 14 | 125 | 24 | 163 | 34 | 184 | 34 | 252 | 59 | 275 | 25 | 359 | 966 |
| 05:30 PM | 19 | 163 | 19 | 201 | 15 | 126 | 27 | 168 | 35 | 219 | 39 | 293 | 52 | 242 | 31 | 325 | 987 |
| 05:45 PM | 15 | 158 | 24 | 197 | 16 | 123 | 23 | 162 | 40 | 208 | 31 | 279 | 69 | 241 | 28 | 338 | 976 |
| Total | 66 | 632 | 95 | 793 | 57 | 492 | 98 | 647 | 141 | 825 | 135 | 1101 | 230 | 967 | 107 | 1304 | 3845 |
| Grand Total | 460 | 4279 | 534 | 5273 | 428 | 3571 | 650 | 4649 | 554 | 3393 | 623 | 4570 | 894 | 4338 | 409 | 5641 | 20133 |
| Apprch % | 8.7 | 81.1 | 10.1 | | 9.2 | 76.8 | 14.0 | | 12.1 | 74.2 | 13.6 | | 15.8 | 76.9 | 7.3 | | |
| Total % | 2.3 | 21.3 | 2.7 | 26.2 | 2.1 | 17.7 | 3.2 | 23.1 | 2.8 | 16.9 | 3.1 | 22.7 | 4.4 | 21.5 | 2.0 | 28.0 | |

| | 1 | HAZEL | FINE AVI | Ξ. | MAGNOLIA BLVD. Westbound | | | | | HAZELT | TINE AVE | Ξ. | N | /AGNO | LIA BLV | D. | |
|----------------|---------|---------|----------|----------|-----------------------------|------|--------|-------|-------|--------|----------|-------|-------|-------|---------|-------|-------|
| | | Sout | nbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. | Riaht | Thru | Left | App. | Riaht | Thru | Left | App. | Right | Thru | Left | App. | Int. |
| | _ | | | lotai | | | | lotal | | | | lotal | | | | lotal | lotal |
| Peak Hour From | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | L | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | 1 | | | | | | | | | | | I | |
| Volume | 89 | 782 | 121 | 992 | 113 | 927 | 141 | 1181 | 60 | 424 | 75 | 559 | 131 | 790 | 55 | 976 | 3708 |
| Percent | 9.0 | 78.8 | 12.2 | | 9.6 | 78.5 | 11.9 | | 10.7 | 75.8 | 13.4 | | 13.4 | 80.9 | 5.6 | | |
| 07:45 | 20 | 213 | 32 | 265 | 36 | 228 | 77 | 307 | 18 | 120 | 24 | 167 | 31 | 207 | 20 | 258 | 500 |
| Volume | 20 | -10 | 52 | 200 | 50 | 200 | 55 | 207 | 10 | 120 | 27 | 102 | 51 | 207 | 20 | 250 | 552 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.934 |
| High Int. | 07:45 | AM | | | 08:00 | AM | | | 07:45 | AM | | | 07:45 | AM | | | |
| Volume | 20 | 213 | 32 | 265 | 34 | 231 | 46 | 311 | 18 | 120 | 24 | 162 | 31 | 207 | 20 | 258 | |
| Peak Factor | | | | 0.936 | | | | 0.949 | | | | 0.863 | | | | 0.946 | |

File Name : 355506 Site Code : 00355506 Start Date : 11/17/2005 Page No : 2

| | 1 | HAZELT | TINE AV | Έ. | N | MAGNO | LIA BLV | D. | | HAZELT | INE AV | Ε. | N | AGNO | LIA BLV | D. | |
|-----------------|---------|---------|---------|---------------|----------|-------|---------|---------------|-------|--------|--------|---------------|-------|------|---------|---------------|---------------|
| | | 0000 | DOULID | | | vves | uouna | | | | Douna | | | East | pouna | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 |) PM to | 05:45 | PM - Pea | k 1 of 1 | | ! | | | | I | | L | | | | . o tui |
| Intersection | 05:00 | PM | | | | | | | | | | | | | | | |
| Volume | 66 | 632 | 95 | 793 | 57 | 492 | 98 | 647 | 141 | 825 | 135 | 1101 | 230 | 967 | 107 | 1304 | 3845 |
| Percent | 8.3 | 79.7 | 12.0 | | 8.8 | 76.0 | 15.1 | | 12.8 | 74.9 | 12.3 | | 17.6 | 74.2 | 8.2 | | |
| 05:30 Volume | 19 | 163 | 19 | 201 | 15 | 126 | 27 | 168 | 35 | 219 | 39 | 293 | 52 | 242 | 31 | 325 | 987 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.974 |
| High Int. | 05:00 | PM | | | 05:30 | PM | | | 05:30 | PM | | | 05:15 | PM | | | |
| Volume | 19 | 158 | 26 | 203 | 15 | 126 | 27 | 168 | 35 | 219 | 39 | 293 | 59 | 275 | 25 | 359 | |
| Peak Factor | | | | 0.977 | | | | 0.963 | | | | 0.939 | | | | 0.908 | |

.

.

File Name : 355507 Site Code : 00355507 Start Date : 11/16/2005 Page No : 1

| | | | | | | _ | _ | | | | | | | | Fage | : NO . | 1 |
|---------------------------------------|-------|-------|------|------------|----------|--------|----------|-----------|----------|---------|-------------|----------|-------|--------|--------|--------|----------------|
| · · · · · · · · · · · · · · · · · · · | | | | - | | | roups Pr | inted- Tu | rning Mo | ovement | | | | | | | ı |
| | | South | | - . | | RIVERS | IDE DRI | VE | | HAZELI | | Ξ. | ŀ | RIVERS | | νE | |
| | | 0000 | | Ann | | vves | | | | | | 1.00 | | Easi | bound | A | Tark |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | App. | Right | Thru | Left | App. | 111L. Tabal |
| Factor | 10 | 10 | 1.0 | TULAI | 1.0 | 10 | 10 | TOLDI | 1.0 | 1.0 | 10 | TOLAI | 10 | 10 | 1.0 | rotai | Total |
| 07:00 AM | 0 | 140 | 19 | 176 | 1.0 | 10 | | 100 | 17 | 1.0 | 12 | | 1.0 | 1.0 | 1.0 | 40 | 477 |
| 07:00 AM | | 162 | 20 | 222 | 10 | 125 | 21 | 102 | 1/ | 5/ | 12 | 00 | 8 | 122 | 4 | 48 | 4/2 |
| 07:13 AM | 10 | 102 | 20 | 222 | 19 | 101 | 75 | 200 | 20 | 5/ | - 9 | 120 | 10 | 122 | 3 | 132 | 695 |
| 07:30 AM | 10 | 214 | 54 | 232 | 40 | 204 | /9 | 323 | 40 | /9 | 17 | 130 | 10 | 166 | 6 | 182 | 8/3 |
| | | 214 | 100 | 290 | 2/ | 230 | 200 | 348 | 2/ | | | 121 | 18 | 195 | / | 220 | 9/9 |
| rotar | 05 | 705 | 150 | 920 | 92 | 726 | 290 | 1108 | 104 | 252 | 53 | 409 | 43 | 519 | 20 | 582 | 3019 |
| 08:00 AM | 17 | 241 | 58 | 316 | 22 | 216 | 77 | 325 | 1 28 | 03 | 14 | 175 | 24 | 104 | р | 220 | 006 |
| 08:15 AM | 13 | 192 | 45 | 250 | 34 | 156 | 90 | 280 | 20 | 20 | 13 | 120 | 11 | 157 | 2 | 176 | 990 |
| 08:30 AM | 21 | 180 | 51 | 250 | 20 | 135 | 74 | 200 | 21 | 90 | 10 | 114 | 17 | 100 | 0 E | 211 | 000 |
| 08:45 AM | 20 | 174 | 45 | 232 | 20 | 144 | 57 | 229 | 20 | 00 | 10 | 177 | 10 | 100 | 2 | 211 | 800 |
| Total | 71 | 787 | 100 | 1057 | 100 | 651 | 200 | 1059 | | 250 | | <u> </u> | 18 | 190 | | 211 | 2441 |
| 1000 | 1 | /0/ | 199 | 1057 | 109 | 0.51 | 290 | 1020 | 102 | 220 | 40 | 508 | 70 | 730 | 18 | 818 | 3441 |
| 09:00 AM | 21 | 205 | 54 | 280 | 25 | 142 | 58 | 225 | 19 | 83 | 10 | 112 | 10 | 181 | 2 | 193 | 810 |
| 09:15 AM | 16 | 178 | 48 | 242 | 21 | 144 | 51 | 216 | 26 | 87 | 17 | 130 | 18 | 145 | 11 | 174 | 762 |
| 09:30 AM | 21 | 167 | 57 | 245 | 28 | 107 | 55 | 190 | 24 | 77 | 18 | 119 | 25 | 141 | 4 | 170 | 724 |
| 09:45 AM | 15 | 173 | 52 | 240 | 21 | 93 | 40 | 154 | 30 | 70 | 17 | 117 | 23 | 120 | 12 | 155 | 666 |
| Total | 73 | 723 | 211 | 1007 | 95 | 486 | 204 | 785 | 99 | 317 | 62 | 478 | 76 | 587 | 29 | 692 | 2962 |
| *** BRFAK ** | * | | | | | | | | | | | | | | | | |
| 21120111 | | | | | | | | | | | | | | | | | |
| 03:00 PM | 38 | 173 | 27 | 238 | 36 | 125 | 44 | 205 | 85 | 158 | 29 | 272 | 26 | 132 | 17 | 175 | 890 |
| 03:15 PM | 27 | 172 | 21 | 220 | 29 | 164 | 70 | 263 | 70 | 172 | 39 | 281 | 28 | 125 | 14 | 167 | 931 |
| 03:30 PM | 39 | 147 | 24 | 210 | 34 | 138 | 62 | 234 | 67 | 150 | 42 | 259 | 27 | 141 | 15 | 183 | 886 |
| 03:45 PM | 23 | 140 | 37 | 200 | 43 | 108 | 60 | 211 | 64 | 165 | 43 | 272 | 21 | 150 | 12 | 183 | 866 |
| Total | 127 | 632 | 109 | 868 | 142 | 535 | 236 | 913 | 286 | 645 | 153 | 1084 | 102 | 548 | 58 | 708 | 3573 |
| 04.00 PM | 20 | 155 | 14 | 222 | 20 | 117 | 47 | 100 | -7 | 107 | 25 | 57F | 26 | 120 | 20 | 170 | 076 |
| 04:15 PM | 20 | 176 | 44 | 227 | 20 | 11/ | 43 | 198 | 27 | 183 | 35 | 2/5 | 26 | 130 | 20 | 1/0 | 8/6 |
| 04.30 PM | 22 | 162 | 17 | 239 | 49 | 110 | 42 | 219 | 43 | 1/3 | 40 | 250 | 20 | 133 | 29 | 182 | 896 |
| 04.30 PM | 23 | 103 | 40 | 229 | 43 26 | 119 | 45 | 207 | 65 | 100 | 38 | 289 | 26 | 146 | 19 | 191 | 916 |
| Total | 100 | 699 | 169 | 201 | 166 | 420 | 100 | 217 | 00 | 198 | 41 | 307 | | 128 | 27 | 1// | 962 |
| rotar | 100 | 000 | 100 | 900 | 100 | 409 | 100 | 841 | 233 | 740 | 154 | 1127 | 94 | 537 | 95 | /26 | 3050 |
| 05:00 PM | 19 | 179 | 36 | 234 | 51 | 137 | 44 | 232 | 65 | 193 | 34 | 292 | 34 | 156 | 21 | 211 | 969 |
| 05:15 PM | 29 | 193 | 35 | 257 | 45 | 136 | 55 | 236 | 53 | 212 | 32 | 297 | 23 | 147 | 25 | 195 | 985 |
| 05:30 PM | 18 | 180 | 43 | 241 | 39 | 145 | 52 | 236 | 62 | 204 | 33 | 299 | 28 | 146 | 20 | 194 | 970 |
| 05:45 PM | 23 | 212 | 48 | 283 | 37 | 146 | 69 | 252 | 59 | 203 | 32 | 294 | 26 | 138 | 22 | 186 | 1015 |
| Total | 89 | 764 | 162 | 1015 | 172 | 564 | 220 | 956 | 239 | 812 | 131 | 1182 | 111 | 587 | 88 | 786 | 3939 |
| Crand Tatal | EDE | 4200 | 000 | F022 | | 2454 | 1 4 7 4 | · mena l | 1055 | | CC i | 4700 | 46.5 | | | 4747 | 20504 |
| | 325 | 4299 | 999 | 5823 | //6 | 3451 | 1434 | 5661 | 1063 | 3124 | 601 | 4/88 | 496 | 3508 | 308 | 4312 | 20584 |
| Appren % | 9.0 | /3.ð | 1/.2 | | 13./ | 61.0 | 25.3 | 57 F | 22.2 | 65.2 | 12.6 | | 11.5 | 81.4 | /.1 | 20.0 | |
| rotar % | 2.6 | 20.9 | 4.9 | 28.3 | 3.8 | 16.8 | /.0 | 27.5 | 5.2 | 15.2 | 2.9 | 23.3 | 2.4 | 17.0 | 1.5 | 20.9 | |

| | | HAZELT | TINE AV | E. | F | RIVERSI | DE DRI | VE | | HAZELT | INE AV | Ε. | F | RIVERSI | DE DRIN | /E | |
|-----------------|---------|---------|---------|---------------|----------|---------|--------|---------------|-------|--------|--------|-------|-------|---------|---------|---------------|---------------|
| | | Sout | nbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | L | | Total | f | | | Total | | | | Total | Total |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | I | |
| Volume | 64 | 827 | 197 | 1088 | 133 | 812 | 331 | 1276 | 116 | 349 | 59 | 524 | 63 | 712 | 23 | 798 | 3686 |
| Percent | 5.9 | 76.0 | 18.1 | | 10.4 | 63.6 | 25.9 | | 22.1 | 66.6 | 11.3 | | 7.9 | 89.2 | 2.9 | | |
| 08:00 Volume | 17 | 241 | 58 | 316 | 32 | 216 | 77 | 325 | 28 | 93 | 14 | 135 | 24 | 194 | 2 | 220 | 996 |
| Peak Factor | | | | | | | | | | | | | ***** | | | | 0.925 |
| High Int. | 08:00 | AM | | | 07:45 | AM | | | 07:30 | AM | | | 07:45 | AM | | | |
| Volume | 17 | 241 | 58 | 316 | 27 | 236 | 85 | 348 | 40 | 79 | 17 | 136 | 18 | 195 | 7 | 220 | |
| Peak Factor | | | | 0.861 | | | | 0.917 | | | | 0.963 | | | | 0.907 | |

 File Name
 : 355507

 Site Code
 : 00355507

 Start Date
 : 11/16/2005

 Page No
 : 2

. ~

| | | HAZELT Sout | INE AV | E. | F | RIVERS | DE DRI | VE | | HAZEL | | E. | F | RIVERSI | | VE | |
|-----------------|--------|----------------|--------|----------|----------|--------|--------|-------|-------|-------|------|-------|-------|---------|------|-------|-------|
| Start Time | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Int. |
| Peak Hour Fro | m 03:0 | D PM to | 05:45 | PM - Pea | k 1 of 1 | | L | TOLAI | | | | TULAI | | l | l | TOLAT | TULAI |
| Intersection | 05:00 | PM | | | | | | | | | | | | | | ļ | |
| Volume | 89 | 764 | 162 | 1015 | 172 | 564 | 220 | 956 | 239 | 812 | 131 | 1182 | 111 | 587 | 88 | 786 | 3939 |
| Percent | 8.8 | 75.3 | 16.0 | | 18.0 | 59.0 | 23.0 | | 20.2 | 68.7 | 11.1 | | 14.1 | 74.7 | 11.2 | | |
| 05:45 Volume | 23 | 212 | 48 | 283 | 37 | 146 | 69 | 252 | 59 | 203 | 32 | 294 | 26 | 138 | 22 | 186 | 1015 |
| Peak Factor | | | | | | | | | | | | | | | | | 0 970 |
| High Int. | 05:45 | PM | | | 05:45 | PM | | | 05:30 | PM | | | 05:00 | PM | | | 0.570 |
| Volume | 23 | 212 | 48 | 283 | 37 | 146 | 69 | 252 | 62 | 204 | 33 | 299 | 34 | 156 | 21 | 211 | |
| Peak Factor | | | | 0.897 | | | | 0.948 | | | | 0.988 | | | | 0.931 | |

 File Name
 : 355508

 Site Code
 : 00355508

 Start Date
 : 11/16/2005

 Page No
 : 1

| | | | | | | G | rouns Pri | nted- Tu | mina Ma | vement | | | | | , age | | L . |
|--------------|-------|--------|---------|---------------|-------|----------|-----------|---------------|---------|--------|---------|---------------|-------|--------|----------|---------------|---------------|
| | | HAZELT | INE AVI | Ξ. | Fa | ishion S | Square La | ine | | VENTU | RA BLVD |). | | P.LOT- | Entrance | 3 | |
| | | South | nbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 2 | 190 | 13 | 205 | 0 | 0 | 0 | 0 | 4 | 67 | 2 | 73 | 0 | 0 | 0 | 0 | 278 |
| 07:15 AM | 4 | 222 | 4 | 230 | 0 | 1 | 0 | 1 | 4 | 83 | 2 | 89 | 1 | 0 | 1 | 2 | 322 |
| 07:30 AM | 3 | 240 | 10 | 253 | 0 | 0 | 0 | 0 | 6 | 129 | 6 | 141 | 0 | 0 | 1 | 1 | 395 |
| 07:45 AM | 0 | 302 | 12 | 314 | 0 | 0 | 0 | 0 | 3 | 118 | 3 | 124 | 2 | 0 | 0 | 2 | 440 |
| Total | 9 | 954 | 39 | 1002 | 0 | 1 | 0 | 1 | 17 | 397 | 13 | 427 | 3 | 0 | 2 | 5 | 1435 |
| 08:00 AM | 2 | 316 | 15 | 333 | 1 | 0 | 1 | 2 | 5 | 129 | 0 | 134 | 4 | 0 | 0 | 4 | 473 |
| 08:15 AM | 2 | 277 | 5 | 284 | 1 | 0 | 0 | 1 | 8 | 127 | 3 | 138 | 1 | 0 | 1 | 2 | 425 |
| 08:30 AM | 1 | 252 | 12 | 265 | 1 | 0 | 1 | 2 | 3 | 113 | 2 | 118 | 0 | 0 | 1 | 1 | 386 |
| 08:45 AM | 2 | 220 | 13 | 235 | 1 | 0 | 1 | 2 | 5 | 125 | 2 | 132 | 1 | 0 | 3 | 4 | 373 |
| lotal | 7 | 1065 | 45 | 1117 | 4 | 0 | 3 | 7 | 21 | 494 | 7 | 522 | 6 | 0 | 5 | 11 | 1657 |
| 09:00 AM | 2 | 241 | 12 | 255 | 3 | 0 | 1 | 4 | 4 | 98 | 0 | 102 | 3 | 2 | 1 | 6 | 367 |
| 09:15 AM | 0 | 196 | 24 | 220 | 3 | 0 | 3 | 6 | 8 | 117 | 1 | 126 | 0 | 1 | 1 | 2 | 354 |
| 09:30 AM | 1 | 188 | 46 | 235 | 2 | 0 | 3 | 5 | 8 | 103 | 5 | 116 | 1 | 0 | 1 | 2 | 358 |
| 09:45 AM | 3 | 189 | 42 | 234 | 3 | 0 | 0 | 3 | 14 | 113 | 1 | 128 | 0 | 0 | 1 | 1 | 366 |
| Total | 6 | 814 | 124 | 944 | 11 | 0 | 7 | 18 | 34 | 431 | 7 | 472 | 4 | 3 | 4 | 11 | 1445 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 1 | 169 | 67 | 237 | 24 | 1 | 12 | 37 | 19 | 211 | 1 | 231 | 0 | 0 | 1 | 1 | 506 |
| 03:15 PM | 0 | 212 | 41 | 253 | 19 | 1 | 24 | 44 | 25 | 201 | 6 | 232 | 3 | 0 | 3 | 6 | 535 |
| 03:30 PM | 0 | 181 | 39 | 220 | 20 | 0 | 30 | 50 | 20 | 207 | 1 | 228 | 1 | 0 | 3 | 4 | 502 |
| 03:45 PM | 0 | 137 | 59 | 196 | 10 | 0 | 16 | 26 | 23 | 223 | 0 | 246 | 4 | 0 | 2 | 6 | 474 |
| Total | 1 | 699 | 206 | 906 | 73 | 2 | 82 | 157 | 87 | 842 | 8 | 937 | 8 | 0 | 9 | 17 | 2017 |
| 04:00 PM | 2 | 194 | 32 | 228 | 19 | 3 | 19 | 41 | 24 | 218 | 0 | 242 | 2 | 0 | 1 | 3 | 514 |
| 04:15 PM | 2 | 203 | 42 | 247 | 12 | 0 | 16 | 28 | 20 | 211 | 3 | 234 | 3 | 1 | 7 | 11 | 520 |
| 04:30 PM | 0 | 184 | 49 | 233 | 16 | 0 | 19 | 35 | 19 | 210 | 0 | 229 | 3 | 0 | 4 | 7 | 504 |
| 04:45 PM | 0 | 225 | 38 | 263 | 16 | 0 | 20 | 36 | 22 | 232 | 1 | 255 | 1 | 0 | 8 | 9 | 563 |
| Total | 4 | 806 | 161 | 971 | 63 | 3 | 74 | 140 | 85 | 871 | 4 | 960 | 9 | 1 | 20 | 30 | 2101 |
| 05:00 PM | 1 | 207 | 41 | 249 | 14 | 0 | 24 | 38 | 20 | 243 | 2 | 265 | 2 | 0 | 2 | 4 | 556 |
| 05:15 PM | 3 | 209 | 52 | 264 | 10 | 0 | 16 | 26 | 20 | 246 | 4 | 270 | 2 | 0 | 0 | 2 | 562 |
| 05:30 PM | 0 | 185 | 47 | 232 | 11 | 0 | 13 | 24 | 9 | 255 | 1 | 265 | 3 | 1 | 3 | 7 | 528 |
| 05:45 PM | 1 | 243 | 58 | 302 | 16 | 1 | 20 | 37 | 18 | 230 | 4 | 252 | 2 | 0 | 1 | 3 | 594 |
| Total | 5 | 844 | 198 | 1047 | 51 | 1 | 73 | 125 | 67 | 974 | 11 | 1052 | 9 | 1 | 6 | 16 | 2240 |
| Grand Total | 32 | 5182 | 773 | 5987 | 202 | 7 | 239 | 448 | 311 | 4009 | 50 | 4370 | 39 | 5 | 46 | 90 | 10895 |
| Apprch % | 0.5 | 86.6 | 12.9 | | 45.1 | 1.6 | 53.3 | | 7.1 | 91.7 | 1.1 | | 43.3 | 5.6 | 51.1 | | |
| Total % | 0.3 | 47.6 | 7.1 | 55.0 | 1.9 | 0.1 | 2.2 | 4.1 | 2.9 | 36.8 | 0.5 | 40.1 | 0.4 | 0.0 | 0.4 | 0.8 | |
| | | | | | | | | | | | | | | | | , | |

| | | HAZELT | INE AV | E. | Fashion Square Lane Westbound | | | | | VENTU | RA BLVI | Э. | | P.LOT- | Entranc | э | |
|-----------------|--------|---------|--------|---------------|----------------------------------|------|--------|---------------|-------|-------|---------|---------------|-------|--------|---------|---------------|---------------|
| | | Sout | nbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 07:0 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | l | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | | |
| Volume | 7 | 1135 | 42 | 1184 | 2 | 0 | 1 | 3 | 22 | 503 | 12 | 537 | 7 | 0 | 2 | 9 | 1733 |
| Percent | 0.6 | 95.9 | 3.5 | | 66.7 | 0.0 | 33.3 | | 4.1 | 93.7 | 2,2 | | 77.8 | 0.0 | 22.2 | | |
| 08:00 Volume | 2 | 316 | 15 | 333 | 1 | 0 | 1 | 2 | 5 | 129 | 0 | 134 | 4 | 0 | 0 | 4 | 473 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.916 |
| High Int. | 08:00 | AM | | | 08:00 | AM | | | 07:30 | AM | | | 08:00 | AM | | | |
| Volume | 2 | 316 | 15 | 333 | 1 | 0 | 1 | 2 | 6 | 129 | 6 | 141 | 4 | 0 | 0 | 4 | |
| Peak Factor | | | | 0.889 | | | | 0.375 | | | | 0.952 | 1 | | | 0.563 | |

 File Name
 : 355508

 Site Code
 : 00355508

 Start Date
 : 11/16/2005

 Page No
 : 2

| | 1 | HAZELT Souti | TINE AV | E. | Fa | shion S West | quare L Ibound | ane | | VENTU North | RA BLVI nbound | Э. | | P.LOT- East | Entrance bound | 9 | |
|---------------|----------|-----------------|---------|---------------|----------|-----------------|-------------------|---------------|-------|----------------|-------------------|---------------|-------|----------------|-------------------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 |) PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 05:00 | PM | | | | | | | | | | | | | | | |
| Volume | 5 | 844 | 198 | 1047 | 51 | 1 | 73 | 125 | 67 | 974 | 11 | 1052 | 9 | 1 | 6 | 16 | 2240 |
| Percent | 0.5 | 80.6 | 18.9 | | 40.8 | 0.8 | 58.4 | | 6.4 | 92.6 | 1.0 | | 56.3 | 6.3 | 37.5 | | |
| 05:45 | 1 | 242 | FO | 202 | 16 | 4 | 20 | 27 | 10 | 720 | 1 | 252 | 2 | 0 | + | 2 | 504 |
| Volume | T | 243 | 20 | 50Z | 10 | 1 | 20 | 27 | 10 | 230 | -1 | 252 | 2 | 0 | T | 5 | 724 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.943 |
| High Int. | 05:45 PM | | | | 05:00 | PM | | | 05:15 | PM | | | 05:30 | PM | | | |
| Volume | 1 | 243 | 58 | 302 | 14 | 0 | 24 | 38 | 20 | 246 | 4 | 270 | 3 | 1 | 3 | 7 | |
| Peak Factor | | | | 0.867 | | | | 0.822 | | | | 0.974 | | | | 0.571 | |

 File Name
 : 355509

 Site Code
 : 00355509

 Start Date
 : 11/15/2005

 Page No
 : 1

| | | | | | | Gr | oups Pri | nted- Tur | ning Mo | vement | | | | | | | |
|--------------|-------|--------|---------|---------------|-------|--------|----------|---------------|---------|--------|----------|---------------|-------|-------|--------|---------------|---------------|
| | | HAZELT | INE AVE | Ξ. | 1 | MOORP. | ARK AV | E. | | HAZELT | TINE AVE | Ξ. | | MOORP | ARK AV | E. | |
| | | South | bound | | | West | bound | | | North | bound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 80 | 104 | 16 | 200 | 14 | 129 | 22 | 165 | 2 | 24 | 6 | 32 | 7 | 42 | 21 | 70 | 467 |
| 07:15 AM | 75 | 122 | 20 | 217 | 11 | 156 | 20 | 187 | 5 | 32 | 8 | 45 | 4 | 53 | 19 | 76 | 525 |
| 07:30 AM | 64 | 177 | 22 | 263 | 18 | 179 | 16 | 213 | 3 | 46 | 6 | 55 | 16 | 84 | 27 | 127 | 658 |
| 07:45 AM | 90 | 201 | 39 | 330 | 33 | 169 | 19 | 221 | 2 | 66 | 5 | 73 | 10 | 95 | 23 | 128 | 752 |
| Total | 309 | 604 | 97 | 1010 | 76 | 633 | 77 | 786 | 12 | 168 | 25 | 205 | 37 | 274 | 90 | 401 | 2402 |
| 08:00 AM | 83 | 239 | 35 | 357 | 16 | 172 | 28 | 216 | 8 | 44 | 10 | 62 | 13 | 83 | 21 | 117 | 752 |
| 08:15 AM | 84 | 213 | 42 | 339 | 18 | 191 | 18 | 227 | 7 | 49 | 15 | 71 | 6 | 98 | 20 | 124 | 761 |
| 08:30 AM | 79 | 216 | 45 | 340 | 31 | 152 | 18 | 201 | 8 | 48 | 11 | 67 | 21 | 101 | 25 | 147 | 755 |
| 08:45 AM | 86 | 207 | 41 | 334 | 18 | 150 | 31 | 199 | 7 | 57 | 10 | 74 | 19 | 102 | 24 | 145 | 752 |
| Total | 332 | 875 | 163 | 1370 | 83 | 665 | 95 | 843 | 30 | 198 | 46 | 274 | 59 | 384 | 90 | 533 | 3020 |
| 09:00 AM | 70 | 153 | 39 | 262 | 20 | 157 | 14 | 191 | 6 | 49 | 16 | 71 | 15 | 100 | 24 | 130 | 663 |
| 09:15 AM | 74 | 128 | 53 | 255 | 22 | 149 | 20 | 191 | 5 | 49 | 14 | 68 | 21 | 78 | 23 | 122 | 636 |
| 09:30 AM | 75 | 92 | 37 | 204 | 15 | 133 | 17 | 165 | 7 | 58 | 12 | 77 | 20 | 79 | 26 | 125 | 571 |
| 09:45 AM | 57 | 88 | 36 | 181 | 24 | 109 | 13 | 146 | 8 | 69 | 18 | 95 | 13 | 101 | 34 | 148 | 570 |
| Total | 276 | 461 | 165 | 902 | 81 | 548 | 64 | 693 | 26 | 225 | 60 | 311 | 69 | 358 | 107 | 534 | 2440 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 55 | 74 | 36 | 165 | 23 | 95 | 14 | 132 | 6 | 96 | 15 | 117 | 29 | 133 | 69 | 231 | 645 |
| 03:15 PM | 55 | 99 | 32 | 186 | 30 | 108 | 17 | 155 | 13 | 97 | 30 | 140 | 22 | 134 | 61 | 217 | 698 |
| 03:30 PM | 70 | 93 | 35 | 198 | 29 | 102 | 22 | 153 | 13 | 108 | 22 | 143 | 14 | 161 | 58 | 233 | 727 |
| 03:45 PM | 77 | 92 | 36 | 205 | 32 | 126 | 15 | 173 | 7 | 100 | 18 | 125 | 16 | 149 | 63 | 228 | 731 |
| Total | 257 | 358 | 139 | 754 | 114 | 431 | 68 | 613 | 39 | 401 | 85 | 525 | 81 | 577 | 251 | 909 | 2801 |
| 04:00 PM | 53 | 89 | 43 | 185 | 27 | 110 | 18 | 155 | 15 | 105 | 24 | 144 | 15 | 157 | 70 | 242 | 726 |
| 04:15 PM | 54 | 122 | 46 | 222 | 36 | 112 | 16 | 164 | 15 | 114 | 27 | 156 | 14 | 179 | 64 | 257 | 799 |
| 04:30 PM | 64 | 91 | 37 | 192 | 37 | 133 | 14 | 184 | 9 | 106 | 35 | 150 | 17 | 161 | 76 | 254 | 780 |
| 04:45 PM | 81 | 98 | 42 | 221 | 32 | 132 | 11 | 175 | 13 | 97 | 25 | 135 | 20 | 175 | 74_ | 269 | 800 |
| Total | 252 | 400 | 168 | 820 | 132 | 487 | 59 | 678 | 52 | 422 | 111 | 585 | 66 | 672 | 284 | 1022 | 3105 |
| 05:00 PM | 68 | 92 | 33 | 193 | 25 | 114 | 25 | 164 | 16 | 128 | 23 | 167 | 29 | 138 | 72 | 239 | 763 |
| 05:15 PM | 74 | 117 | 41 | 232 | 39 | 135 | 18 | 192 | 10 | 107 | 34 | 151 | 21 | 178 | 64 | 263 | 838 |
| 05:30 PM | 78 | 106 | 43 | 227 | 42 | 122 | 19 | 183 | 11 | 129 | 12 | 152 | 19 | 152 | 81 | 252 | 814 |
| 05:45 PM | 69 | 102 | 43 | 214 | 46 | 132 | 28 | 206 | 6 | 92 | 35 | 133 | 13 | 152 | 72 | 237 | 790 |
| Total | 289 | 417 | 160 | 866 | 152 | 503 | 90 | 745 | 43 | 456 | 104 | 603 | 82 | 620 | 289 | 991 | 3205 |
| Grand Total | 1715 | 3115 | 897 | 5722 | 638 | 3267 | 453 | 4358 | 202 | 1870 | 431 | 2503 | 304 | 2885 | 1111 | 4390 | 16973 |
| Apprch % | 30.0 | 54.4 | 15.6 | 5722 | 14 6 | 75.0 | 10.4 | 1000 | 81 | 74 7 | 17 2 | 2505 | 90 | 65 7 | 25 3 | ,550 | 10575 |
| Total % | 10.1 | 18.4 | 5.3 | 33.7 | 3.8 | 19.2 | 27 | 25 7 | 1 2 | 11 0 | 25 | 14 7 | 2.3 | 17.0 | 65 | 25.9 | |
| | 10.1 | 1011 | 5.5 | 55.7 | 5.5 | | £17 | £.3.7 | ± • 44 | 11.0 | 2.0 | - 1.7 | 2.5 | 17.0 | 0.0 | 20.0 | |

| | 1 | HAZELT | INE AV | E. | P | AOORP | ARK AV | Ξ. | | HAZELT | | Ξ. | 1 | MOORP | ARK AV | E. | |
|---------------|---------|---------|--------|----------|----------|-------|--------|-------|-------|--------|--------|-------|-------|-------|--------|-------|-------|
| | | 3000 | ibouno | | | vves | loouna | | | NOT | DUDUIU | | | East | | | |
| Start Time | Dight | Thru | Loft | App. | Diaht | Thru | Loft | App. | Diabt | Theu | Loft | App. | Diaht | Thru | Loft | App. | Int. |
| Juit fine | Right | mu | Leit | Total | Right | mu | Leit | Total | Right | THE | Leit | Total | Right | mu | Leit | Total | Total |
| Peak Hour Fro | m 07:00 |) AM to | 09:45 | AM - Pea | k 1 of 1 | - | | | | | | | | | | | |
| Intersection | 07:45 | AM | | | | | | | | | | | | | | | |
| Volume | 336 | 869 | 161 | 1366 | 98 | 684 | 83 | 865 | 25 | 207 | 41 | 273 | 50 | 377 | 89 | 516 | 3020 |
| Percent | 24.6 | 63.6 | 11.8 | | 11.3 | 79.1 | 9.6 | | 9.2 | 75.8 | 15.0 | | 9.7 | 73.1 | 17.2 | | |
| 08:15 | 04 | 242 | 40 | 220 | 10 | | 10 | | _ | 40 | | | - | | | 124 | 761 |
| Volume | 84 | 213 | 42 | 339 | 18 | 191 | 18 | 227 | | 49 | 15 | /1 | 6 | 98 | 20 | 124 | /61 |
| Peak Factor | | | | | | | | | | | | | | | |] | 0.992 |
| High Int. | 08:00 | AM | | | 08:15 | AM | | | 07:45 | AM | | | 08:30 | AM | | ļ | |
| Volume | 83 | 239 | 35 | 357 | 18 | 191 | 18 | 227 | 2 | 66 | 5 | 73 | 21 | 101 | 25 | 147 | |
| Peak Factor | | | | 0.957 | | | | 0.953 | | | | 0.935 | | | | 0.878 | |

File Name : 355509 Site Code : 00355509 Start Date : 11/15/2005 Page No : 2

| | | HAZELT South | FINE AV | E. | M | MOORP Wes | ARK AV tbound | Έ. | | HAZELT North | TINE AV | Ε. | 1 | MOORP East | ARK AV bound | E. | |
|---------------|--------|-----------------|---------|---------------|----------|--------------|--|---------------|-------------|-----------------|---------|---------------|-------|---------------|-----------------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:0 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | ······································ | **** | · · · · · · | | | | | l | ł. | | , otal |
| Intersection | 04:45 | PM | | | | | | | | | | | | | | · · · · | |
| Volume | 301 | 413 | 159 | 873 | 138 | 503 | 73 | 714 | 50 | 461 | 94 | 605 | 89 | 643 | 291 | 1023 | 3215 |
| Percent | 34.5 | 47.3 | 18.2 | | 19.3 | 70.4 | 10.2 | | 8.3 | 76.2 | 15.5 | | 8.7 | 62.9 | 28.4 | } | |
| Volume | 74 | 117 | 41 | 232 | 39 | 135 | 18 | 192 | 10 | 107 | 34 | 151 | 21 | 178 | 64 | 263 | 838 |
| Peak Factor | | | | | | | | | | | | | | | | | 0 020 |
| High Int. | 05:15 | PM | | | 05:15 | PM | | | 05:00 | PM | | | 04:45 | PM | | | 0.555 |
| Volume | 74 | 117 | 41 | 232 | 39 | 135 | 18 | 192 | 16 | 128 | 23 | 167 | 20 | 175 | 74 | 269 | |
| Peak Factor | | | | 0.941 | | | | 0.930 | | | | 0.906 | | | | 0.951 | |

File Name : 355510 Site Code : 00355510 Start Date : 11/15/2005 Page No : 1

| | | | | | | Gr | oups Pri | inted- Tu | rning Ma | vement | | | | | | | - |
|--------------|-------|--------|---------|-------|-------|-------|----------|-----------|----------|--------|-------|-------|-------|-------|---------|---------------|-------|
| | | HAZELI | TINE AV | E. | | VENTU | RA AVE | | | | | | | VENTU | JRA AVE | • | } |
| | | Sout | Inpound | Ann | | Vvest | bound | ٨٥٥ | | North | bound | | | East | bound | A | Tut |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | App. Total | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 72 | 0 | 29 | 101 | 15 | 267 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 232 | 14 | 246 | 629 |
| 07:15 AM | 97 | 0 | 36 | 133 | 20 | 312 | 0 | 332 | 0 | 0 | 0 | 0 | 0 | 267 | 20 | 287 | 752 |
| 07:30 AM | 99 | 0 | 63 | 162 | 28 | 340 | 0 | 368 | 0 | 0 | 0 | 0 | 0 | 247 | 26 | 273 | 803 |
| 07:45 AM | 123 | 0 | 75 | 198 | 34 | 331 | 0 | 365 | 0 | 0 | 0 | 0 | 0 | 265 | 27 | 292 | 855 |
| Total | 391 | 0 | 203 | 594 | 97 | 1250 | 0 | 1347 | 0 | 0 | 0 | 0 | 0 | 1011 | 87 | 1098 | 3039 |
| 08:00 AM | 136 | 0 | 83 | 219 | 26 | 303 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 229 | 21 | 250 | 798 |
| 08:15 AM | 123 | 0 | 72 | 195 | 27 | 344 | 0 | 371 | 0 | 0 | 0 | 0 | 0 | 271 | 25 | 296 | 862 |
| 08:30 AM | 111 | 0 | 80 | 191 | 31 | 326 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 294 | 19 | 313 | 861 |
| 08:45 AM | 127 | 0 | 79 | 206 | 32 | 273 | 0 | 305 | 0 | 0 | 0 | 0 | 0 | 233 | 22 | 255 | 766 |
| Total | 497 | 0 | 314 | 811 | 116 | 1246 | 0 | 1362 | 0 | 0 | 0 | 0 | 0 | 1027 | 87 | 1114 | 3287 |
| 09:00 AM | 91 | 0 | 57 | 148 | 30 | 281 | 0 | 311 | 0 | Ω | Ο | n | Δ | 268 | 77 | 201 | 750 |
| 09:15 AM | 83 | Ō | 55 | 138 | 28 | 291 | õ | 319 | Ő | Ő | õ | 0 | 0 | 307 | 23 | 331 | 788 |
| 09:30 AM | 73 | 0 | 39 | 112 | 42 | 296 | õ | 338 | Õ | õ | õ | ñ | ñ | 293 | 26 | 319 | 769 |
| 09:45 AM | 57 | 0 | 28 | 85 | 43 | 249 | õ | 292 | õ | õ | Õ | 0 | Ő | 278 | 25 | 303 | 680 |
| Total | 304 | 0 | 179 | 483 | 143 | 1117 | 0 | 1260 | 0 | 0 | 0 | 0 | 0 | 1146 | 98 | 1244 | 2987 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 47 | 0 | 44 | 91 | 61 | 280 | 0 | 341 | 0 | 0 | 0 | 0 | Ω | 270 | 36 | 306 | 738 |
| 03:15 PM | 55 | 0 | 53 | 108 | 53 | 287 | Ō | 340 | Ō | Ō | Ō | Õ | õ | 278 | 44 | 322 | 770 |
| 03:30 PM | 37 | 0 | 41 | 78 | 48 | 283 | 0 | 331 | Ō | Ō | Ō | 0 | ō | 262 | 50 | 312 | 721 |
| 03:45 PM | 47 | 0 | 47 | 94 | 64 | 300 | 0 | 364 | 0 | 0 | 0 | 0 | 0 | 309 | 46 | 355 | 813 |
| Total | 186 | 0 | 185 | 371 | 226 | 1150 | 0 | 1376 | 0 | 0 | 0 | 0 | 0 | 1119 | 176 | 1295 | 3042 |
| 04:00 PM | 45 | 0 | 35 | 80 | 60 | 300 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 308 | 45 | 353 | 793 |
| 04:15 PM | 50 | 0 | 53 | 103 | 74 | 262 | 0 | 336 | 0 | 0 | 0 | 0 | Ō | 315 | 34 | 349 | 788 |
| 04:30 PM | 47 | 0 | 41 | 88 | 61 | 297 | 0 | 358 | 0 | 0 | 0 | 0 | 0 | 372 | 39 | 411 | 857 |
| 04:45 PM | 42 | 0 | 46 | 88 | 60 | 287 | 0 | 347 | 0 | 0 | 0 | 0 | 0 | 313 | 44 | 357 | 792 |
| Total | 184 | 0 | 175 | 359 | 255 | 1146 | 0 | 1401 | 0 | 0 | 0 | 0 | 0 | 1308 | 162 | 1470 | 3230 |
| 05:00 PM | 48 | 0 | 43 | 91 | 72 | 316 | 0 | 388 | 0 | 0 | 0 | ol | 0 | 352 | 47 | 399 | 878 |
| 05:15 PM | 53 | 0 | 47 | 100 | 63 | 267 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 342 | 49 | 391 | 821 |
| 05:30 PM | 56 | 0 | 39 | 95 | 70 | 296 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 356 | 50 | 406 | 867 |
| 05:45_PM | 51 | 0 | 45 | 96 | 54 | 310 | 0 | 364 | 0 | 0 | 0 | 0 | 0 | 367 | 49 | 416 | 876 |
| Total | 208 | 0 | 174 | 382 | 259 | 1189 | 0 | 1448 | 0 | 0 | 0 | 0 | 0 | 1417 | 195 | 1612 | 3442 |
| Grand Total | 1770 | 0 | 1230 | 3000 | 1096 | 7098 | 0 | 8194 | 0 | 0 | 0 | 0 | 0 | 7028 | 805 | 7833 | 19027 |
| Apprch % | 59.0 | 0.0 | 41.0 | | 13.4 | 86.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 89.7 | 10.3 | | |
| Total % | 9.3 | 0.0 | 6.5 | 15.8 | 5.8 | 37.3 | 0.0 | 43.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.9 | 4.2 | 41.2 | |

| | | HAZELI | INE AV | E. | | VENTL | IRA AVE | | | | | | | VENTU | RA AVE. | | |
|---------------|---------|---------|--------|---------------|----------|-------|---------|---------------|--------|-------|-------|---------------|-------|-------|---------|---------------|---------------|
| | | Sout | nbound | | | Wes | tbound | | | North | bound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 07:45 | AM | | | | | | | | | | | | | | | |
| Volume | 493 | 0 | 310 | 803 | 118 | 1304 | 0 | 1422 | 0 | 0 | 0 | 0 | 0 | 1059 | 92 | 1151 | 3376 |
| Percent | 61.4 | 0.0 | 38.6 | | 8.3 | 91.7 | 0.0 | | 0.0 | 0.0 | 0.0 | _ | 0.0 | 92.0 | 8.0 | | |
| 08:15 | 177 | 0 | 77 | 105 | 27 | 744 | 0 | 771 | | 0 | 0 | 0 | ~ | 074 | 25 | 200 | 000 |
| Volume | 125 | 0 | 12 | 195 | 2/ | 344 | U | 3/1 | 0 | 0 | U | U | 0 | 2/1 | 25 | 296 | 862 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.979 |
| High Int. | 08:00 | AM | | | 08:15 | AM | | | 6:45:0 | 0 AM | | | 08:30 | АМ | | | |
| Volume | 136 | 0 | 83 | 219 | 27 | 344 | 0 | 371 | 0 | 0 | 0 | 0 | 0 | 294 | 19 | 313 | |
| Peak Factor | | | | 0.917 | | | | 0.958 | | | | | | | | 0.919 | |

 File Name
 : 355510

 Site Code
 : 00355510

 Start Date
 : 11/15/2005

 Page No
 : 2

| | | HAZELI | TINE AV | Ē. | | VENTU | IRA AVE | | | | | | | VENTU | RA AVE | | 1 |
|-----------------|--------|---------|---------|---------------|----------|-------|---------|---------------|-------|-------|-------|---------------|-------|-------|--------|---------------|---------------|
| | | Sout | hbound | | | West | tbound | | | North | bound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:0 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 05:00 | PM | | | | | | | | | | | | | | ł | |
| Volume | 208 | 0 | 174 | 382 | 259 | 1189 | 0 | 1448 | 0 | 0 | 0 | 0 | 0 | 1417 | 195 | 1612 | 3442 |
| Percent | 54.5 | 0.0 | 45.5 | | 17.9 | 82.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 87.9 | 12.1 | | |
| 05:00 Volume | 48 | 0 | 43 | 91 | 72 | 316 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 352 | 47 | 399 | 878 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.980 |
| High Int. | 05:15 | PM | | | 05:00 | PM | | | | | | | 05:45 | PM | | - | |
| Volume | 53 | 0 | 47 | 100 | 72 | 316 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 367 | 49 | 416 | 1 |
| Peak Factor | | | | 0.955 | | | | 0.933 | | | | | | | | 0.969 | 1 |

File Name : 355511 Site Code : 00355511 Start Date : 11/17/2005 Page No : 1

| | | | | | | ~ | | | | | | | | | Faye | ENO . | I |
|--------------|-------|-------|--------|-------|----------|---------------|----------|------------|-------|---------|------------|------------|-------|-------|-------|-------------|-------|
| [| 1 | | | | | | TOUPS Pr | Inted- Lui | | ovement | | | | | | (D | 1 |
| | | South | hound | ς. | | MAGNO M/pe | LIA BLV | D. | | Nort | | - . | | MAGNO | | νD. | |
| | | 0000 | loound | Δnn | | 1100 | | Ann | | | | Ann | | Lasi | DUUIU | A nn | Int |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | App. | Tatal |
| Factor | 10 | 10 | 1.0 | 1000 | 10 | 1.0 | 1.0 | TULAI | 1.0 | 1.0 | 10 | TOLA | 1.0 | 1.0 | 10 | TOLA | TOLAT |
| 07.00 AM | 19 | 303 | 25 | 347 | 2.0 | 174 | 2.0 | 100 | 1.0 | 100 | 1.0 | 120 | 1.0 | | 1.0 | 100 | |
| 07:00 AM | 22 | 221 | 40 | | 10 | 137 | 20 | 100 | | 100 | 14 | 130 | 11 | 85 | 4 | 100 | /5/ |
| 07:20 AM | 10 | 240 | 49 | 402 | 19 | 1// | 20 | 210 | 20 | 145 | 1/ | 182 | 19 | 130 | 11 | 160 | 960 |
| 07.30 AM | 19 | 249 | 40 | 414 | 30 | 240 | 28 | 304 | 42 | 203 | 2/ | 2/2 | 20 | 186 | 17 | 223 | 1213 |
| | | 1205 | 45 | 3// | 50 | 257 | 28 | | 29 | 214 | 30 | 273 | 16 | 232 | 15 | 263 | 1248 |
| TOLAI | 90 | 1285 | 165 | 1540 | 126 | 808 | 101 | 1035 | 99 | 670 | 88 | 857 | 66 | 633 | 47 | 746 | 4178 |
| 00.00 AM | 77 | 202 | 20 | 260 | | | | | | | | | t | | | | |
| 00.00 AM | 2/ | 303 | 38 | 368 | 24 | 223 | 26 | 2/3 | 14 | 164 | 21 | 199 | 15 | 205 | 21 | 241 | 1081 |
| 08:15 AM | 38 | 262 | 30 | 330 | 16 | 189 | 21 | 226 | 13 | 131 | 14 | 158 | 29 | 215 | 9 | 253 | 967 |
| 08:30 AM | 19 | 288 | 3/ | 344 | 13 | 165 | 16 | 194 | 7 | 139 | 8 | 154 | 19 | 195 | 11 | 225 | 917 |
| 08:45 AM | 13 | 304 | 36 | 353 | 17 | 179 | 27 | 223 | 17 | 139 | 14 | 170 | 17 | 171 | 10 | 198 | 944 |
| lotal | 97 | 1157 | 141 | 1395 | 70 | 756 | 90 | 916 | 51 | 573 | 57 | 681 | 80 | 786 | 51 | 917 | 3909 |
| | | | | | | | | | | | | | | | | | |
| 09:00 AM | 17 | 245 | 21 | 283 | 20 | 124 | 23 | 167 | 18 | 120 | 21 | 159 | 16 | 173 | 10 | 199 | 808 |
| 09:15 AM | 20 | 251 | 18 | 289 | 16 | 111 | 13 | 140 | 22 | 139 | 14 | 175 | 21 | 150 | 9 | 180 | 784 |
| 09:30 AM | 12 | 264 | 28 | 304 | 12 | 94 | 21 | 127 | 13 | 132 | 12 | 157 | 14 | 134 | 7 | 155 | 743 |
| 09:45 AM | 11 | 228 | 29 | 268 | 15 | 109 | 26 | 150 | 12 | 133 | 11 | 156 | 15 | 111 | 9 | 135 | 709 |
| Total | 60 | 988 | 96 | 1144 | 63 | 438 | 83 | 584 | 65 | 524 | 58 | 647 | 66 | 568 | 35 | 669 | 3044 |
| | | | | | | | | | | | | | | | | , | |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 03:00 PM | 13 | 210 | 30 | 253 | 26 | 129 | 26 | 181 | 44 | 244 | 21 | 309 | 17 | 182 | 16 | 215 | 958 |
| 03:15 PM | 23 | 250 | 24 | 297 | 48 | 162 | 27 | 237 | 30 | 277 | 26 | 333 | 16 | 193 | 22 | 231 | 1098 |
| 03:30 PM | 18 | 184 | 26 | 228 | 34 | 147 | 29 | 210 | 25 | 249 | 27 | 301 | 16 | 180 | 17 | 213 | 952 |
| 03:45 PM | 10 | 210 | 28 | 248 | 28 | 145 | 23 | 196 | 22 | 242 | 10 | 274 | 13 | 182 | 15 | 210 | 928 |
| Total | 64 | 854 | 108 | 1026 | 136 | 583 | 105 | 824 | 121 | 1012 | 84 | 1217 | 62 | 737 | 70 | 869 | 3936 |
| | | | | | | | | , | | | | | | | | | |
| 04:00 PM | 15 | 177 | 27 | 219 | 39 | 133 | 17 | 189 | 17 | 209 | 30 | 256 | 18 | 171 | 11 | 200 | 864 |
| 04:15 PM | 13 | 184 | 20 | 217 | 21 | 154 | 20 | 195 | 21 | 247 | 27 | 295 | 16 | 217 | 14 | 247 | 954 |
| 04:30 PM | 15 | 202 | 23 | 240 | 24 | 144 | 16 | 184 | 17 | 230 | 18 | 265 | 10 | 205 | 27 | 251 | 040 |
| 04:45 PM | 18 | 206 | 28 | 252 | 27 | 150 | 23 | 200 | 23 | 252 | 10 | 285 | 17 | 187 | 13 | 217 | 954 |
| Total | 61 | 769 | 98 | 928 | 111 | 581 | 76 | 768 | 78 | 938 | 85 | 1101 | 70 | 780 | 65 | 015 | 3712 |
| | | | | 240 | | 501 | /0 | 700 | ,0 | 550 | 05 | 1101 | 70 | /00 | 05 | 101 | 5/12 |
| 05:00 PM | 29 | 218 | 13 | 260 | 14 | 122 | 23 | 150 | 10 | 220 | 14 | 777 İ | 25 | 710 | 10 | 261 | 052 |
| 05:15 PM | 20 | 211 | 21 | 252 | 21 | 155 | 20 | 205 | 22 | 276 | 14 74 | 2/2 | 23 | 210 | 10 | 201 | 1077 |
| 05:30 PM | 22 | 183 | 20 | 222 | 74 | 178 | 29 | 176 | 20 | 270 | 27 | 223 | 21 | 245 | 21 | 297 | 10/7 |
| 05:45 PM | 16 | 190 | 19 | 225 | 27 | 110 | 27 24 | 165 | 20 | 267 | 32 | 204 | 22 | 209 | 20 | 202 | 947 |
| Total | 87 | 802 | 73 | 067 | <u> </u> | <u> </u> | 100 | 705 | 24 | 1007 | <u> 25</u> | 1101 | 110 | 229 | 25 | 2/5 | 9// |
| rotar | 07 | 002 | 15 | 902 | 01 | 524 | 100 | 705 | 94 | 1002 | 95 | 1191 | 110 | 901 | 84 | 1022 | 3923 |
| Grand Total | 450 | 5855 | 681 | 6005 | E 97 | 2600 | FFF | 1000 | 500 | 4710 | 467 | FCOAL | 454 | 4405 | 757 | C244 | 22222 |
| Approh 04 | 56 | 7 20 | 001 | 6660 | 10/ | 2090 | | 4032 | 208 | 4/19 | 467 | 5694 | 454 | 4405 | 352 | 5211 | 22/32 |
| Total 90 | 0.0 | 03./ | 9.7 | 20.0 | 12.1 | /0.4 | 11.5 | <u> </u> | 8.9 | 82.9 | 8.2 | | 8./ | 84.5 | 6.8 | | |
| I ULdI % | 2.0 | 23.8 | 3.0 | 30.8 | 2.6 | 16.2 | 2.4 | 21.3 | 2.2 | 20.8 | 2.1 | 25.0 | 2.0 | 19.4 | 1.5 | 22.9 | |

| | 1 | WOODN | MAN AV | Ε. | N | AGNO | LIA BLV | D. | | WOOD | AN AV | Ε. | N | MAGNO | LIA BLV | ′D. | |
|---------------|---------|---------|--------|----------|----------|------|---------|-------|-------|-------|--------|-------|-------|-------|---------|-------|-------|
| | | Souti | bound | | | Wes | lbound | | | North | ibound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Int. |
| | | | | TOLAI | _ | | | Total | | |] | lotal | | | | lotal | lotal |
| Peak Hour Fro | m 07:00 | d AM to | 09:45 | AM - Pea | k 1 of 1 | _ | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | | |
| Volume | 114 | 1216 | 159 | 1489 | 126 | 909 | 103 | 1138 | 98 | 712 | 92 | 902 | 80 | 838 | 62 | 980 | 4509 |
| Percent | 7.7 | 81.7 | 10.7 | | 11.1 | 79.9 | 9.1 | | 10.9 | 78.9 | 10.2 | | 8.2 | 85.5 | 6.3 | | |
| 07:45 | 30 | 202 | 45 | 777 | EO | 257 | 20 | 775 | 20 | 714 | 20 | | | 222 | | 262 | 1240 |
| Volume | 20 | 502 | 40 | 577 | 50 | 257 | 28 | 335 | 29 | 214 | 30 | 2/3 | 16 | 232 | 15 | 263 | 1248 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.903 |
| High Int. | 07:30 | AM | | | 07:45 | AM | | | 07:45 | AM | | | 07:45 | AM | | | |
| Volume | 19 | 349 | 46 | 414 | 50 | 257 | 28 | 335 | 29 | 214 | 30 | 273 | 16 | 232 | 15 | 263 | |
| Peak Factor | | | | 0.899 | | | | 0.849 | | | | 0.826 | | | | 0.932 | |

File Name : 355511 Site Code : 00355511 Start Date : 11/17/2005 Page No : 2

| | | WOODN South | MAN AV | E. | N | MAGNO Wes | LIA BLV tbound | 'D. | | WOODN North | MAN AVI | Ξ. | N | /AGNO East | LIA BLV | 'D. |] |
|---------------|---------|----------------|--------|---------------|----------|--------------|-------------------|---------------|-------|----------------|---------|---------------|-------|---------------|---------|---------------|-------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. |
| Peak Hour Fro | m 03:00 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | *l | | | | | . otal | | | | Total | Total |
| Intersection | 05:00 | PM | | | | | | | 1 | | | | | | | | 1 |
| Volume | 87 | 802 | 73 | 962 | 81 | 524 | 100 | 705 | 94 | 1002 | 95 | 1191 | 110 | 901 | 84 | 1095 | 3953 |
| Percent | 9.0 | 83.4 | 7.6 | | 11.5 | 74.3 | 14.2 | | 7.9 | 84.1 | 8.0 | | 10.0 | 82.3 | 7.7 | 1055 | 5555 |
| Volume | 20 | 211 | 21 | 252 | 21 | 155 | 29 | 205 | 23 | 276 | 24 | 323 | 31 | 245 | 21 | 297 | 1077 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.010 |
| High Int. | 05:00 | PM | | | 05:15 | PM | | | 05:15 | PM | | | 05:15 | РМ | | | 0.918 |
| Volume | 29 | 218 | 13 | 260 | 21 | 155 | 29 | 205 | 23 | 276 | 24 | 323 | 31 | 245 | 21 | 297 | |
| Peak Factor | | | | 0.925 | | | | 0.860 | | | | 0.922 | | | | 0.922 | |

.

File Name : 355512 Site Code : 00355512 Start Date : 11/16/2005 Page No : 1

| | | | | | | | G | roups Pri | nted- Tu | rning Mo | vemen | t | | | | | | |
|---|---------------|-------|-------|---------|---------------|-------|--------|-----------|---------------|----------|-------|---------|---------------|-------|--------|---------|---------------|---------------|
| | | | WOODI | MAN AVI | E. | F | RIVERS | IDE DRIV | /E | | WOOD | MAN AVE | | F | RIVERS | IDE DRI | VE |] |
| | | | Sout | hbound | | | Wes | tbound | | | Nort | hbound | | [| East | bound | | |
| | Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| | Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| | 07:00 AM | 15 | 262 | 34 | 311 | 24 | 148 | 95 | 267 | 39 | 134 | 25 | 198 | 25 | 42 | 11 | 78 | 854 |
| | 07:15 AM | 19 | 289 | 36 | 344 | 59 | 205 | 84 | 348 | 43 | 145 | 16 | 204 | 28 | 117 | 22 | 167 | 1063 |
| | 07:30 AM | 25 | 285 | 48 | 358 | 88 | 245 | 73 | 406 | 57 | 215 | 40 | 312 | 21 | 170 | 47 | 238 | 1314 |
| | 07:45 AM | 30 | 272 | 64 | 366 | 35 | 261 | 64 | 360 | 68 | 199 | 47 | 314 | 20 | 235 | 28 | 283 | 1323 |
| | Total | 89 | 1108 | 182 | 1379 | 206 | 859 | 316 | 1381 | 207 | 693 | 128 | 1028 | 94 | 564 | 108 | 766 | 4554 |
| | 08:00 AM | 18 | 280 | 58 | 356 | 30 | 256 | 72 | 358 | 44 | 143 | 46 | 233 | 39 | 239 | 10 | 288 | 1235 |
| | 08:15 AM | 34 | 283 | 50 | 367 | 25 | 209 | 71 | 305 | 42 | 149 | 43 | 234 | 32 | 202 | 6 | 240 | 1146 |
| | 08:30 AM | 27 | 270 | 64 | 361 | 22 | 169 | 72 | 263 | 30 | 125 | 39 | 194 | 26 | 237 | 2 | 265 | 1083 |
| | 08:45 AM | 31 | 234 | 53 | 318 | 25 | 167 | 62 | 254 | 45 | 134 | 53 | 232 | 23 | 226 | 8 | 257 | 1061 |
| | Total | 110 | 1067 | 225 | 1402 | 102 | 801 | 277 | 1180 | 161 | 551 | 181 | 893 | 120 | 904 | 26 | 1050 | 4525 |
| | 09:00 AM | 38 | 257 | 58 | 353 | 26 | 165 | 53 | 244 | 54 | 158 | 51 | 263 | 30 | 210 | 29 | 269 | 1179 |
| | 09:15 AM | 23 | 243 | 65 | 331 | 16 | 165 | 48 | 229 | 28 | 129 | 66 | 223 | 21 | 178 | 15 | 214 | 997 |
| | 09:30 AM | 27 | 202 | 44 | 273 | 19 | 158 | 57 | 234 | 56 | 120 | 58 | 234 | 34 | 158 | 17 | 209 | 950 |
| | 09:45 AM | 41 | 205 | 39 | 285 | 25 | 148 | 61 | 234 | 49 | 106 | 58 | 213 | 23 | 142 | 13 | 178 | 910 |
| | Total | 129 | 907 | 206 | 1242 | 86 | 636 | 219 | 941 | 187 | 513 | 233 | 933 | 108 | 688 | 74 | 870 | 3986 |
| , | *** BREAK *** | k | | | | | | | | | | | | | | | | |
| | 03:00 PM | 27 | 196 | 41 | 264 | 87 | 182 | 53 | 322 | 30 | 205 | 75 | 310 | 49 | 206 | 48 | 303 | 1199 |
| | 03:15 PM | 43 | 193 | 44 | 280 | 72 | 244 | 51 | 367 | 52 | 241 | 86 | 379 | 65 | 224 | 59 | 348 | 1374 |
| | 03:30 PM | 46 | 225 | 25 | 296 | 61 | 242 | 58 | 361 | 49 | 218 | 77 | 344 | 77 | 207 | 51 | 335 | 1336 |
| | 03:45 PM | 45 | 185 | 37 | 267 | 54 | 204 | 60 | 318 | 37 | 200 | 84 | 321 | 58 | 233 | 52 | 343 | 1249 |
| | Total | 161 | 799 | 147 | 1107 | 274 | 872 | 222 | 1368 | 168 | 864 | 322 | 1354 | 249 | 870 | 210 | 1329 | 5158 |
| | 04:00 PM | 47 | 188 | 38 | 273 | 57 | 182 | 61 | 300 | 51 | 773 | 82 | 356 | 47 | 217 | 43 | 307 | 1236 |
| | 04:15 PM | 50 | 186 | 34 | 270 | 56 | 199 | 59 | 314 | 41 | 199 | 65 | 305 | 46 | 178 | 40 | 273 | 1162 |
| | 04:30 PM | 38 | 187 | 29 | 254 | 49 | 213 | 57 | 319 | 45 | 197 | 70 | 312 | 54 | 232 | 52 | 338 | 1223 |
| | 04:45 PM | 52 | 188 | 21 | 261 | 62 | 208 | 68 | 338 | 40 | 244 | 71 | 355 | 45 | 209 | 56 | 310 | 1264 |
| | Total | 187 | 749 | 122 | 1058 | 224 | 802 | 245 | 1271 | 177 | 863 | 288 | 1328 | 192 | 836 | 200 | 1228 | 4885 |
| | 05:00 PM | 46 | 177 | 30 | 253 | 53 | 217 | 63 | 333 | 31 | 230 | 84 | 345 | 60 | 191 | 47 | 298 | 1229 |
| | 05:15 PM | 44 | 190 | 39 | 273 | 47 | 217 | 71 | 335 | 35 | 253 | 84 | 372 | 55 | 204 | 48 | 307 | 1287 |
| | 05:30 PM | 41 | 178 | 39 | 258 | 77 | 226 | 61 | 364 | 32 | 222 | 72 | 326 | 49 | 206 | 56 | 311 | 1259 |
| | 05:45 PM | 50 | 171 | 31 | 252 | 50 | 225 | 67 | 342 | 39 | 221 | 97 | 357 | 37 | 237 | 49 | 323 | 1274 |
| | Total | 181 | 716 | 139 | 1036 | 227 | 885 | 262 | 1374 | 137 | 926 | 337 | 1400 | 201 | 838 | 200 | 1239 | 5049 |
| | Grand Total | 857 | 5346 | 1021 | 7224 | 1119 | 4855 | 1541 | 7515 | 1037 | 4410 | 1489 | 6936 | 964 | 4700 | 818 | 6482 | 28157 |
| | Apprch % | 11.9 | 74.0 | 14.1 | | 14.9 | 64.6 | 20.5 | | 15.0 | 63.6 | 21.5 | | 14.9 | 72.5 | 12.6 | | |
| | Total % | 3.0 | 19.0 | 3.6 | 25.7 | 4.0 | 17.2 | 5.5 | 26.7 | 3.7 | 15.7 | 5.3 | 24.6 | 3.4 | 16.7 | 2.9 | 23.0 | |
| | | | | | | | | | | | | | | | | | | |

| | | WOOD | MAN AV | Ε. | F | IVERSI | DE DRI | VE | | WOOD | AN AV | Ξ. | F | RIVERSI | DE DRI | √E | |
|---------------|--------|---------|--------|----------|----------|--------|--------|-------|--------|-------|--------|-------|-------|---------|--------|-------|-------|
| | | Sout | hbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Riaht | Thru | left | App. | Right | Thru | Left | App. | Right | Thru | loft | App. | Pight | Thru | loft | App. | Int. |
| | | | | Total | ragine | THU. | LUIL | Total | ragine | aniu | LCIL | Total | Night | mu | Leit | Total | Total |
| Peak Hour Fro | m 07:0 | D AM to | 09:45 | AM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | 1 | |
| Volume | 107 | 1120 | 220 | 1447 | 178 | 971 | 280 | 1429 | 211 | 706 | 176 | 1093 | 112 | 846 | 91 | 1049 | 5018 |
| Percent | 7.4 | 77.4 | 15.2 | | 12.5 | 67.9 | 19.6 | | 19.3 | 64.6 | 16.1 | | 10.7 | 80.6 | 8.7 | | |
| 07:45 | 30 | 272 | 64 | 366 | 25 | 761 | 64 | 260 | 60 | 100 | 47 | 714 | 20 | 225 | 20 | 202 | 1222 |
| Volume | 50 | 272 | 0-1 | 200 | 55 | 201 | . 04 | 300 | 00 | 199 | 47 | 314 | 20 | 235 | 28 | 205 | 1525 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.948 |
| High Int. | 08:15 | AM | | | 07:30 | AM | | | 07:45 | AM | | | 08:00 | AM | | | |
| Volume | 34 | 283 | 50 | 367 | 88 | 245 | 73 | 406 | 68 | 199 | 47 | 314 | 39 | 239 | 10 | 288 | |
| Peak Factor | | | | 0.986 | | | | 0.880 | | | | 0.870 | | | | 0.911 | |

 File Name
 : 355512

 Site Code
 : 00355512

 Start Date
 : 11/16/2005

 Page No
 : 2

| | 1 | WOODM Sout | MAN AV hbound | Æ. | F | RIVERSI Wes | DE DRIV tbound | VE | | WOODN North | /AN AV | Ë. | F | RIVERSI East | DE DRI bound | VE | |
|-----------------|--------|---------------|------------------|---------------|----------|----------------|-------------------|---------------|-------|----------------|--------|---------------|-------|-----------------|-----------------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:0 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | L |
| Intersection | 03:15 | PM | | | | | | | | | | | | | | | |
| Volume | 181 | 791 | 144 | 1116 | 244 | 872 | 230 | 1346 | 189 | 882 | 329 | 1400 | 247 | 881 | 205 | 1333 | 5195 |
| Percent | 16.2 | 70.9 | 12.9 | | 18.1 | 64.8 | 17.1 | | 13.5 | 63.0 | 23.5 | | 18.5 | 66.1 | 15.4 | | |
| 03:15 Volume | 43 | 193 | 44 | 280 | 72 | 244 | 51 | 367 | 52 | 241 | 86 | 379 | 65 | 224 | 59 | 348 | 1374 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.945 |
| High Int. | 03:30 | PM | | | 03:15 | PM | | | 03:15 | PM | | | 03:15 | PM | | | |
| Volume | 46 | 225 | 25 | 296 | 72 | 244 | 51 | 367 | 52 | 241 | 86 | 379 | 65 | 224 | 59 | 348 | |
| Peak Factor | | | | 0.943 | | | | 0.917 | | | | 0.923 | | | | 0.958 | |

 File Name
 : 355513

 Site Code
 : 00355513

 Start Date
 : 11/15/2005

 Page No
 : 1

| | | | | | | G | roups Pri | inted- Tur | rning Mo | vemen | t | | | | | | |
|--------------|-------|-------|---------|---------------|-------|--------|-----------|---------------|----------|-------|---------|---------------|----------|---------|---------|---------------|---------------|
| | | WOODN | IAN AVE | Ξ. | US | 101 NE | 3 OFF R/ | AMP | | WOOD | MAN AVE | Ξ. | US | 5 101 N | 3 ON RA | MP | |
| | | South | bound | A | | Wes | tbound | | | Nort | hbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 137 | 202 | 0 | 339 | 57 | 0 | 62 | 119 | 0 | 155 | 76 | 231 | 0 | 0 | 0 | 0 | 689 |
| 07:15 AM | 156 | 236 | 0 | 392 | 41 | 0 | 54 | 95 | 0 | 180 | 94 | 274 | 0 | 0 | 0 | 0 | 761 |
| 07:30 AM | 147 | 249 | 0 | 396 | 53 | 1 | 60 | 114 | 0 | 237 | 78 | 315 | 0 | 0 | 0 | 0 | 825 |
| 07:45 AM | 143 | 262 | 0 | 405 | 58 | 2 | 62 | 122 | 0 | 229 | 84 | 313 | 0 | 0 | 0 | 0 | 840 |
| Total | 583 | 949 | 0 | 1532 | 209 | 3 | 238 | 450 | 0 | 801 | 332 | 1133 | 0 | 0 | 0 | 0 | 3115 |
| 08:00 AM | 111 | 255 | 0 | 366 | 82 | 0 | 82 | 164 | 0 | 201 | 87 | 288 | 0 | 0 | 0 | 0 | 818 |
| 08:15 AM | 123 | 255 | 0 | 378 | 62 | 1 | 98 | 161 | 0 | 189 | 86 | 275 | 0 | 0 | 0 | 0 | 814 |
| 08:30 AM | 119 | 240 | 0 | 359 | 90 | 0 | 84 | 174 | 2 | 194 | 67 | 263 | 0 | 0 | 0 | 0 | 796 |
| 08:45 AM | 91 | 246 | 0 | 337 | 93 | 0 | 117 | 210 | 0 | 192 | 72 | 264 | 0 | 0 | 0 | 0 | 811 |
| lotal | 444 | 996 | 0 | 1440 | 327 | 1 | 381 | 709 | 2 | 776 | 312 | 1090 | 0 | 0 | 0 | 0 | 3239 |
| 09:00 AM | 86 | 210 | 0 | 296 | 76 | 0 | 107 | 183 | 0 | 195 | 69 | 264 | 0 | Λ | Ο | n | 743 |
| 09:15 AM | 91 | 207 | Ō | 298 | 58 | õ | 78 | 136 | 0 0 | 201 | 78 | 279 | 0 0 | 0 0 | ñ | 0 | 713 |
| 09:30 AM | 105 | 204 | Ō | 309 | 57 | õ | 98 | 155 | ñ | 196 | 75 | 271 | 0 | ñ | ñ | 0 | 735 |
| 09:45 AM | 98 | 183 | Ō | 281 | 60 | õ | 79 | 139 | Ő | 220 | 56 | 276 | , O | ñ | ň | 0 | 696 |
| Total | 380 | 804 | 0 | 1184 | 251 | 0 | 362 | 613 | 0 | 812 | 278 | 1090 | <u>0</u> | 0 | 0 | 0 | 2887 |
| *** BREAK ** | * | | | | | | | | | | | | | | | ••• | |
| 03:00 PM | 144 | 230 | 0 | 374 | 114 | 0 | 49 | 163 | 0 | 240 | 102 | 342 | 0 | 0 | 0 | 0 | 879 |
| 03:15 PM | 151 | 224 | 0 | 375 | 89 | 0 | 79 | 168 | 0 | 253 | 78 | 331 | 0 | 0 | 0 | 0 | 874 |
| 03:30 PM | 126 | 223 | 0 | 349 | 52 | 0 | 80 | 132 | 0 | 274 | 107 | 381 | 0 | 0 | 0 | 0 | 862 |
| 03:45 PM | 109 | 209 | 0 | 318 | 63 | 0 | 94 | 157 | 0 | 265 | 77 | 342 | 0 | 0 | 0 | 0 | 817 |
| Iotal | 530 | 886 | 0 | 1416 | 318 | 0 | 302 | 620 | 0 | 1032 | 364 | 1396 | 0 | 0 | 0 | 0 | 3432 |
| 04:00 PM | 98 | 206 | 0 | 304 | 78 | 0 | 74 | 152 | 0 | 240 | 83 | 323 | 0 | 0 | 0 | 0 | 779 |
| 04:15 PM | 111 | 225 | 0 | 336 | 67 | 0 | 82 | 149 | 0 | 244 | 85 | 329 | 0 | 0 | 0 | 0 | 814 |
| 04:30 PM | 107 | 216 | 0 | 323 | 69 | 0 | 92 | 161 | 0 | 258 | 90 | 348 | 0 | 0 | 0 | 0 | 832 |
| 04:45 PM | 104 | 220 | 0 | 324 | 91 | 0 | 79 | 170 | 0 | 283 | 70 | 353 | 0 | 0 | 0 | 0 | 847 |
| Total | 420 | 867 | 0 | 1287 | 305 | 0 | 327 | 632 | 0 | 1025 | 328 | 1353 | 0 | 0 | 0 | 0 | 3272 |
| 05:00 PM | 113 | 203 | 0 | 316 | 98 | 0 | 88 | 186 | 0 | 285 | 91 | 376 | 0 | 0 | 0 | 0 | 878 |
| 05:15 PM | 109 | 240 | 0 | 349 | 70 | ō | 96 | 166 | õ | 291 | 83 | 374 | ñ | Ő | ñ | n l | 889 |
| 05:30 PM | 122 | 215 | 0 | 337 | 89 | ō | 100 | 189 | õ | 302 | 69 | 371 | Õ | õ | õ | 0 | 897 |
| 05:45 PM | 123 | 224 | 0 | 347 | 92 | Ō | 103 | 195 | Ō | 262 | 59 | 321 | Ő | õ | õ | õ | 863 |
| Total | 467 | 882 | 0 | 1349 | 349 | 0 | 387 | 736 | 0 | 1140 | 302 | 1442 | 0 | 0 | Ő | 0 | 3527 |
| Grand Total | 2824 | 5384 | 0 | 8208 | 1759 | 4 | 1997 | 3760 | 2 | 5586 | 1916 | 7504 | 0 | 0 | 0 | 0 | 19472 |
| Apprch % | 34.4 | 65.6 | 0.0 | | 46.8 | 0.1 | 53.1 | | 0.0 | 74.4 | 25.5 | 1 | 0.0 | 0.0 | 0.0 | | |
| Total % | 14.5 | 27.6 | 0.0 | 42.2 | 9.0 | 0.0 | 10.3 | 19.3 | 0.0 | 28.7 | 9.8 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

| | | WOOD | ΛΑΝ ΑΥ | E | US | 101 NE | OFF R | AMP | | WOOD | AN AV | E. | 0 | 5 101 NE | 3 ON RA | ٨MP | |
|---------------|--|---------|--------|----------|----------|--------|--------|-------|-------|-------|--------|-------|--------|----------|---------|-------|-------|
| L | | South | nbound | | | West | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | left | App. | Right | Thru | ۱۵ft | App. | Pight | Thru | Loft | App. | Pight | Thru | Loft | App. | Int. |
| | · agine | | Leit | Total | rught | mu | LCIL | Total | Right | mu | Leit | Total | Right | mau | Leit | Total | Total |
| Peak Hour Fro | m 07:0 | D AM to | 09:45 | AM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | 1 | |
| Volume | 524 | 1021 | 0 | 1545 | 255 | 4 | 302 | 561 | 0 | 856 | 335 | 1191 | 0 | 0 | 0 | 0 | 3297 |
| Percent | 33.9 | 66.1 | 0.0 | | 45.5 | 0.7 | 53.8 | | 0.0 | 71.9 | 28.1 | | 0.0 | 0.0 | 0.0 | | |
| 07:45 | 1/12 | 262 | 0 | 405 | E0 | n | 67 | 100 | • | 220 | 04 | 212 | | 0 | 0 | ~ | 040 |
| Volume | 1- | 202 | 0 | 405 | 50 | 2 | 02 | 122 | 0 | 229 | 84 | 313 | 0 | 0 | 0 | U | 040 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.981 |
| High Int. | 07:45 | AM | | | 08:00 | AM | | | 07:30 | AM | | | 6:45:0 | 0 AM | | | |
| Volume | 143 | 262 | 0 | 405 | 82 | 0 | 82 | 164 | 0 | 237 | 78 | 315 | | | | | |
| Peak Factor | | | | 0.954 | | | | 0.855 | | | | 0.945 | | | | | |

File Name : 355513 Site Code : 00355513 Start Date : 11/15/2005 Page No : 2

| | | WOODN Sout | MAN AVI hbound | E. | ÜS | 101 NE Wes | BOFF R | AMP | | WOOD! Norti | MAN AV | E. | US | 5 101 NE East | BON RA | MP | |
|---------------|---------|---------------|-------------------|---------------|----------|---------------|--------|---------------|-------|----------------|--------|---------------|-------|------------------|--------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 |) PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 05:00 | PM | | | | | | | | | | | | | | 1 | |
| Volume | 467 | 882 | 0 | 1349 | 349 | 0 | 387 | 736 | 0 | 1140 | 302 | 1442 | 0 | 0 | 0 | 0 | 3527 |
| Percent | 34.6 | 65.4 | 0.0 | | 47.4 | 0.0 | 52.6 | | 0.0 | 79.1 | 20.9 | | 0.0 | 0.0 | 0.0 | J | 55L/ |
| 05:30 | 122 | 215 | 0 | 337 | 89 | 0 | 100 | 189 | 0 | 302 | 69 | 371 | 0 | 0 | 0 | 0 | 897 |
| volume | | | | | | • | 200 | 105 | Ũ | JUL | 05 | 37 1 | U | 0 | U | 0 | 0.57 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.983 |
| High Int. | 05:15 | PM | | | 05:45 | PM | | | 05:00 | PM | | | | | | | |
| Volume | 109 | 240 | 0 | 349 | 92 | 0 | 103 | 195 | 0 | 285 | 91 | 376 | | | | | |
| Peak Factor | | | | 0.966 | | | | 0.944 | | | | 0.959 | | | | | |

 File Name
 : 355514

 Site Code
 : 00355514

 Start Date
 : 11/15/2005

 Page No
 : 1

| | | | | | | Gr | oune Pri | ntod. Tu | rnina Ma | womont | | | | | , ug | | |
|---------------|--------|-------|--------|-------|-------|----------|----------|----------|----------|--------|-------|-------|----------|--------|--------|-------|-------|
| | | WOOD | | E. | US | 3 101 SF | ON RA | MP | | WOODN | | = | | 101.5 | | AMP | 1 |
| | | Sout | hbound | | | West | bound | | | North | bound | | | Eas | tbound | | |
| Start Time | Right | Thru | Loft | App. | Diabt | Thru | Loft | App. | Diabt | The | Loft | App. | Diabe | Then | Laft | App. | Int. |
| | ragiic | 11110 | | Total | Right | Intu | LEIL | Total | Right | 11110 | Leit | Total | Right | mu | Leit | Total | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 0 | 178 | 95 | 273 | 0 | 0 | 0 | 0 | 88 | 149 | 0 | 237 | 57 | 0 | 84 | 141 | 651 |
| 07:15 AM | 0 | 187 | 108 | 295 | 0 | 0 | 0 | 0 | 74 | 171 | 0 | 245 | 51 | 0 | 107 | 158 | 698 |
| 07:30 AM | 0 | 212 | 96 | 308 | 0 | 0 | 0 | 0 | 90 | 209 | 0 | 299 | 58 | 0 | 108 | 166 | 773 |
| 07:45 AM | 0 | 237 | 77 | 314 | 0 | 0 | 0 | 0 | 81 | 228 | 0 | 309 | 66 | 1 | 90 | 157 | 780 |
| Total | 0 | 814 | 376 | 1190 | 0 | 0 | 0 | 0 | 333 | 757 | 0 | 1090 | 232 | 1 | 389 | 622 | 2902 |
| 08:00 AM | 0 | 260 | 70 | 330 | 0 | 0 | 0 | 0 | 109 | 209 | 0 | 318 | 79 | 2 | 74 | 155 | 803 |
| 08:15 AM | 0 | 277 | 82 | 359 | 0 | Ō | Ō | Ō | 78 | 194 | Ő | 272 | 85 | ō | 75 | 160 | 791 |
| 08:30 AM | 0 | 239 | 90 | 329 | 0 | Ō | Ō | Ō | 81 | 175 | Ő | 256 | 107 | õ | 94 | 201 | 786 |
| 08:45 AM | 0 | 275 | 85 | 360 | 0 | õ | õ | õ | 77 | 178 | Ő | 255 | 106 | 1 | 83 | 190 | 805 |
| Total | 0 | 1051 | 327 | 1378 | 0 | 0 | 0 | 0 | 345 | 756 | 0 | 1101 | 377 | 3 | 326 | 706 | 3185 |
| MA 00.00 | 0 | 256 | 61 | 220 | 0 | 0 | 0 | <u>^</u> | | 101 | 0 | 240 | 174 | | 07 | 247 | 700 |
| 00:15 AM | 0 | 200 | 67 | 220 | 0 | 0 | 0 | 0 | 68 | 181 | 0 | 249 | 124 | 1 | 92 | 21/ | 786 |
| 00:30 AM | 0 | 225 | 61 | 200 | 0 | 0 | 0 | 0 | 10 | 182 | 0 | 243 | 126 | 0 | 101 | 227 | /55 |
| | 0 | 200 | 01 | 290 | 0 | 0 | 0 | 0 | /3 | 16/ | U | 240 | 129 | 0 | 108 | 23/ | //3 |
| AM | 0 | 191 | | 204 | 0 | 0 | 0 | 0 | | 165 | 0 | 240 | 113 | | 105 | 218 | /22 |
| Total | U | 905 | 200 | 1105 | U | U | 0 | U | 2// | 695 | 0 | 972 | 492 | 1 | 406 | 899 | 3036 |
| *** BREAK *** | * | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 186 | 87 | 273 | 0 | 0 | 0 | 0 | 92 | 226 | 0 | 318 | 75 | 0 | 110 | 185 | 776 |
| 03:15 PM | 0 | 225 | 83 | 308 | 0 | 0 | 0 | 0 | 89 | 227 | 0 | 316 | 69 | 2 | 95 | 166 | 790 |
| 03:30 PM | 0 | 220 | 68 | 288 | 0 | 0 | 0 | 0 | 95 | 266 | Ō | 361 | 78 | ō | 117 | 195 | 844 |
| 03:45 PM | 0 | 253 | 69 | 322 | 0 | 0 | 0 | 0 | 93 | 229 | 0 | 322 | 72 | 2 | 118 | 192 | 836 |
| Total | 0 | 884 | 307 | 1191 | 0 | 0 | 0 | 0 | 369 | 948 | 0 | 1317 | 294 | 4 | 440 | 738 | 3246 |
| 04:00 PM | 0 | 204 | 71 | 275 | 0 | 0 | 0 | 0 | 96 | 228 | Ο | 324 | 70 | Ο | 93 | 163 | 762 |
| 04:15 PM | 0 | 238 | 60 | 298 | Ō | Õ | 0 | õ | 78 | 257 | ñ | 335 | 74 | õ | 73 | 147 | 780 |
| 04:30 PM | 0 | 256 | 55 | 311 | õ | Ő | õ | Ő | 69 | 264 | Ő | 333 | 79 | õ | 88 | 167 | 811 |
| 04:45 PM | 0 | 240 | 63 | 303 | Ō | ō | ō | Ő | 82 | 237 | õ | 319 | 77 | 1 | 110 | 188 | 810 |
| Total | 0 | 938 | 249 | 1187 | 0 | 0 | 0 | 0 | 325 | 986 | 0 | 1311 | 300 | 1 | 364 | 665 | 3163 |
| 05:00 PM | 0 | 224 | 70 | 204 | 0 | Ο | Ο | ٥ | 87 | 791 | 0 | 360 | 20 | 0 | 00 | 170 | 9/1 |
| 05:15 PM | Ō | 255 | 74 | 329 | ň | ň | ñ | 0 | 76 | 201 | 0 | 342 | 80 | 0 | 110 | 208 | 870 |
| 05:30 PM | ñ | 252 | 69 | 321 | 0 | 0 | 0 | 0 | 105 | 200 | 0 | 272 | 09 | 0 | 129 | 200 | 0/9 |
| 05.45 PM | õ | 248 | 68 | 316 | 0 | 0 | 0 | | 76 | 200 | 0 | 5/5 | 97 0E | 0 2 | 106 | 210 | 912 |
| Total | 0 | 979 | 281 | 1260 | 0 | 0 | <u>0</u> | 0 | 244 | 1026 | | 1270 | 261 | 2 | 100 | 203 | 2420 |
| , 5,01 | 0 | 2,2 | 201 | 1200 | 0 | U | U | U | 544 | 1020 | U | 13/0 | 201 | 2 | 5445 | 000 | 5640 |
| Grand Total | 0 | 5571 | 1800 | 7371 | 0 | 0 | 0 | 0 | 1993 | 5168 | 0 | 7161 | 2056 | 12 | 2370 | 4438 | 18970 |
| Apprch % | 0.0 | 75.6 | 24.4 | - | 0.0 | 0.0 | 0.0 | | 27.8 | 72.2 | 0.0 | | 46.3 | 0.3 | 53.4 | | |
| Total % | 0.0 | 29.4 | 9.5 | 38.9 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 27.2 | 0.0 | 37.7 | 10.8 | 0.1 | 12.5 | 23.4 | |

| | | WOOD | MAN AV | Ε. | 09 | S 101 SB | ON RA | MP | 1 | WOOD | MAN AV | Ξ. | US | 101 SE | OFF R | AMP | |
|---------------|----------|---------|--------|---------------|----------|----------|-------|---------------|-------|-------|--------|---------------|-------|--------|-------|---------------|---------------|
| | | Sout | hbound | | | West | bound | | | North | bound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 07:0 | D AM to | 09:45 | AM - Pea | k 1 of 1 | L I | l | Total | | | | Total | L | | | Totar | Total |
| Intersection | 08:00 | AM | | | | | | | | | | | | | | | |
| Volume | 0 | 1051 | 327 | 1378 | 0 | 0 | 0 | 0 | 345 | 756 | 0 | 1101 | 377 | 3 | 326 | 706 | 3185 |
| Percent | 0.0 | 76.3 | 23.7 | | 0.0 | 0.0 | 0.0 | | 31.3 | 68.7 | 0.0 | | 53.4 | 0.4 | 46.2 | | |
| 08:45 | n | 275 | 85 | 360 | 0 | 0 | 0 | 0 | 77 | 170 | 0 | 755 | 106 | 4 | 07 | 100 | 205 |
| Volume | Ŭ | 275 | 05 | 500 | 0 | U | 0 | U | // | 170 | 0 | 200 | 100 | T | 60 | 190 | 005 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.989 |
| High Int. | 08:45 AM | | | | 6:45:0 | MA 0 | | | 08:00 | AM | | | 08:30 | AM | | | |
| Volume | 0 | 275 | 85 | 360 | 0 | 0 | 0 | 0 | 109 | 209 | 0 | 318 | 107 | 0 | 94 | 201 | |
| Peak Factor | | | | 0.957 | | | | | | | | 0.866 | | | | 0.878 | |

 File Name
 : 355514

 Site Code
 : 00355514

 Start Date
 : 11/15/2005

 Page No
 : 2

| | | WOODN South | MAN AV hbound | Έ. | US | 6 101 SI Wes | 3 ON RA tbound | MP | | WOODN North | MAN AV | Ξ. | US | 101 SB East | OFF R/ bound | AMP | |
|-----------------|---------|----------------|------------------|---------------|----------|-----------------|-------------------|---------------|-------|---------------------------------------|--------|---------------|-------|----------------|-----------------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 | D PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | · · · · · · · · · · · · · · · · · · · | | | | | | | |
| Intersection | 04:45 | PM | | | | | | | | | | | | | | | |
| Volume | 0 | 971 | 276 | 1247 | 0 | 0 | 0 | 0 | 350 | 1052 | 0 | 1402 | 343 | 1 | 449 | 793 | 3442 |
| Percent | 0.0 | 77.9 | 22.1 | | 0.0 | 0.0 | 0.0 | | 25.0 | 75.0 | 0.0 | | 43.3 | 0.1 | 56.6 | | |
| 05:30 Volume | 0 | 252 | 69 | 321 | 0 | 0 | 0 | 0 | 105 | 268 | 0 | 373 | 97 | 0 | 121 | 218 | 912 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.944 |
| High Int. | 05:15 | PM | | | | | | | 05:30 | PM | | | 05:30 | PM | | | 010 |
| Volume | 0 | 255 | 74 | 329 | 0 | 0 | 0 | 0 | 105 | 268 | 0 | 373 | 97 | 0 | 121 | 218 | |
| Peak Factor | | | | 0.948 | | | | | | | | 0.940 | | | | 0.909 | |

 File Name
 : 355515

 Site Code
 : 00355515

 Start Date
 : 11/15/2005

 Page No
 : 1

| | | | | | | | | | | | | | | | Page | eno : | |
|--------------|-------|-------|--------|-------|--------|------|----------|------------|-----------------|--------|--------------------|-------|----------|------|---------|------------|-------|
| [| 1 | WOOD | | = | 1 | G | roups Pr | inted- Tur | rning Mo | vement | | - | 1 | MOOD | | r' | |
| | | Sout | hbound | | | Wes | thound | | | North | viAix Avt bound | | | Fas | PARK SI | Ι. | |
| Ctart Time | Dicht | These | 1 | App. | D1-1-1 | 77) | | App. | D: 1 . | | | App. | _ | | | App. | Int. |
| Start nine | Right | Inru | Lert | Total | Right | Inru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 31 | 157 | 34 | 222 | 57 | 123 | 18 | 198 | 5 | 104 | 3 | 112 | 5 | 67 | 29 | 101 | 633 |
| 07:15 AM | 32 | 148 | 44 | 224 | 72 | 141 | 17 | 230 | 9 | 99 | 6 | 114 | 4 | 64 | 33 | 101 | 669 |
| 07:30 AM | 36 | 183 | 52 | 271 | 61 | 174 | 29 | 264 | 7 | 102 | 4 | 113 | 9 | 112 | 30 | 151 | 799 |
| 07:45 AM | 42 | 188 | 72 | 302 | 71 | 180 | 23 | 274 | 4 | 136 | 3 | 143 | 11 | 134 | 22 | 167 | 886 |
| Total | 141 | 676 | 202 | 1019 | 261 | 618 | 87 | 966 | 25 | 441 | 16 | 482 | 29 | 377 | 114 | 520 | 2987 |
| | | | | | • | | | | | | | | | | | | |
| 08:00 AM | 48 | 208 | 68 | 324 | 68 | 189 | 17 | 274 | 6 | 138 | 2 | 146 | 8 | 131 | 27 | 166 | 910 |
| 08:15 AM | 53 | 213 | 68 | 334 | 81 | 169 | 18 | 268 | 5 | 107 | 5 | 117 | 10 | 136 | 23 | 169 | 888 |
| 08:30 AM | 55 | 209 | 78 | 342 | 45 | 160 | 24 | 229 | 8 | 90 | 2 | 100 | 9 | 129 | 35 | 173 | 844 |
| 08:45 AM | 66 | 195 | 79 | 340 | 48 | 147 | 18 | 213 | 9 | 81 | 9 | 99 | 6 | 120 | 30 | 156 | 808 |
| Total | 222 | 825 | 293 | 1340 | 242 | 665 | 77 | 984 | 28 | 416 | 18 | 462 | 33 | 516 | 115 | 664 | 3450 |
| | | | | | | | | | | | | | | | | | |
| 09:00 AM | 56 | 202 | 76 | 334 | 46 | 119 | 16 | 181 | 4 | 92 | 8 | 104 | 4 | 118 | 49 | 171 | 790 |
| 09:15 AM | 64 | 185 | 78 | 327 | 47 | 128 | 13 | 188 | 6 | 97 | 12 | 115 | 10 | 111 | 43 | 164 | 794 |
| 09:30 AM | 76 | 212 | 68 | 356 | 40 | 106 | 12 | 158 | 10 | 113 | 9 | 132 | 11 | 83 | 34 | 128 | 774 |
| 09:45 AM | 42 | 164 | 72 | 278 | 52 | 88 | 8 | 148 | 9 | 109 | 4 | 122 | 18 | 118 | 25 | · 161 | 709 |
| Total | 238 | 763 | 294 | 1295 | 185 | 441 | 49 | 675 | 29 | 411 | 33 | 473 | 43 | 430 | 151 | 624 | 3067 |
| | | | | | | | | | | | | | | | | | |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| 03.00 bW | 46 | 144 | 56 | 246 | 57 | 00 | 17 | 150 | 4 4 | 100 | 10 | 201 | 10 | + 77 | | 107 | 000 |
| 03:15 PM | 55 | 154 | 55 | 264 | 56 | 05 | 16 | 169 | 16 | 150 | 10 | 104 | 15 | 117 | 27 | 197 | 803 |
| 03·30 PM | 57 | 158 | 50 | 265 | 71 | 102 | 14 | 107 | 12 | 104 | 15 | 214 | 10 | 11/ | 49 | 101 | /9/ |
| 03:45 PM | 65 | 164 | 63 | 203 | 55 | 113 | 11 | 170 | 11 | 150 | 10 | 171 | 17 | 147 | 51 | 220 | 000 |
| Total | 223 | 620 | 224 | 1067 | 239 | 400 | 54 | 603 | <u>11</u> 51 | 670 | 40 | 770 | | 547 | 200 | 210 914 | 2200 |
| | 220 | 020 | ~~ ' | 1007 | 255 | 100 | 51 | 000 | 51 | 070 | 77 | 770 | 20 | 577 | 209 | 1 -10 | 5544 |
| 04:00 PM | 52 | 137 | 56 | 245 | 68 | 105 | 15 | 188 | 8 | 166 | 6 | 180 | 10 | 151 | 55 | 216 | 829 |
| 04:15 PM | 65 | 150 | 65 | 280 | 59 | 120 | 17 | 196 | 12 | 162 | 11 | 185 | 11 | 175 | 53 | 239 | 900 |
| 04:30 PM | 67 | 173 | 67 | 307 | 55 | 111 | 11 | 177 | 9 | 166 | 16 | 191 | 16 | 155 | 56 | 227 | 902 |
| 04:45 PM | 49 | 162 | 63 | 274 | 67 | 126 | 12 | 205 | 10 | 155 | 12 | 177 | 11 | 183 | 52 | 246 | 902 |
| Total | 233 | 622 | 251 | 1106 | 249 | 462 | 55 | 766 | 39 | 649 | 45 | 733 | 48 | 664 | 216 | 928 | 3533 |
| | | | | , | | | | | | | | | | | | , | |
| 05:00 PM | 54 | 171 | 54 | 279 | 69 | 122 | 21 | 212 | 14 | 227 | 19 | 260 | 17 | 157 | 47 | 221 | 972 |
| 05:15 PM | 70 | 186 | 64 | 320 | 63 | 150 | 13 | 226 | 11 | 194 | 12 | 217 | 16 | 181 | 40 | 237 | 1000 |
| 05:30 PM | 58 | 173 | 60 | 291 | 59 | 121 | 14 | 194 | 13 | 170 | 18 | 201 | 25 | 170 | 57 | 252 | 938 |
| 05:45 PM | 59 | 176 | 75 | 310 | 57 | 137 | 20 | 214 | 15 | 151 | 15 | 181 | 21 | 151 | 53 | 225 | 930 |
| Total | 241 | 706 | 253 | 1200 | 248 | 530 | 68 | 846 | 53 | 742 | 64 | 859 | 79 | 659 | 197 | 935 | 3840 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1298 | 4212 | 1517 | 7027 | 1424 | 3116 | 390 | 4930 | 225 | 3329 | 225 | 3779 | 290 | 3193 | 1002 | 4485 | 20221 |
| Apprch % | 18.5 | 59.9 | 21.6 | | 28.9 | 63.2 | 7.9 | 1 | 6.0 | 88.1 | 6.0 | ļ | 6.5 | 71.2 | 22.3 | | |
| Total % | 6.4 | 20.8 | 7.5 | 34.8 | 7.0 | 15.4 | 1.9 | 24.4 | 1.1 | 16.5 | 1.1 | 18.7 | 1.4 | 15.8 | 5.0 | 22.2 | |

| | 1 | WOOD | MAN AV | E. | | MOOR | PARK ST | | | WOODI | MAN AV | E. | | MOORF | PARK S | Γ. | |
|---------------|---------|---------|--------|----------|----------|-------|---------|-------|-------|-------|--------|-------|--------|-------|--------|-------|-------|
| | | South | hbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Riaht | Thru | left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Int. |
| | | | | Total | ragine | 11110 | Leit | Total | right | 11110 | | Total | rugine | mu | LUIL | Total | Total |
| Peak Hour Fro | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 07:45 | AM | | | | | | | l | | | | | | | | |
| Volume | 198 | 818 | 286 | 1302 | 265 | 698 | 82 | 1045 | 23 | 471 | 12 | 506 | 38 | 530 | 107 | 675 | 3528 |
| Percent | 15.2 | 62.8 | 22.0 | | 25.4 | 66.8 | 7.8 | | 4.5 | 93.1 | 2.4 | | 5.6 | 78.5 | 15.9 | | |
| 08:00 | 48 | 208 | 68 | 374 | 69 | 190 | 17 | 774 | G | 120 | Ъ | 146 | 0 | 121 | 77 | 166 | 010 |
| Volume | 10 | 200 | 00 | 527 | 00 | 105 | 17 | 2/4 | 0 | 120 | 2 | 140 | 0 | 121 | 27 | 100 | 910 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.969 |
| High Int. | 08:30 | AM | | | 07:45 | AM | | | 08:00 | AM | | | 08:30 | AM | | | |
| Volume | 55 | 209 | 78 | 342 | 71 | 180 | 23 | 274 | 6 | 138 | 2 | 146 | 9 | 129 | 35 | 173 | |
| Peak Factor | | | | 0.952 | | | | 0.953 | | | | 0.866 | | | | 0.975 | |

 File Name
 : 355515

 Site Code
 : 00355515

 Start Date
 : 11/15/2005

 Page No
 : 2

| ١ | WOOD | AN AV | E. | | MOOR | PARK ST | | 1 | WOOD | AN AV | Ξ. | | MOOR | PARK S | Г. | |
|---------|---|---|---|---|---|--|---|---|--|--|---|--|--|--|---|---|
| | South | nbound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| m 03:00 | D PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | |
| 05:00 | PM | | | | | | | | | | | | | | | |
| 241 | 706 | 253 | 1200 | 248 | 530 | 68 | 846 | 53 | 742 | 64 | 859 | 79 | 659 | 197 | 935 | 3840 |
| 20.1 | 58.8 | 21.1 | | 29.3 | 62.6 | 8.0 | | 6.2 | 86.4 | 7.5 | | 8.4 | 70.5 | 21.1 | | |
| 70 | 186 | 64 | 320 | 63 | 150 | 13 | 226 | 11 | 194 | 12 | 217 | 16 | 181 | 40 | 237 | 1000 |
| | | | | | | | | | | | | | | | | 0.960 |
| 05:15 | PM | | | 05:15 | PM | | | 05:00 | PM | | | 05:30 | PM | | | |
| 70 | 186 | 64 | 320 0.938 | 63 | 150 | 13 | 226 0.936 | 14 | 227 | 19 | 260 0 826 | 25 | 170 | 57 | 252 0.928 | |
| | Right n 03:00 05:00 241 20.1 70 05:15 70 | WOODI South Right Thru n 03:00 PM to 05:00 PM 241 706 20.1 58.8 70 186 05:15 PM 70 70 186 | WOODMAN AV Southbound Right Thru Left n 03:00 PM to 05:45 05:00 PM 241 706 253 20.1 58.8 21.1 70 186 64 05:15 PM 70 186 64 | WOODMAN AVE. Southbound Right Thru Left App. Total n 03:00 PM to 05:45 PM - Pea 05:00 PM 241 706 253 1200 20.1 58.8 21.1 70 186 64 320 05:15 PM 70 186 64 320 0.938 | WOODMAN AVE. Southbound App. Total Right Right Thru Left App. Total Right m 03:00 PM to 05:45 PM - Peak 1 of 1 05:00 PM 241 706 253 1200 248 20.1 58.8 21.1 29.3 20.3 63 05:15 PM 05:15 05:15 63 0.938 053 | WOODMAN AVE. Southbound MOORI Wes Right Thru Left App. Total Right Thru n 03:00 PM to 05:45 PM - Peak 1 of 1 05:00 PM 241 706 253 1200 248 530 20.1 58.8 21.1 29.3 62.6 70 186 64 320 63 150 05:15 PM 05:15 PM 05:15 PM 05:15 PM 70 186 64 320 63 150 0.938 0.938 38 30 30 30 | WOODMAN AVE. Southbound MOORPARK ST Westbound Right Thru Left App. Total Right Thru Left n 03:00 PM to 05:45 PM - Peak 1 of 1 05:00 PM 241 706 253 1200 248 530 68 20.1 58.8 21.1 29.3 62.6 8.0 70 186 64 320 63 150 13 05:15 PM 05:15 PM 05:15 PM 05:15 PM 13 09:38 0.938 0.938 0.938 0.938 0.938 0.938 | WOODMAN AVE. Southbound MOORPARK ST. Westbound Right Thru Left App. Total Right Thru Left App. Total n 03:00 PM to 05:45 PM - Peak 1 of 1 05:00 PM 241 706 253 1200 248 530 68 846 20.1 58.8 21.1 29.3 62.6 8.0 70 186 64 320 63 150 13 226 05:15 PM 05:15 PM 05:15 PM 05:15 PM 05:3 150 13 226 0.938 0.936 0.936 0.936 0.936 0.936 0.936 | WOODMAN AVE. Southbound MOORPARK ST. Westbound Notestbound Right Thru Left App. Total Right Thru Left App. Total Right Thru Left App. Total Right Thru Left App. Total Right Right Thru Left App. Total Right Right Thru Left App. Total Right Right Right State Right Right | WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODN North Right Thru Left App. Total Right Thru Left App. Total Right Thru Left App. Total Right Thru Left App. Total Right Thru n 03:00 PM to 05:45 PM - Peak 1 of 1 05:00 PM 241 706 253 1200 248 530 68 846 53 742 20.1 58.8 21.1 29.3 62.6 8.0 6.2 86.4 70 186 64 320 63 150 13 226 11 194 05:15 PM 05:15 PM 05:00 PM 05:00 PM 05:00 PM 05:00 PM 05:00 PM 70 186 64 320 63 150 13 226 14 227 | WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound Right Thru Left App. Total Right Thru Left 05:00 PM 241 706 253 1200 248 530 68 846 53 742 64 20.1 58.8 21.1 29.3 62.6 8.0 6.2 86.4 7.5 70 186 64 320 63 150 13 226 11 194 12 05:15 PM 05:00 PM 05:00 PM 0.938 0.936 14 227 19 | WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound Right Thru Left App. Total Right Thru Left App. Total Northbound n 03:00 PM to 05:45 PM - Peak 1 of 1 Left App. Total Right Thru Left App. Total App. Total Total Total Total App. Total Total App. Total Total Total </td <td>WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound Northbound Right Thru Left App. Total Right Total Sig</td> <td>WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound MOORFARK ST. Northbound MOORFARK ST. Northbound MOORFARK ST. Northbound MOORF East Right Thru Left App. Total Right Thru Implementation Right Thru Implementation App. Total Right Thru Implementation App. Total App. Total</td> <td>WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound MOORPARK ST. Eastbound MOORPARK ST. Eastbound MOORPARK ST. Northbound MOORPARK ST. Eastbound Right Thru Left App. Total Right Thru Left App. Right Thru Left App. Right Right Thru</td> <td>WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Westbound MOORPARK ST. Eastbound MOORPARK ST. Eastbound Right Thru Left App. Total Protect App. Total Total App. Total Protect App. Total Prota Protect App. Total<!--</td--></td> | WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound Northbound Right Thru Left App. Total Right Total Sig | WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound MOORFARK ST. Northbound MOORFARK ST. Northbound MOORFARK ST. Northbound MOORF East Right Thru Left App. Total Right Thru Implementation Right Thru Implementation App. Total Right Thru Implementation App. Total App. Total | WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Northbound MOORPARK ST. Eastbound MOORPARK ST. Eastbound MOORPARK ST. Northbound MOORPARK ST. Eastbound Right Thru Left App. Total Right Thru Left App. Right Thru Left App. Right Right Thru | WOODMAN AVE. Southbound MOORPARK ST. Westbound WOODMAN AVE. Westbound MOORPARK ST. Eastbound MOORPARK ST. Eastbound Right Thru Left App. Total Protect App. Total Total App. Total Protect App. Total Prota Protect App. Total </td |
File Name
 : 355516

 Site Code
 : 00355516

 Start Date
 : 11/15/2005

 Page No
 : 1

| | | | | | | Gr | oups Pri | nted- Tur | ning Mo | vement | | | | | | - | |
|--------------|-------|------|---------|-------|-------|--------|----------|---------------|---------|--------|---------|-------|-------|-------|-------|-------|-------|
| | ' | WOOD | MAN AVI | Ε. | | VENTUF | RA BLVE |). | | WOOD | MAN AVE | Ξ. | ŀ | VENTU | | D. | |
| | | Sout | nbound | 400 | | West | bound | Ann | | North | hound | ٨٥٥ | | Easi | bouna | Ann | Int |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | App. Total | Right | Thru | Left | Total | Right | Thru | Left | Total | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 76 | 38 | 45 | 159 | 24 | 209 | 2 | 235 | 3 | 37 | 10 | 50 | 1 | 193 | 51 | 245 | 689 |
| 07:15 AM | 71 | 36 | 54 | 161 | 24 | 241 | 6 | 271 | 2 | 37 | 12 | 51 | 3 | 233 | 43 | 279 | 762 |
| 07:30 AM | 84 | 51 | 49 | 184 | 16 | 300 | 8 | 324 | 3 | 40 | 9 | 52 | 6 | 259 | 51 | 316 | 876 |
| 07:45 AM | 88 | 51 | 50 | 189 | 20 | 250 | 10 | 280 | 2 | 52 | 12 | 66 | 5 | 261 | 44 | 310 | 845 |
| Total | 319 | 176 | 198 | 693 | 84 | 1000 | 26 | 1110 | 10 | 166 | 43 | 219 | 15 | 946 | 189 | 1150 | 3172 |
| 08:00 AM | 77 | 57 | 51 | 185 | 35 | 266 | 11 | 312 | 4 | 62 | 11 | 77 | 6 | 240 | 28 | 274 | 848 |
| 08:15 AM | 101 | 56 | 54 | 211 | 27 | 276 | 12 | 315 | 3 | 42 | 13 | 58 | 8 | 242 | 32 | 282 | 866 |
| 08:30 AM | 82 | 52 | 53 | 187 | 28 | 257 | 10 | 295 | 9 | 37 | 13 | 59 | 6 | 297 | 33 | 336 | 877 |
| 08:45 AM | 78 | 56 | 41 | 175 | 29 | 218 | 4 | 251 | 10 | 40 | 18 | 68 | 7 | 231 | 24 | 262 | 756 |
| Total | 338 | 221 | 199 | 758 | 119 | 1017 | 37 | 1173 | 26 | 181 | 55 | 262 | 27 | 1010 | 117 | 1154 | 3347 |
| 09:00 AM | 76 | 45 | 64 | 185 | 27 | 211 | 7 | 245 | 7 | 34 | 14 | 55 | 4 | 266 | 29 | 299 | 784 |
| 09:15 AM | 66 | 48 | 58 | 172 | 35 | 251 | 9 | 295 | 2 | 41 | 19 | 62 | 5 | 295 | 31 | 331 | 860 |
| 09:30 AM | 81 | 41 | 53 | 175 | 28 | 182 | 4 | 214 | 5 | 45 | 10 | 60 | 9 | 224 | 38 | 271 | 720 |
| 09:45 AM | 63 | 41 | 58 | 162 | 38 | 214 | 4 | 256 | 2 | 42 | 13 | 57 | 7 | 250 | 38 | 295 | 770 |
| Total | 286 | 175 | 233 | 694 | 128 | 858 | 24 | 1010 | 16 | 162 | 56 | 234 | 25 | 1035 | 136 | 1196 | 3134 |
| *** BREAK ** | * | | | | | | | | | | | | | | | | |
| | 45 | 40 | 30 | 115 | 46 | 776 | 11 | 202 | Q | 40 | 15 | 70 | 6 | 774 | 50 | 200 | 760 |
| 03.15 PM | 49 | 40 | 30 | 123 | 70 | 220 | 8 | 265 | 2 | 22 | 13 | 47 | 8 | 227 | 49 | 285 | 714 |
| 03:30 PM | 52 | 77 | 35 | 120 | 40 | 225 | 7 | 268 | 6 | 65 | , 8 | 79 | 6 | 231 | 47 | 284 | 751 |
| 03:45 PM | 62 | 32 | 27 | 121 | 24 | 218 | 7 | 200 | Ő | 36 | 14 | 50 | 9 | 240 | 39 | 288 | 708 |
| Total | 208 | 145 | 126 | 479 | 141 | 890 | 33 | 1064 | 16 | 183 | 44 | 243 | 29 | 933 | 185 | 1147 | 2933 |
| 04:00 PM | 39 | 28 | 34 | 101 | 31 | 216 | 7 | 254 | 6 | 33 | 11 | 50 | 19 | 228 | 55 | 302 | 707 |
| 04:15 PM | 45 | 21 | 34 | 100 | 50 | 222 | 6 | 278 | 3 | 34 | 14 | 51 | 13 | 261 | 45 | 319 | 748 |
| 04:30 PM | 58 | 24 | 36 | 118 | 38 | 215 | 5 | 258 | 1 | 28 | 16 | 45 | 10 | 263 | 33 | 306 | 727 |
| 04:45 PM | 57 | 32 | 29 | 118 | 35 | 226 | 6 | 267 | 0 | 44 | 20 | 64 | 7 | 253 | 57 | 317 | 766 |
| Total | 199 | 105 | 133 | 437 | 154 | 879 | 24 | 1057 | 10 | 139 | 61 | 210 | 49 | 1005 | 190 | 1244 | 2948 |
| 05:00 PM | 49 | 34 | 27 | 110 | 26 | 208 | 5 | 239 | 3 | 58 | 8 | 69 | 6 | 293 | 43 | 342 | 760 |
| 05:15 PM | 54 | 47 | 28 | 129 | 26 | 228 | 7 | 261 | 3 | 62 | 12 | 77 | 19 | 254 | 53 | 326 | 793 |
| 05:30 PM | 68 | 42 | 36 | 146 | 28 | 213 | 5 | 246 | 0 | 41 | 17 | 58 | 7 | 251 | 45 | 303 | 753 |
| 05:45 PM | 67 | 35 | 35 | 137 | 21 | 202 | 2 | 225 | 2 | 42 | 11 | 55 | 12 | 272 | 44 | 328 | 745 |
| Total | 238 | 158 | 126 | 522 | 101 | 851 | 19 | 971 | 8 | 203 | 48 | 259 | 44 | 1070 | 185 | 1299 | 3051 |
| Grand Total | 1588 | 980 | 1015 | 3583 | 727 | 5495 | 163 | 6385 | 86 | 1034 | 307 | 1427 | 189 | 5999 | 1002 | 7190 | 18585 |
| Apprch % | 44.3 | 27.4 | 28.3 | | 11.4 | 86.1 | 2.6 | | 6.0 | 72.5 | 21.5 | | 2.6 | 83.4 | 13.9 | | |
| Total % | 8.5 | 5.3 | 5.5 | 19.3 | 3.9 | 29.6 | 0.9 | 34.4 | 0.5 | 5.6 | 1.7 | 7.7 | 1.0 | 32.3 | 5.4 | 38.7 | |

| | 1 | WOODN South | | Ξ. | , , | VENTU | |). | | WOODN North | MAN AV | E. | | VENTU East | RA BL√I bound | D. | |
|-----------------|---------|----------------|-------|----------|----------|-------|------|-------|-------|----------------|--------|-------|-------|---------------|------------------|-------|-------|
| Start Time | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Right | Thru | Left | App. | Int. |
| Peak Hour Fro | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | | | lotal | | | l | Total | _ | | | TULAI | TULAI |
| Intersection | 07:45 | AM | | | | | | | | | | | | | | | |
| Volume | 348 | 216 | 208 | 772 | 110 | 1049 | 43 | 1202 | 18 | 193 | 49 | 260 | 25 | 1040 | 137 | 1202 | 3436 |
| Percent | 45.1 | 28.0 | 26.9 | | 9.2 | 87.3 | 3.6 | | 6.9 | 74.2 | 18.8 | | 2.1 | 86.5 | 11.4 | | |
| 08:30 Volume | 82 | 52 | 53 | 187 | 28 | 257 | 10 | 295 | 9 | 37 | 13 | 59 | 6 | 297 | 33 | 336 | 877 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.979 |
| High Int. | 08:15 | AM | | | 08:15 | AM | | | 08:00 | AM | | | 08:30 | AM | | | |
| Volume | 101 | 56 | 54 | 211 | 27 | 276 | 12 | 315 | 4 | 62 | 11 | 77 | 6 | 297 | 33 | 336 | |
| Peak Factor | | | | 0.915 | | | | 0.954 | | | | 0.844 | | | | 0.894 | |

File Name : 355516 Site Code : 00355516 Start Date : 11/15/2005 Page No : 2

| | 1 | WOODN Souti | MAN AV | E. | | VENTU Wes | RA BLVD |). | \ \ | WOODN North | AN AVE | | | VENTU East | RA BLVE |). | |
|-----------------|---------|----------------|--------|---------------|----------|--------------|---------|---------------|--------|----------------|---------|---------------|-------|---------------|---------|---------------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 | D PM to | 05:45 | PM - Pea | k 1 of 1 | | | | · | | <u></u> | | | | | | |
| Intersection | 04:45 | PM | | | | | | | | | | | | | | | |
| Volume | 228 | 155 | 120 | 503 | 115 | 875 | 23 | 1013 | 6 | 205 | 57 | 268 | 39 | 1051 | 198 | 1288 | 3072 |
| Percent | 45.3 | 30.8 | 23.9 | | 11.4 | 86.4 | 2.3 | | 2.2 | 76.5 | 21.3 | | 3.0 | 81.6 | 15.4 | | |
| 05:15 Volume | 54 | 47 | 28 | 129 | 26 | 228 | 7 | 261 | 3 | 62 | 12 | 77 | 19 | 254 | 53 | 326 | 793 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.968 |
| High Int. | 05:30 | PM | | | 04:45 | PM | | | 05:15 | PM | | | 05:00 | PM | | | |
| Volume | 68 | 42 | 36 | 146 | 35 | 226 | 6 | 267 | 3 | 62 | 12 | 77 | 6 | 293 | 43 | 342 | |
| Peak Factor | | | | 0.861 | | | | 0.949 | | | | 0.870 | | | | 0.942 | |

•

File Name : 355507-1 Site Code : 00355507 Start Date : 11/29/2005 Page No : 1

| | | | | | · | Gro | ups Prir | itea- Tur | ning Mi | overnen | | | | | | 15 | |
|-------------|-------|--------|---------|-------|-------|--------|----------|-----------|---------|---------|---------|-------|-------|-------------------|--------|-------|---------------|
| | H | HAZELT | INE AVI | Ξ. | R | IVERSI | DE DRIV | VE | ŀ | HAZELI | INE AVE | | к | IVERSI | DE DRI | | |
| | | South | bound | | | West | bound | | | North | bound | | | East | bouna | | 7-1 |
| Chart Time | Diaht | Theu | Loft | App. | Dight | Thru | loft | App. | Right | Thru | Left | App. | Riaht | Thru | Left | App. | 10L. T-t-1 |
| Start rime | RIGHT | mu | Leit | Total | Right | 11110 | | Total | - agric | | | Total | | | | Iotal | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 100 |
| 07:00 AM | 16 | 166 | 33 | 215 | 9 | 106 | 43 | 158 | 14 | 34 | 16 | 64 | 10 | 47 | 2 | 59 | 496 |
| 07:15 AM | 21 | 153 | 34 | 208 | 21 | 158 | 66 | 245 | 22 | 72 | 13 | 107 | 6 | 76 | 8 | 90 | 650 |
| 07:30 AM | 19 | 178 | 46 | 243 | 34 | 203 | 92 | 329 | 37 | 70 | 9 | 116 | 8 | 105 | 6 | 119 | 807 |
| 07:45 AM | 13 | 226 | 54 | 293 | 31 | 171 | 100 | 302 | 36 | 81 | 6 | 123 | 19 | 124 | 4 | 147 | 865 |
| Total | 69 | 723 | 167 | 959 | 95 | 638 | 301 | 1034 | 109 | 257 | 44 | 410 | 43 | 352 | 20 | 415 | 2818 |
| | | | | | | | | | | | | | 1 | | _ | 1 | |
| 08:00 AM | 18 | 228 | 38 | 284 | 25 | 216 | 97 | 338 | 23 | 108 | 15 | 146 | 18 | 141 | 5 | 164 | 932 |
| 08:15 AM | 15 | 206 | 37 | 258 | 33 | 184 | 77 | 294 | 30 | 89 | 19 | 138 | 14 | 134 | 6 | 154 | 844 |
| 08:30 AM | 17 | 176 | 46 | 239 | 26 | 131 | 67 | 224 | 28 | 83 | 21 | 132 | 14 | 158 | 5 | 177 | 772 |
| 08:45 AM | 15 | 188 | 52 | 255 | 20 | 125 | 68 | 213 | 25 | 93 | 17 | 135 | 19 | 135 | 3 | 157 | 760 |
| Total | 65 | 798 | 173 | 1036 | 104 | 656 | 309 | 1069 | 106 | 373 | 72 | 551 | 65 | 568 | 19 | 652 | 3308 |
| | | | | | | | | | | | | 407 | | 100 | 6 | 100 | 714 |
| 09:00 AM | 11 | 176 | 51 | 238 | 29 | 98 | 54 | 181 | 31 | 86 | 20 | 13/ | 22 | 130 | 5 | 100 | 714 |
| 09:15 AM | 17 | 199 | 45 | 261 | 25 | 86 | 52 | 163 | 45 | 75 | 22 | 142 | 16 | 128 | 5 | 149 | 715 |
| 09:30 AM | 12 | 170 | 48 | 230 | 21 | 96 | 40 | 157 | 27 | 74 | 14 | 115 | 20 | 108 | 12 | 140 | 642 |
| 09:45 AM | 29 | 156 | 46 | 231 | 24 | 89 | 36 | 149 | 33 | 85 | 18 | 136 | 22 | 109 | / | 138 | 2725 |
| Total | 69 | 701 | 190 | 960 | 99 | 369 | 182 | 650 | 136 | 320 | 74 | 530 | 80 | 475 | 30 | 585 | 2/25 |
| | * | | | | | | | | | | | | | | | | |
| DREAK | | | | | | | | | | | | | | | | | |
| 03.00 PM | 22 | 148 | 42 | 212 | 38 | 137 | 51 | 226 | 75 | 162 | 47 | 284 | 24 | 117 | 13 | 154 | 876 |
| 03:15 PM | 32 | 168 | 41 | 241 | 43 | 115 | 49 | 207 | 77 | 168 | 34 | 279 | 25 | 116 | 10 | 151 | 878 |
| 03:30 PM | 32 | 163 | 40 | 235 | 48 | 103 | 50 | 201 | 69 | 175 | 42 | 286 | 30 | 114 | 24 | 168 | 890 |
| 03:45 PM | 19 | 178 | 43 | 240 | 33 | 122 | 64 | 219 | 82 | 190 | 38 | 310 | 22 | 136 | 25 | 183 | 952 |
| Total | 105 | 657 | 166 | 928 | 162 | 477 | 214 | 853 | 303 | 695 | 161 | 1159 | 101 | 483 | 72 | 656 | 3596 |
| | | | | | | | | | | | | | | | | 101 | 051 |
| 04:00 PM | 30 | 168 | 43 | 241 | 41 | 113 | 46 | 200 | 76 | 204 | 49 | 329 | 16 | 143 | 22 | 181 | 951 |
| 04:15 PM | 23 | 146 | 41 | 210 | 46 | 113 | 60 | 219 | 83 | 207 | 46 | 336 | 26 | 138 | 28 | 192 | 957 |
| 04:30 PM | 24 | 164 | 42 | 230 | 40 | 102 | 48 | 190 | 75 | 206 | 33 | 314 | 26 | 145 | 24 | 195 | 929 |
| 04:45 PM | 20 | 168 | 40 | 228 | 47 | 145 | 45 | 237 | 66 | 188 | 45 | 299 | 19 | 137 | 21 | 1// | 941 |
| Total | 97 | 646 | 166 | 909 | 174 | 473 | 199 | 846 | 300 | 805 | 173 | 1278 | 87 | 563 | 95 | 745 | 3//8 |
| | | | | | 1 | 4.95 | 50 | 224 | 50 | . 101 | 27 | 206 | 1 77 | 130 | 32 | 191 | 955 |
| 05:00 PM | 29 | 173 | 42 | 244 | 56 | 125 | 53 | 234 | 58 | 191 | 2/ | 200 | 2/ | 110 | 18 | 161 | 995 |
| 05:15 PM | 21 | 197 | 41 | 259 | 42 | 146 | 59 | 247 | 65 | 224 | 29 | 200 | 27 | 150 | 21 | 215 | 1054 |
| 05:30 PM | 29 | 183 | 42 | 254 | 43 | 184 | 52 | 2/9 | 63 | 204 | 39 | 200 | 24 | 1/1 | 20 | 104 | 980 |
| 05:45 PM | 32 | 158 | 54 | 244 | 54 | 172 | 50 | 2/6 | 59 | 1/8 | 38 | 1105 | 107 | <u>141</u> 544 | 110 | 761 | 7007 |
| Total | 111 | 711 | 179 | 1001 | 195 | 627 | 214 | 1036 | 245 | /9/ | 153 | 1192 | 1 107 | 244 | 110 | 701 | دورد |
| Crond Tatal | E16 | 1776 | 1041 | 5707 | 0.02 | 3240 | 1410 | 5488 | 1199 | 3247 | 677 | 5123 | 483 | 2985 | 346 | 3814 | 20218 |
| | 0.0 | 7230 | 1041 | 2/92 | 151 | 500 | 250 | 5-100 | 2724 | 63.4 | 13.2 | | 12.7 | 78.3 | 9.1 | | |
| Appren % | 8.9 | /3.1 | 10.0 | ד מר | 12.1 | 16 0 | 23.9 | 77 1 | 50 | 16.1 | 2.2 | 25 3 | 2.4 | 14.8 | 1.7 | 18.9 | |
| i otal % | 2.6 | 21.0 | 5.1 | 20./ | 4.1 | 10.0 | 1.0 | 2/.1 | 1 2.3 | 10.1 | 0.0 | 25,5 | | 10 | | | |

| | ł | HAZELT | INE AVE | Ξ. | R | IVERSI | DE DRIV | /E | ł | HAZELT | INE AVE | Ξ. | R | IVERSI | | /E | |
|---------------|---------|---------|---------|----------|----------|--------|---------|-------|-------|--------|---------|-------|-------|--------|-------|-------|-------|
| | | South | bound | | | West | bound | | | North | ibound | | | East | bound | | |
| | | | | Δnn | | | | App. | | | | App. | D: | Thur | Loft | App. | Int. |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Ihru | Left | Total | Right | Inru | Lert | Total | Total |
| Peak Hour Fro | m 07:00 |) AM to | 09:45 | AM - Pea | k 1 of 1 | | | | 1 | | | | 1 | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | 504 | 2440 |
| Volume | 65 | 838 | 175 | 1078 | 123 | 774 | 366 | 1263 | 126 | 348 | 49 | 523 | 59 | 504 | 21 | 584 | 3448 |
| Percent | 6.0 | 77.7 | 16.2 | | 9.7 | 61.3 | 29.0 | | 24.1 | 66,5 | 9.4 | | 10.1 | 86.3 | 3.6 | | |
| 08:00 | 19 | 778 | 28 | 784 | 25 | 216 | 97 | 338 | 23 | 108 | 15 | 146 | 18 | 141 | 5 | 164 | 932 |
| Volume | 10 | 220 | 00 | 204 | 25 | 210 | 57 | 550 | | | | | | | | | 0.005 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.925 |
| Hiah Int. | 07:45 | AM | | | 08:00 | AM | | | 08:00 | AM | | | 08:00 | AM | | | |
| Volume | 13 | 226 | 54 | 293 | 25 | 216 | 97 | 338 | 23 | 108 | 15 | 146 | 18 | 141 | 5 | 164 | |
| Peak Factor | 10 | | 5. | 0.920 | | | | 0.934 | | | | 0.896 | | | | 0.890 | |

Groups Printed- Turning Movement

[.]

 File Name
 : 355507-1

 Site Code
 : 00355507

 Start Date
 : 11/29/2005

 Page No
 : 2

| | ł | HAZELT | INE AV | Ε. | R | IVERSI | DE DRI | VE | ł | HAZELT | INE AV | E. | R | IVERSI | DE DRI | VE | |
|---------------|---------|---------|--------|---------------|----------|--------|--------|---------------|-------|--------|--------|---------------|-------|--------|--------|---------------|---------------|
| | | South | bound | | | West | bound | | | North | nbound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | | 10141 | I | | | | | | | | |
| Intersection | 05:00 | PM | | | | | | | | | | | | | | | |
| Volume | 111 | 711 | 179 | 1001 | 195 | 627 | 214 | 1036 | 245 | 797 | 153 | 1195 | 107 | 544 | 110 | 761 | 3993 |
| Percent | 11.1 | 71.0 | 17.9 | | 18.8 | 60.5 | 20.7 | | 20.5 | 66.7 | 12.8 | | 14.1 | 71.5 | 14.5 | | |
| 05:30 | 29 | 183 | 42 | 254 | 43 | 184 | 52 | 279 | 63 | 204 | 39 | 306 | 32 | 152 | 31 | 215 | 1054 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.947 |
| High Int. | 05:15 | PM | | | 05:30 | PM | | | 05:15 | PM | | | 05:30 | PM | | | |
| Volume | 21 | 197 | 41 | 259 | 43 | 184 | 52 | 279 | 65 | 224 | 39 | 328 | 32 | 152 | 31 | 215 | |
| Peak Factor | | | | 0.966 | | | | 0.928 | | | | 0.911 | | | | 0.885 | |

APPENDIX B-2

WEEKEND CONDITIONS

File Name: HazelRiverSite Code: 00000000Start Date: 3/17/2007Page No: 1

| 0 |
|--|
| 5 786 |
| 9 788 |
| 4 840 |
| 7 884 |
| 5 3298 |
| |
| 4 822 |
| 4 840 |
| 5 904 |
| 0 867 |
| 3433 |
| |
| 6731 |
| .0 |
| .6 |
| $\begin{array}{c} 1 \\ 1 \\ 4 \\ 2 \\ 3 \\ 14 \\ 4 \\ 4 \\ 3 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 16 \\ 30 \\ 23 \\ 4 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 \\ 10 $ |

File Name: HazelRiverSite Code: 0000000Start Date: 3/17/2007Page No: 2

| | | Hazelt | ine Ave | | | River Wes | side Dr tbound | | | Hazelt North | tine Ave nbound | | | River East | side Dr bound | | |
|-----------------|-----------|--------------|---------|---------------|---------|--------------|-------------------|---------------|--------|-----------------|--------------------|---------------|---------|---------------|------------------|---------------|---------------|
| Start Time | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Int. Total |
| Peak Hour From | n 01:00 l | PM to 02 | 2:45 PM | - Peak 1 | of 1 | | | | | | | | | | | 1 | |
| Intersection | 01:45 F | РΜ | | | | | | | | | | | | | | | |
| Volume | 178 | 662 | 120 | 960 | 223 | 358 | 111 | 692 | 173 | 668 | 229 | 1070 | 39 | 519 | 170 | 728 | 3450 |
| Percent | 18.5 | 69.0 | 12.5 | | 32.2 | 51.7 | 16.0 | | 16.2 | 62.4 | 21.4 | | 5.4 | 71.3 | 23.4 | | |
| 02:30 Volume | 52 | 164 | 34 | 250 | 65 | 99 | 24 | 188 | 44 | 181 | 50 | 275 | 10 | 136 | 45 | 191 | 904 |
| Peak Eactor | | | | | | | | | | | | | | | | | 0.954 |
| High Int | 01.45 | РМ | | | 02:30 F | РΜ | | | 02:301 | ≥М | | | 02:15 l | PM | | | |
| Volume | 40 | 205 | 41 | 286 | 65 | 99 | 24 | 188 | 44 | 181 | 50 | 275 | 15 | 141 | 44 | 200 | |
| Peak Factor | ,0 | 200 | | 0.839 | | | | 0.920 | | | | 0.973 | | | | 0.910 | |



File Name: HazelFashionSite Code: 00000000Start Date: 3/17/2007Page No: 1

| | | | | | Groups | s Printed- | Unshifted | | | | | | |
|-------------|------|--------------|-------|------|-------------|------------|-----------|-------------|-------|------|-------------|--------|------------|
| | H | azeltine Ave | 2 | Fash | nion Square | Ln | H | azeltine Av | e | Fash | nion Square | e Ln 🛛 | |
| | S | Southbound | | V | Vestbound | | Ν | lorthbound | | | Eastbound | ala 1 | |
| Start Time | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 87 | 156 | 1 | 15 | 0 | 26 | 0 | 174 | 35 | 2 | 1 | 1 | 498 |
| 01:15 PM | 84 | 141 | 0 | 10 | 0 | 19 | 1 | 186 | 39 | 0 | 0 | 0 | 480 |
| 01:30 PM | 98 | 165 | 0 | 26 | 0 | 21 | 0 | 176 | 47 | 1 | 0 | 1 | 535 |
| 01:45 PM | 113 | 172 | 2 | 23 | 0 | 40 | 0 | 189 | 44 | 1 | 1 | 1 | 586 |
| Total | 382 | 634 | 3 | 74 | 0 | 106 | 1 | 725 | 165 | 4 | 2 | 3 | 2099 |
| 02:00 PM | 98 | 147 | 1 | 26 | 0 | 28 | 4 | 172 | 51 | 2 | 0 | 0 | 529 |
| 02:15 PM | 102 | 145 | 1 | 23 | 0 | 36 | 1 | 167 | 41 | 1 | 1 | 1 | 519 |
| 02:30 PM | 124 | 161 | 0 | 29 | 0 | 29 | 0 | 160 | 39 | 1 | 0 | 2 | 545 |
| 02:45 PM | 107 | 153 | 1 | 34 | 1 | 32 | 1 | 180 | 49 | 1 | 0 | 0 | 559 |
| Total | 431 | 606 | 3 | 112 | 1 | 125 | 6 | 679 | 180 | 5 | 1 | 3 | 2152 |
| Grand Total | 813 | 1240 | 6 | 186 | 1 | 231 | 7 | 1404 | 345 | 9 | 3 | 6 | 4251 |
| Apprch % | 39.5 | 60.2 | 0.3 | 44.5 | 0.2 | 55.3 | 0.4 | 80.0 | 19.6 | 50.0 | 16.7 | 33.3 | |
| Total % | 19.1 | 29.2 | 0.1 | 4.4 | 0.0 | 5.4 | 0.2 | 33.0 | 8.1 | 0.2 | 0.1 | 0.1 | |

File Name: HazelFashionSite Code: 00000000Start Date: 3/17/2007Page No: 2

| | | Hazelt | ine Ave bound | | F | ashion Wes | Square I Ibound | Ln | | Hazel North | tine Ave nbound | | F | ashion East | Square L bound | .n | |
|----------------|-------|--------------|------------------|---------------|---------|---------------|--------------------|---------------|-------|----------------|--------------------|---------------|---------|----------------|-------------------|---------------|---------------|
| Start Time | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Int. Total |
| Peak Hour From | 01:00 | PM to 02 | 2:45 PM | - Peak 1 | of 1 | | | | | | | | | | | 1 | |
| Intersection | 01:45 | PM | | | | | | | | | | | | | | | |
| Volume | 437 | 625 | 4 | 1066 | 101 | 0 | 133 | 234 | 5 | 688 | 175 | 868 | 5 | 2 | 4 | 11 | 2179 |
| Percent | 41.0 | 58.6 | 0.4 | | 43.2 | 0.0 | 56.8 | | 0.6 | 79.3 | 20.2 | | 45.5 | 18.2 | 36.4 | | |
| 01:45 | 110 | 170 | ົ | 287 | 23 | 0 | 40 | 63 | 0 | 189 | 44 | 233 | 1 | 1 | 1 | 3 | 586 |
| Volume | 115 | 112 | 2 | 207 | 20 | 0 | 40 | 00 | U | 100 | •• | 200 | • | | • | - | |
| Peak Factor | | | | | | | | | | | | | | | | | 0.930 |
| High Int. | 01:45 | РМ | | | 01:45 F | РΜ | | | 01:45 | PM | | | 01:45 I | PM | | | |
| Volume | 113 | 172 | 2 | 287 | 23 | 0 | 40 | 63 | 0 | 189 | 44 | 233 | 1 | 1 | 1 | 3 | |
| Peak Factor | | | | 0.929 | | | | 0.929 | | | | 0.931 | | | | 0.917 | |



File Name: WoodRiverSite Code: 00000000Start Date: 3/17/2007Page No: 1

| | | | | | | Group | s Printed- | Unshifted | | | | | | |
|-----|----------|------|-------------|-------|------|--------------|------------|-----------|-------------|-------|------|--------------|-------|------------|
| | | W | oodman Av | /e | F | Riverside Dr | r | Ŵ | oodman Av | /e | F | Riverside Dr | - | |
| | | 5 | Southbound | J | ١ | Vestbound | | 1 | Vorthbound | | | Eastbound | | |
| Sta | art Time | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Int. Total |
| | Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01 | :00 PM | 24 | 223 | 63 | 51 | 158 | 34 | 134 | 212 | 39 | 42 | 135 | 74 | 1189 |
| 01 | :15 PM | 27 | 229 | 58 | 60 | 146 | 22 | 118 | 169 | 38 | 52 | 155 | 88 | 1162 |
| 01 | :30 PM | 28 | 204 | 40 | 64 | 176 | 32 | 118 | 193 | 31 | 39 | 168 | 74 | 1167 |
| 01 | :45 PM | 28 | 219 | 54 | 63 | 147 | 32 | 124 | 167 | 48 | 41 | 164 | 95 | 1182 |
| | Total | 107 | 875 | 215 | 238 | 627 | 120 | 494 | 741 | 156 | 174 | 622 | 331 | 4700 |
| 02 | 2:00 PM | 27 | 213 | 50 | 65 | 168 | 35 | 110 | 149 | 57 | 49 | 198 | 106 | 1227 |
| 02 | 2:15 PM | 16 | 216 | 52 | 58 | 139 | 32 | 122 | 180 | 49 | 56 | 184 | 93 | 1197 |
| 02 | 2:30 PM | 28 | 194 | 44 | 48 | 137 | 35 | 128 | 178 | 55 | 51 | 207 | 95 | 1200 |
| 02 | 2:45 PM | 33 | 189 | 60 | 54 | 135 | 29 | 122 | 182 | 76 | 42 | 169 | 81 | 1172 |
| | Total | 104 | 812 | 206 | 225 | 579 | 131 | 482 | 689 | 237 | 198 | 758 | 375 | 4796 |
| Gra | nd Total | 211 | 1687 | 421 | 463 | 1206 | 251 | 976 | 1430 | 393 | 372 | 1380 | 706 | 9496 |
| A | oprch % | 9.1 | 72.7 | 18.2 | 24.1 | 62.8 | 13.1 | 34.9 | 51.1 | 14.0 | 15.1 | 56.1 | 28.7 | |
| | Total % | 2.2 | 17.8 | 4.4 | 4.9 | 12.7 | 2.6 | 10.3 | 15.1 | 4.1 | 3.9 | 14.5 | 7.4 | |

File Name: WoodRiverSite Code: 00000000Start Date: 3/17/2007Page No: 2

| | | Woodr South | man Ave | 2 | | River Wes | side Dr Ibound | | - 41 | Woodr North | man Ave nbound | | | River East | side Dr bound | | |
|----------------|-----------|----------------|---------|---------------|-------|--------------|-------------------|---------------|---------|----------------|-------------------|---------------|-------|---------------|------------------|---------------|---------------|
| Start Time | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Int. Total |
| Peak Hour From | n 01:00 l | PM to 02 | 2:45 PM | - Peak 1 | of 1 | | | | | | | | | | | | |
| Intersection | 01:45 F | РΜ | | | | | | | | | | | | | | | |
| Volume | 99 | 842 | 200 | 1141 | 234 | 591 | 134 | 959 | 484 | 674 | 209 | 1367 | 197 | 753 | 389 | 1339 | 4806 |
| Percent | 8.7 | 73.8 | 17.5 | | 24.4 | 61.6 | 14.0 | | 35.4 | 49.3 | 15.3 | | 14.7 | 56.2 | 29.1 | | |
| 02:00 | 27 | 213 | 50 | 290 | 65 | 168 | 35 | 268 | 110 | 149 | 57 | 316 | 49 | 198 | 106 | 353 | 1227 |
| Volume | | | | | | | | | | | | | | | | ĺ | 0 070 |
| Peak Factor | | | | | | | | | | | | 1 | | | | | 0.979 |
| High Int. | 01:45 | °M | | | 02:00 | РМ | | | 02:30 I | РМ | | | 02:00 | PM | | | |
| Volume | 28 | 219 | 54 | 301 | 65 | 168 | 35 | 268 | 128 | 178 | 55 | 361 | 49 | 198 | 106 | 353 | |
| Peak Factor | | | | 0.948 | | | | 0.895 | | | | 0.947 | | | | 0.948 | |



File Name: WoodNB101Site Code: 00000000Start Date: 3/17/2007Page No: 1

| | | | | | Group | s Printed- | Unshifted | | | | | | |
|-------------|------|-------------|-------|------|-------------|------------|-----------|-------------|-------|------|-------------|-------|------------|
| | W | oodman Av | e | 10 | 1 NB Ram | ps | W | oodman Av | /e | 10 | 1 NB Ramj | os | |
| | S | Southbound | | V | Vestbound | | 1 | Vorthbound | | | Eastbound | | |
| Start Time | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 0 | 255 | 122 | 74 | 2 | 82 | 106 | 268 | 0 | 0 | 0 | 0 | 909 |
| 01:15 PM | 0 | 271 | 126 | 83 | 1 | 80 | 118 | 232 | 0 | 0 | 0 | 0 | 911 |
| 01:30 PM | 0 | 287 | 118 | 73 | 0 | 63 | 87 | 250 | 0 | 0 | 0 | 0 | 878 |
| 01:45 PM | 0 | 249 | 127 | 88 | 0 | 50 | 105 | 241 | 0 | 0 | 0 | 0 | 860 |
| Total | 0 | 1062 | 493 | 318 | 3 | 275 | 416 | 991 | 0 | 0 | 0 | 0 | 3558 |
| | | | | | | | | | | | | , | |
| 02:00 PM | 0 | 252 | 122 | 54 | 2 | 73 | 100 | 215 | 0 | 0 | 0 | 0 | 818 |
| 02:15 PM | 0 | 278 | 118 | 95 | 1 | 60 | 100 | 251 | 0 | 0 | 0 | 0 | 903 |
| 02:30 PM | 0 | 269 | 149 | 78 | 1 | 65 | 68 | 262 | 0 | 0 | 0 | 0 | 892 |
| 02:45 PM | 0 | 237 | 115 | 104 | 1 | 69 | 91 | 326 | 0 | 0 | 0 | 0 | 943 |
| Total | 0 | 1036 | 504 | 331 | 5 | 267 | 359 | 1054 | 0 | 0 | 0 | 0 | 3556 |
| | | | | | | | | | | | | | |
| Grand Total | 0 | 2098 | 997 | 649 | 8 | 542 | 775 | 2045 | 0 | 0 | 0 | 0 | 7114 |
| Apprch % | 0.0 | 67.8 | 32.2 | 54.1 | 0.7 | 45.2 | 27.5 | 72.5 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 29.5 | 14.0 | 9.1 | 0.1 | 7.6 | 10.9 | 28.7 | 0.0 | 0.0 | 0.0 | 0.0 | |

File Name: WoodNB101Site Code: 00000000Start Date: 3/17/2007Page No: 2

| | | Woodr | nan Ave | 2 | | 101 NE West | 3 Ramps tbound | | | Woodr North | nan Ave bound | | | 101 NE East | 3 Ramps bound | | |
|----------------|---------|--------------|---------|---------------|-------|----------------|-------------------|---------------|---------|----------------|------------------|---------------|---------|----------------|------------------|---------------|---------------|
| Start Time | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Int. Total |
| Peak Hour From | 01:00 F | PM to 02 | 2:45 PM | - Peak 1 | of 1 | | | | | | | | | | | | |
| Intersection | 01:00 F | PM | | | | | | | | | | | | | | | |
| Volume | 0 | 1062 | 493 | 1555 | 318 | 3 | 275 | 596 | 416 | 991 | 0 | 1407 | 0 | 0 | 0 | 0 | 3558 |
| Percent | 0.0 | 68.3 | 31.7 | | 53.4 | 0.5 | 46.1 | | 29.6 | 70.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| 01:15 | 0 | 271 | 126 | 307 | 83 | 1 | 80 | 164 | 118 | 232 | 0 | 350 | 0 | 0 | 0 | ol | 911 |
| Volume | U | 211 | 120 | 557 | 00 | | 00 | 101 | 110 | 202 | | 000 | - | - | - | - | |
| Peak Factor | | | | | | | | | | | | | | | | | 0.976 |
| High Int. | 01:30 F | PM | | | 01:15 | PM | | | 01:00 F | РΜ | | | 12:45:0 | 00 PM | | | |
| Volume | 0 | 287 | 118 | 405 | 83 | 1 | 80 | 164 | 106 | 268 | 0 | 374 | | | | | |
| Peak Factor | | | | 0.960 | | | | 0.909 | | | | 0.941 | | | | | |



File Name: WoodSB101Site Code: 00000000Start Date: 3/17/2007Page No: 1

| | | | | | Groups | Printed- | Jnshifted | | | | | | |
|-------------|------|-------------|-------|------|-------------|----------|------------------|-------------|-------|------|-------------|-------|------------|
| | W | oodman Av | /e | 10 | 1 SB Ramp | S | W | oodman Av | /e | 10 | 1 SB Ramp | os | |
| | 5 | Southbound | | ١ | Vestbound | | 1 | Vorthbound | | | Eastbound | | |
| Start Time | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 88 | 224 | 0 | 0 | 0 | 0 | 0 | 229 | 32 | 140 | 3 | 95 | 811 |
| 01:15 PM | 71 | 286 | 0 | 0 | 0 | 0 | 0 | 238 | 14 | 109 | 2 | 80 | 800 |
| 01:30 PM | 91 | 270 | 0 | 0 | 0 | 0 | 0 | 236 | 17 | 93 | 3 | 69 | 779 |
| 01:45 PM | 83 | 247 | 0 | 0 | 0 | 0 | 0 | 248 | 33 | 90 | 11 | 73 | 775 |
| Total | 333 | 1027 | 0 | 0 | 0 | 0 | 0 | 951 | 96 | 432 | 9 | 317 | 3165 |
| 02:00 PM | 90 | 221 | 0 | 0 | 0 | 0 | 0 | 205 | 14 | 92 | 2 | 79 | 703 |
| 02:15 PM | 80 | 288 | 0 | 0 | 0 | 0 | 0 | 246 | 12 | 99 | 2 | 102 | 829 |
| 02:30 PM | 73 | 267 | 0 | 0 | 0 | 0 | 0 | 221 | 15 | 106 | 3 | 91 | 776 |
| 02:45 PM | 73 | 263 | 0 | 0 | 0 | 0 | 0 | 261 | 10 | 147 | 1 | 84 | 839 |
| Total | 316 | 1039 | 0 | 0 | 0 | 0 | 0 | 933 | 51 | 444 | 8 | 356 | 3147 |
| Grand Total | 649 | 2066 | 0 | 0 | 0 | 0 | 0 | 1884 | 147 | 876 | 17 | 673 | 6312 |
| Apprch % | 23.9 | 76.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92.8 | 7.2 | 55.9 | 1.1 | 43.0 | |
| Total % | 10.3 | 32.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.8 | 2.3 | 13.9 | 0.3 | 10.7 | |

File Name: WoodSB101Site Code: 00000000Start Date: 3/17/2007Page No: 2

| | | Woodr South | nan Ave | | | 101 SE Wes | 3 Ramps tbound | 5 | | Woodr North | man Ave nbound | | | 101 SE East | Ramps | | |
|---|------------------------|--------------------|----------|---------------|--------------|---------------|-------------------|---------------|--------------|--------------------------|-------------------|---------------|----------------|----------------|-------------|---------------|---------------|
| Start Time | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Int. Total |
| Peak Hour From | 01:00 | PM to 02 | 2:45 PM | - Peak 1 | of 1 | | | | | | | | | | | 1 | |
| Intersection Volume Percent | 01:00 F 333 24.5 | PM 1027 75.5 | 0 0.0 | 1360 | 0 0.0 | 0 0.0 | 0 0.0 | 0 | 0 0.0 | 951 90.8 | 96 9.2 | 1047 | 432 57.0 | 9 1.2 | 317 41.8 | 758 | 3165 |
| 01:00 Volume | 88 | 224 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 229 | 32 | 261 | 140 | 3 | 95 | 238 | 811 |
| Peak Factor High Int. Volume Peak Factor | 01:30 91 | PM 270 | 0 | 361 0.942 | 12:45:(0 | 0 PM 0 | 0 | 0 | 01:45 I 0 | ^{>} M 248 | 33 | 281 0.931 | 01:00 I 140 | РМ З | 95 | 238 0.796 | 0.976 |



File Name: MatRiverSite Code: 00000000Start Date: 3/17/2007Page No: 1

| | | | | | | Gr | oups Prir | nted- Unsl | nifted | | | | | | | |
|-------------|------|--------------|-------|-------------|------|--------------|-----------|-------------|--------|--------------|-------|------|--------------|--------|-------------|------------|
| | | Matilija | Ave | | | Rivers | ide Dr | | M | latilija Ave | e | | Riversi | ide Dr | | |
| | | Southb | ound | | | West | bound | | N | orthbound | j t | | Eastb | ound | | |
| Start Time | Left | Throu g h | Right | U- turns | Left | Throu g h | Right | U- turns | Left | Throu g h | Right | Left | Throu g h | Right | U- turns | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 1 | 0 | 15 | 2 | 0 | 256 | 4 | 1 | 0 | 0 | 0 | 7 | 229 | 0 | 2 | 517 |
| 01:15 PM | 1 | 0 | 6 | 2 | 0 | 250 | 3 | 2 | 0 | 0 | 0 | 5 | 222 | 0 | 0 | 491 |
| 01:30 PM | 0 | 0 | 8 | 2 | 0 | 257 | 3 | 1 | 0 | 0 | 0 | 5 | 229 | 0 | 3 | 508 |
| 01:45 PM | 1 | 0 | 1 | 0 | 0 | 239 | 2 | 2 | 0 | 0 | 0 | 2 | 279 | 0 | 3 | 529 |
| Total | 3 | 0 | 30 | 6 | 0 | 1002 | 12 | 6 | 0 | 0 | 0 | 19 | 959 | 0 | 8 | 2045 |
| | | | | | _ | | - | | | | 0.1 | | 004 | 0 | | 504 |
| 02:00 PM | 2 | 0 | 4 | 0 | 0 | 256 | 0 | 3 | 0 | 0 | 0 | 1 | 261 | 0 | 4 | 531 |
| 02:15 PM | 1 | 0 | 9 | 0 | 0 | 244 | 3 | 0 | 0 | 0 | 0 | 4 | 295 | 0 | 3 | 559 |
| 02:30 PM | 0 | 0 | 3 | 0 | 0 | 234 | 4 | 9 | 0 | 0 | 0 | 4 | 251 | 0 | 3 | 508 |
| 02:45 PM | 0 | 0 | 1 | 0 | 0 | 264 | 3 | 3 | 0 | 0 | 0 | 4 | 285 | 0 | 1 | 561 |
| Total | 3 | 0 | 17 | 0 | 0 | 998 | 10 | 15 | 0 | 0 | 0 | 13 | 1092 | 0 | 11 | 2159 |
| | | | | | | | | 1 | | - | | ~~~ | 0054 | | 40 | 4004 |
| Grand Total | 6 | 0 | 47 | 6 | 0 | 2000 | 22 | 21 | 0 | 0 | 0 | 32 | 2051 | 0 | 19 | 4204 |
| Apprch % | 10.2 | 0.0 | 79.7 | 10.2 | 0.0 | 97.9 | 1.1 | 1.0 | 0.0 | 0.0 | 0.0 | 1.5 | 97.6 | 0.0 | 0.9 | |
| Total % | 0.1 | 0.0 | 1.1 | 0.1 | 0.0 | 47.6 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.8 | 48.8 | 0.0 | 0.5 | |

File Name: MatRiverSite Code: 0000000Start Date: 3/17/2007Page No: 2

| | | N | latilija A | ve | | | Ri | verside /estbou | Dr nd | | | Matili North | ja Ave bound | | | Ri | iverside astbou | Dr nd | | |
|---|------------------|--------------|--|-----------------|--------------------------|------------|--------------|--------------------|----------------------------------|---|-------------------------------|-----------------|-----------------|---------------|---------------------------|--------------|----------------------------------|-----------------|---------------|---------------|
| Start Time | Left | Thro ug h | Righ t | U- turn s | App. Total | Left | Thro ug h | Righ t | U- turn s | App. Total | Left | Thro ug h | Righ t | App. Total | Left | Thro ug h | Righ t | U- turn s | App. Total | Int. Total |
| Peak Hour Fre | om 01:0 02:00 | 00 PM PM | to 02:4 | 5 PM - | Peak 1 (| of 1 | | | | | | | | | | | | | | |
| Volume | 3 | 0 | 17 | 0 | 20 | 0 | 998 | 10 | 15 | 1023 | 0 | 0 | 0 | 0 | 13 | 109 2 | 0 | 11 | 1116 | 2159 |
| Percent 02:45 Volume Peak | 15.0 0 | 0.0 0 | 85.0 1 | 0.0 0 | 1 | 0.0 0 | 97.6 264 | 1.0 3 | 1.5 3 | 270 | 0.0 0 | 0.0 0 | 0.0 0 | 0 | 1.2 | 97.8 285 | 0.0 0 | 1.0 1 | 290 | 561 0.962 |
| Factor High Int. Volume Peak Factor | 02:15 1 | PM 0 | 9 | 0 | 10 0.500 | 02:45 0 | PM 264 | 3 | 3 | 270 0.947 | 12:45 0 | :00 PM 0 | 0 | 0 | 02:15 4 | PM 295 | 0 | 3 | 302 0.924 | |
| | | | | | | | | R R | N 23 17 ight Thi | Aatilija Ave In 20 0 roug Left h | Total 43 3 C U-turns |] | | | | | | | | |
| | | | Riverside Dr Out In Total 1015 1116 2131 | 11 0 1092 13 | U-tums Right Throug Left | | | | 3/17/200 3/17/200 Unshifte | ↑ North 7 2:00:00 F 7 2:45:00 F ed | °M M | | | (- | Right Throug Left U-turns | | Out Riverside Dr Out In Total | | | |
| | | | | | | | | | | Throug h b o o h Matilija Avs | Right 0 Total |] | | | | | | | | |

APPENDIX C

FASHION SQUARE DRIVEWAY TRAFFIC COUNTS



o:\job_file\3606\dwg\appnd-c1.dwg LDP 07:55:03 08/06/2008 rodriquez

att i st

 File Name
 : 355501Dwy

 Site Code
 : 03555001

 Start Date
 : 11/16/2005

 Page No
 : 1

| | | | | | | | | | | | | | | | Page | No :1 | |
|--------------|----------|-----------------|----------|---------------|-------------|-----------------------|-------------------------|---------------|-------------|-----------------|----------|-----------------|-------|-------------------|----------|---------------|---------------|
| | •_ • | | | | | Gr | oups Pri | nted- Tur | ning Mo | vement | | | | | • | • | |
| | | HAZELT South | NE AVE | | DWY | 1-n/o Fi L West | ashion S n. bound | quare | | HAZELT North | INE AVE | | | East | bound · | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | · Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 j | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | O | Ó | 0 | 0 | 0 | 0 | 1 |
| 07:15 AM | Ó | Ó | 0 | 0 | 2 | Ö | 0 | 2 | ; 0 | Ö | Ö | 0 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | Į Ζ | 0 | 0 | Z | 0 | 0 | 0 | 0 | 0 | 0 | Ų | U | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0. | <u> </u> | 0 | 5 |
| Total | 0 | 0 | Q | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 08:00 AM | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | ; 0 | 0 | 0 | 0 | 8 |
| 08:15 AM | 0 | Ő | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1. | . 0 | 0 | 0 | U O | 3 4 |
| 08:30 AM | . 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | | 0 | 0 | 1 | | 0 | ů N | 0 | - б |
| Total | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 2 | | 0 | 2 | 0 | 0 | ō | 0 | 21 |
| 09:00 AM | 0 | 0 | O | Ó | 6 | Ó | 0 | 6 | 1 | Ó | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 09:15 AM | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 i | 13 |
| 09:30 AM | 0 | Ó | Ó | Ó | 11 | Ó | 0 | 11 | 2 | Ö | Ō | 2 | Q | 0 | O. | 0 | 13 |
| 09:45 AM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 2 | 0 | 0 | 2 | 0 | <u> 0 </u> | 0 | <u> </u> | 9 |
| Total | Q | 0 | 0 | Ó | 36 | Ó | Ó | 36 | 6 | 0 | 0 | 6 | 0 | 0 | 0. | 0 | 42 |
| *** BREAK ** | e# | | | | | | | • | | | | | | | | | |
| 02.00 BM | • | ń | n | | 1 40 | n | n | 47 | i – t | n | n | 2 | i n | n | ò | 0 | 45 |
| 03-15 PM | 0 | 0 | õ | 0 | 1 7.5 53 | ů Ô | 0 0 | | 3 | ő | ŏ | 3 | Ö | ŏ | ŏ | ō | 56 |
| 03:30 PM | ŏ | ŏ | ŏ | ŏ | 54 | ŏ | ŏ | 54 | 6 | ŏ | Õ | 6 | ō | ō | õ | Ø | 60 |
| 03:45 PM | 0 | Ö | 0 | ō | 31 | ō | Ō | 31 | 7 | Ū, | 0 | 7 | 0 | 0 | Q | 0 | 38 |
| Total | Q | 0 | 0 | 0 | 181 | 0 | 0 | 181 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0] | 199 |
| 04:00 PM | 0 | 0 | 0 | Ó | 46 | Ó | 0 | 46 | 6 | 0 | 0 | 6 | 0 | Q | 0 | 0 | 52 |
| 04:15 PM | Ó | 0 | 0 | ٥ | 42 | 0 | 0 | 42 | 3 | 0 | 0 | 3 | 0 | 0 | 0 0 | 0 | 45 |
| 04:30 PM | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 54 75 |
| U4:45 PM | <u> </u> | 0 | 0 | <u> </u> | /2 | <u>. v</u> | <u> </u> | <u></u> | | 0 | <u> </u> | | L. Ö. | <u> </u> | 0 | | 226 |
| 10(6) | . 0 | Ŭ | U | U | , 210 | U | U | 210 | , <u>10</u> | v | Ŭ | 10 | | - | | : ت ا م | |
| 05:00 PM | Ó | Ó | 0 | 0 | 39 | 0 | 0 | 39 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 44 |
| 05:15 PM | 0 | 0 | 0 | 0 0 | 38 | 0 | 0 | 38 | 6 | 0 | 0 | 6 | | U A | U D | U D | 44 71 |
| 05:30 PM | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 3 | 0 | 0 | 5 | | 0 | Д. | · 0 | - 40 |
| UD:45 PM | Ų. | ······ | <u> </u> | <u> </u> | 1 48 | <u> </u> | <u> </u> | 167 | | <u> </u> | | <u>1.</u> 15 | | <u> </u> | <u> </u> | <u>. 0</u> | 178 |
| 1000 | | - | Ų | 0 | 1 105 | U | 0 | 103 | 1 13 | | - | | | | | | |
| Grand Total | 0 | 0 | · O | 0 | 618 | Ō | 0 | 618 | 58 | 0 | 0 | 58 | 0 | D | Û. | Ū | 0/0 |
| Apprch % | 0.0 | 0.0 | 0.0 | | 100. | 0.0 | 0.0 | | 100. | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 91.4 | 0.0 | 0.0 | 91.4 | 8.6 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | |

| | ł | HAZELT South | FINE AV | Έ. | DWY | 1-n/o F l Wesi | ashion S .n. Ibound | Square | F | IAZELT North | INE AVE | 1. | | East | ound | | | |
|--------------------------|---------------|-----------------|------------|---------------|-----------|----------------------|---------------------------|---------------|-----------|-----------------|------------|---------------|--------|------|-------------|---------------|---------|--------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | נ דנ | int. Stal |
| Peak Hour Fro | m 07:00 |) AM to | 09:45 | 'AM - Pea | k 1 of 1 | | | | | | | | | | | • | • | |
| Intersection | 09:00 | AM | | | | | | | l | | | | | | | | | |
| · ·Volume | 0 | Q | Q . | 0 | 36 | Ó | Ô | 36 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | •• | 42 |
| Percent | . <u>0</u> .0 | . : 0. 0 | 0.0 | | 100. 0 | 0.0 | 0.0 | | 100. 0 | 0.0 | Q.Q | | 0.0 | 0.0 | 0.0 | | | |
| 09:30 Volume | 0 . | . O | O, | 0 | 11 | 0 | 0 | 11 | 2 | 0 | 0 | 2 | Ó | 0 | 0 .: | O | ده د | 13 |
| Peak Factor High Int. | 6:45:0 | MA O | | | 09:15 | AM | | | 09:30 | AM | | | 6:45:0 | MA C | | , | 0.80 | 18 |
| Volume Peak Factor | 0 | Ö | 0 | 0 | 12 | 0 | 0 | 12 0.750 | 2 | ¢ | 0 | 2 0.750 | | | • | | | |

. . .

.

<< ACCUTEK >> << 21114 TRIĜGER LANE >> << DIAMOND BAR, CA 91765 >> << (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355501Dwy Site Code : 03555001 Start Date : 11/16/2005 Page No : 2

.

| · | . · . | | | | | | | | | | | | | | | гаур | 110 .2 | |
|---|--------------------------|--------|----------------|-------|---------------|----------|----------------------|-------------------------|---------------|-------------|-----------------|---------|----------------------|-------|-------|-------|---------------|---------------|
| - | | | HAZELI Sout | NE AV | Ϋ́Ε. | DWY | ′1-n/oF L West | ashion S n. bound | Square | | HAZELT North | INE AVI | Ξ. | | Ëasti | oound | • |] |
| | Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. <u>Total</u> | Right | Thru | Left | App. Total | Int. Total |
| | Peak Hour Fro | m 03:0 | 0 PM tc | 05:45 | PM - Pea | k 1 of 1 | | | | | | | | | | | | |
| | Intersection | 04:00 | PM | | | | | | | l | | | | | | | | |
| | Volume | 0 | 0 | O | Ø | 210 | 0 | Q | 210 | 16 | 0 | 0 | 16 | Ó | 0 | 0 | 0 | 226 |
| | Percent | 0.0 | 0.0 | 0.0 | | 100. | 0.0 | 0.0 | | 100. 0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| | 04:45 Volume | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 3 | Ö | 0 | 3 | 0 | 0 | 0. | Q | 75 |
| | Peak Factor High Int. | | | | | 04:45 | PM | | | 04:00 | PM | | | | | • | | 0.753 |
| | Volume Peak Factor | Ö | Ò | 0 | 0 | 72 | 0 | Q | 72 0.729 | 6 | 0 | 0 | 6 0.667 | | | | | |

; ; ; ;

.

PHONE NO. : 19095956022

<< ACCUTEK >> << 21114 TRIGGER LANE >> << DIAMOND BAR, CA 91765 >> <<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355502DWY Site Code : 03555002 Start Date : 11/16/2005 Page No : 1

na an ann an Anna Anna Anna Anna

.

| ····· | • | | | | | Gro | unds Prin | nted- Tu | mina M | ovemen | r | | | | Page r | 1 00 | |
|-----------------|--|----------|--------|-----------------|----------|----------------|------------------|---------------|----------|-------------------------------|-------------------------------|---------------|-------|-----------------|------------|---------------|------------------|
| | | South | nbound | | R | IVERSI West | DE DRIV bound | /E | DW | / 2-e/o l Parking North | Ranchite Structur bound | o Into 'e | F | RIVERSI East | DE DRIV | ve i | · · · |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1. . | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 0 | 0 | 0 | 0: | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1: | 6 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | Ő | 7 | 7 | 1 | ō | 1 | 2 | 4 | ò | Ö | 4 | 13 |
| 07:30 AM | 0 | 0 | Ō | 0 | Ó | Ó | 5 | 5 | 0 | 0 | 0 | 0 | 9 | Ö | Ő | 9 | 14 |
| 07:45 AM | Q | 0 | 0 | 0 | 0 | 0 | 6 | 6 | Ō | Ō | Ō | Ó | 3 | Ō | 0 | 3 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | 2 | 0 | 1 | . 3 | 17 | 0 | 0 | 17 | . 42 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | · 12 |
| 08:15 AM | 0 | D | ٥ | Q į | Û | 0 | 5 | 5 | 0 | 0 | 1 | 1 | 4 | O | Ŏ | 4 | 10 |
| 08:30 AM | Q | 0 | 0 | 0 | 0 | Ó | 4 | 4 | 1 | 0 | 0 | 1 | 2 | Q | ٥ | 2 | 7 |
| <u>08:45 AM</u> | <u> </u> | <u> </u> | 0 | <u> </u> | 0 | <u> </u> | 16 | 16 | 1 | Q | 0 | 1 | 1 | | 0 | 1 | 18 |
| lotal | 0 | Q | Q | 0 | 0 | 0 | 33 | 33 | 4 | 0 | 1 | 5 | 9 | 0 | 0 | · 9j | 47 |
| 09:00 AM | Q | 0 | 0 | 0 | 0 | Ö | 21 | 21 | 1 | 0 | 0 | 1 | 5 | 0 | Ö | 5 | 27 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | Q | 11 | 11 | 9 | 0 | 0 | 9 | 7 | 0 | 0 | 7 | 27 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | Ó | 25 | 25 | 10 | 0 | 1 | 11 | 8 | 0 | 0 | 8 | 44 |
| 09:45 AM | 0 | 0 | 0 | . 0; | 0 | Ó | 54 | 54 | 10 | Ó | 0 | 10 | 14 | Q | Ô۰ | 14 | 78 |
| Total | 0 | Ó | Ó | 0 | 0 | 0 | 111 | 111 | 30 | ö | 1 | 31 | 34 | 0 | 0 | 34 | 176 |
| *** BREAK ** | ** | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | Q | Q | 62 | 62 | 66 | 0 | 2 | 68 | 28 | 0 | 0 | 28 | 158 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | Ó | 82 | 82 | 75 | 0 | 4 | 79 | 20 | 0 | 0 | 20 | 181 |
| 03:30 PM | . 0 | 0 | 0 | 0 | 0 | 0 | 73 | 73 | 81 | 0 | 0 | 81 (| 18 | 0 | 0 | 18 | 172 |
| 03;45 PM | <u> </u> | <u> </u> | 0 | 0 | <u> </u> | 0 | | 791 | <u> </u> | 0 | 2 | 62 | . 19. | 0 | <u> </u> | 19 | 160 |
| i Otal | . V | 0 | U | Uį | U | U | 296 | 296 | 282 | 0 | 8 | 290 | 85 | U | 0 : | . 85 | 0/1 |
| 04:00 PM | 0 | 0 | Ö | 0 | 0 | 0 | 79 | 79 | 64 | 0 | 2 | 66 | 21 | Q | 0 | 21 | 166 |
| 04:15 PM | Ó | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 54 | 0 | 0 | 54 | 18 | 0 | 0 | 18 | 132 |
| 04:30 PM | Q | 0 | 0 | 0 | 0 | Ó | 54 | 54 | 60 | 0 | 0 | 60 | 18 | 0 | 0 | 18 | 132 |
| 04:45 PM | <u> 0 </u> | 0 | 0 | <u>0 i</u> | <u>0</u> | | 73 | 73 | 69 | 0 | . 2 | 71 | 17 | 0 | 0 | 17 | 161 |
| Total | 0 | 0 | Ó | 0 (| 0 | 0 | 266 | 266 | 247 | σ | 4 | 251 | 74 | 0 | 0 | 74 | 591 |
| 05:00 PM | 0 | 0 | 0 | 0 į | 0 | 0 | 73 | 73 | 54 | 0 | 2 | 56 | 24 | 0 | 0 | 24 | 153 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 62 | 0 | З | 65 | 22 | 0 | 0. | 22 | 147 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 57 | 61 | 0 | 3 | 64 | 16 | 0 | 0 . | 16 | 137 |
| 05:45 PM | <u> </u> | 0 | | . 0 | 0 | 0 | 77 | 77 | 63 | 0 | 0 | 63 | 25 | 0 | <u> </u> | 25 | 165 |
| lotal | 0 | 0 | 0 | 0 į | 0 | 0 | 26 7 | 267 | 240 | 0 | 8 | 248 | 87 | 0 | 0 | 87 | 602 |
| Grand Total | D | 0 | 0 | Ō | Ó | ¢ | 995 | 995 | 805 | 0 | 23 | 828 | 306 | 0 | 0 | 306 | 212 9 |
| Apprch % | 0.0 | 0.0 | 0.0 | i | 0.0 | 0.0 | U TÓÔ' | : | 97.2 | 0.0 | 2.8 | | 100. | 0.0 | Q.Q | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.7 | 46.7 | 37.8 | 0.0 | 1.1 | 38.9 | 14.4 | 0.0 | 0.0 | 14.4 | |

| · · · · · · · · · · · · · · · · · · · | | Souti | bound | | R | IVERSI Wesi | DE DRIV | 'E | DWY F | ' 2-e/o Parking North | Ranchito Structur ibound | o into e | Ŕ | IVERŞI East | DE DRI bound | VE | |
|---------------------------------------|--------|---------|-------|---------------|----------|----------------|-----------|---------------|----------|-----------------------------|--------------------------------|---------------|-----------|----------------|-----------------|------|---------------|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. | Int. Total |
| Peak Hour From | m 07:0 | 0 AM to | 09:30 | AM - Pea | k 1 of 1 | | | | | | ····· ···· ···· ···· | | | | | | |
| Intersection | 08:45 | AM | | | | | | | ! | | | | | | | 1 | |
| Volume | 0 | . 0 | 0 | 0 | 0 | Ö | 73 | 73 | 21 | 0 | 1 | 22 | 21 | 0 | 0 | 21 | 116 |
| Percent | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100. Ö | | 95.5 | 0.0 | 4.5 | | 100. 0 | 0.0 | 0.0 | | |
| 09:30 Volume Bonk Enster | . 0 | 0 | 0 | 0 | O | 0 | 25 | 25 | 10 | 0 | 1 | 11 | 8 | 0 | 0 | 8 | 44 |
| High Int. | 6:45:0 | MA 00 | | | 09:30 | АМ | | | 09:30 | AM | | | 09:30 | AM | | | 0.659 |
| Volume | .' O | 0 | ¢ | Q | 0 | Ó | 25 | 25 | 10 | 0 | 1 | 11 | 8 | 0 | 0 | 8 | |

• • •

.: .

.

| Peak Factor | | | | ; | | | | 0.730 | | | | 0.500 | !] | | | 0.656 | : |
|------------------------------------|------------------|---------------|----------|---------|--------------|--------|-----------|-------------|---------------|---------|-----|-------------|---------------|---------|----------------|-------------|--------------|
| Peak Hour From | n 02:45 03:15 | i PM to PM | 05:45 PI | 4 - Pea | k 1 of 1 | | | | | | | | | | | | 3 |
| Volume | 0 | 0 | 0 | 0 j | Q | Q | 313 | 313 | 280 | 0 | 8 | 288 | 78 | 0 | 0 | 78 | 679 |
| Percent | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100. 0 | | 97.2 | 0.0 | 2.8 | | 100. 0 | 0.0 | 0.0 | | |
| 03:15 Volume Peak Factor | 0 | 0 | 0 | 0 | 0 | Ō | 82 | 82 | 75 | 0 | • 4 | 79 | 20 | 0 | 0 | 20 | 181 0.938 |
| High Int. Volume Peak Factor | 0 | 0 | Q | o | 03:15 F 0 | M 0 | 82 | 82 0.954 | 03:30 I 81 | РМ 0 | 0 | 81 0.889 | 04:00 f 21 | אי 0 | 0 [.] | 21 0.929 | |

۰.÷

.. `

<< ACCUTEK >> << 21114 TRIGGER LANE >> << DIAMOND BAR, CA 91765 >> << (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355503DWY Site Code : 03555003 Start Date : 11/16/2005 Page No : 1

"***WL2 = Traffic to the W/Side Driveway, NR1 = Traffic from the W/Side Driveway to the Riverside, NR2 = Traffic from the W/Side Driveway to the E/Side Driveway***

| · | ····· | | | | , | Ģ | roups Pri | nted- Tu | ming Mo | vemen | <u>t</u> | | | | | | |
|-----------------|--|-------|----------|---------------------|-------|---------------|--------------------|---------------|---------|-----------------|----------------------|---------------|-----------|----------------|---------|---------------|-----------------|
| | | South | bound | | F | RIVERS Wes | IDE DRIV tbound | Έ | DWY | 3-e/o P Nort | arking Sti hbound | ruciure | F | UVERSI East | DE DRIN | /E | |
| Start Time | Right | Thru | Left | App. Total | Right | WL2 | Left | App. Total | Right | NR1 | NR2 | App. Total | Right | Thru | Left. | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | • • • • • • • • • • | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 0 | 0 | Ó | 0 | Ö | 14 | 4 | 18 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 |
| 07:15 AM | 0 | ¢ | 0 | Ò, | 0 | 7 | 5 | 12 | 0 | ¢ | Q | Q | 8 | 0 | 0. | 8 | 20 |
| 07:30 AM | 0 | 0 | Ó | 0 | 0 | 14 | 9 | 23 | 2 | 0 | 0 | 2 | 8 | 0 | ٥ | 8 | 33 |
| 07:45 AM | 0 | 0 | <u> </u> | 0 | 0 | 11 | 8 | 19 | 2 | 1 | 0 | 3 | 5 | Q | 0 | 5 | 27 |
| Iotai | 0 | Q | Q | 0 | 0 | 46 | 26 | 72 | 4 | 1 | 0 | 5 | 22 | 0 | Ô | 22; | 99 |
| 08:00 AM | 0 | 0 | 0 | D | 0 | 18 | 13 | 31 | 1 1 | 3 | 0 | 4 | 3 | n | n | 33 | 38 |
| 08:15 AM | 0 | Q | 0 | Ó | Ő | 17 | 6 | 23 | 2 | 1 | ĩ | 4 | 4 | ŏ | ŏ | 4 | 31 |
| 08:30 AM | 0 | 0 | 0 | 0 | Ó | 11 | 3 | 14 | 0 | 1 | Ō | 1 | 3 | õ | ō | 3 | 18 |
| <u>08:45 AM</u> | <u> 0 </u> | Ò | 0 | 0 | 0 | 20 | 8 | 28 | Э | 2 | Ō | 5 | 3 | ò | Õ | 3 | 36 |
| Total | 0 | 0 | 0 | 0 | Q | 66 | 30 | 96 | 6 | 7 | 1 | 14 | 13 | 0 | 0 | 13 | 123 |
| 09:00 AM | 0 | 0 | Ó | ni | 0 | 22 | 15 | 37 | 4 | n | 3 | 7 : | 5 | 0 | 0 | 51 | 40 |
| 09:15 AM | Ó | ō | ō | ō | ŏ | 23 | 22 | 45 | 5 | 6 | 2 | 13 | 7 | ŏ | ő | 7 | -75 65 |
| 09:30 AM | 0 | Ō | Ō | ō | õ | 22 | 19 | 41 | 4 | 5 | ō | 9 | á | ŏ | ŏ | | 58 |
| 09:45 AM | . 0 | 0 | 0 | 0 | Q | 44 | 18 | 62 | 3 | 5 | ō | 8 | 12 | õ | õ | 12 | 82 |
| Total | 0 | Q | 0 | 0 | 0 | 111 | 74 | 185 | 16 | 16 | 5 | 37 | 32 | Ö | Ō | 32 ; | 254 |
| *** BREAK ** | * | | | | | | | | | | | | | | | • | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 26 | 26 | 52 | 16 | 43 | 2 | 61 | б | 0 | Ô٠ | 6 | 119 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 23 | 35 | 58 | 20 | 70 | 3 | 93 | 4 | ŏ | ŏ | 4 | 155 |
| 03:30 PM | Ō | Ó | 0 | 0 | Ò | 34 | 32 | 66 | 24 | 50 | 6 | . 80 | 2 | 0 | Ō | 2 | 148 |
| 03;45 PM | 0 | 0 | 0 | . 0! | 0 | 31 | 23 | 54 | 25 | 39 | 3 | 67 | 4 | Q | 0 | 4 | 125 |
| Total | 0 | Ó | 0 | 0 | 0 | 114 | 116 | 230 | 85 | 202 | 14 | 301 | 16 | 0 | 0 | . 16 | 547 |
| 04:00 PM | 0 | Ó | 0 | 0 | 0 | 26 | 19 | 45 | 13 | 40 | z | 55 | 3 | 0 | 0 | 3 | 103 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 35 | 22 | 57 | 11 | 26 | 1 | 38 | 5 | Ó | 0 | · · 5 | 100 |
| 04:30 PM | 0 | Q | 0 | 0 | Ō | 38 | 28 | 66 | 23 | 42 | 2 | 67 | 10 | 0 | 0. | 10 | 143 |
| 04:45 PM | 0_ | | 0 | 0 | 0 | 31 | . 19 | 50 | 21 | 33 | 0 | 54 | 6 | 0 | 0 | 6 | 110 |
| lotal | · 0 | 0 | 0 | 0 | 0 | 130 | 88 | 218 | 68 | 141 | 5 | 214 | 24 | 0 | 0 | 24 | 45 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 34 | 29 | 63 | 19 | 39 | 1 | 59 | 6 | 0 | 0 | 6 | 128 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 35 | 28 | 63 | 23 | 29 | 3 | 55 | 2 | ō | Õ. | 2 | 120 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 26 | 20 | 46 | 21 | 43 | 2 | 66 | 4 | Ó | 0 | 4 | 116 |
| 05:45 PM | <u> </u> | 0 | 0 | 0 | 0 | 40 | 26 | 65 | 12 | 38 | 2 | 52· | 10 | 0 | 0 | 10 | 128 |
| Total | Q | 0 | 0 | 0 | 0 | 135 | 103 | 238 | 75 | 149 | 8 | 232 | 22 | 0 | 0. | 22 | 492 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 602 | 437 | 1039 | 254 | 516 | 33 | 803 | 129 | 0 | 0 | 129 | 1971 |
| Apprch % | 0.0 | 0.0 | 0.0 | | 0.0 | 57.9 | 42.1 | | 31.6 | 64.3 | 4.1 | i | 100. 0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.5 | 22.2 | 52.7 | 12.9 | 26.2 | 1.7 | 40.7 | 6.5 | 0.0 | 0.0 | 6.5 | |

|) | | Sout | hbound | ······································ | F | VERSI Wes | DE DRIV tbound | Έ | DWY | 3-e/o Pa North | rking St bound | ructure | F | ti∨ERSI East | DE DRIV | VĘ _. | : |
|--------------------------|----------|---------|--------|--|----------|--------------|-------------------|---------------|-------|-------------------|-------------------|---------------|-------|-----------------|---------|-----------------|-----------------|
| Start Time | Right | Thru | Left | App. Total | Right | WL2 | Left | App. Total | Right | NR1 | NR2 | App. Total | Right | Thru | Left | App. Total | · Int. Total |
| Peak Hour From | m 07:00 | 0 AM to | 09:45 | AM - Pea | k 1 of 1 | | | | (| | | | | ······ | | | |
| Intersection | 09:00 | AM | | | | | | | | | | | 1 | | - | | 1 |
| Volume | . 0 | Ò | Ó | 0 | 0 | 111 | 74 | 185 | 16 | 16 | 5 | 37 | 32 | 0 | 0 | 32 | . 254 |
| Percent | 0,0 | 0.0 | 0.0 | | 0.0 | 60.0 | 40.0 | | 43.2 | 43.2 | 13.5 | | 100. | Q.Q | 0.0 | | |
| 09:45 Volume | o | 0 | Ó | 0 | ٥ | 44 | 18 | 62 | 3 | 5 | ٥ | 8 | 12 | 0 | ດ່ | . 12 | 82 |
| Peak Factor High Int. | 6:45:0 | MA DI | | | 09:45 | AM | | | 09:15 | AM | | | 09:45 | АМ | | · | 0.774 |
| | ••• | • | | | | | | | | | | | | • •• • | | | '. |

. . . .

÷

PHONE NO. : 19095956022

;

.

•

. .

.

:

•

•

| Volume Peak Factor | Ó | 0 | Q | Öʻ i | 0 | 44 | 18 | 62 0.746 | 5 | 6 | 2 | 13 0.712 | 12 | 0 | 0 | 12 0.667 | |
|------------------------------------|--------------------|------------|---------|----------|------------|----------|------|-------------|-------------|----------|-----|-------------|--------------|---------|-----|-------------|---------------|
| Peak Hour From | n 03:00 03:00 P | PM to M | 05:45 P | M - Peal | k 1 of 1 | | | 1 | | | | |] | | | | 1 |
| Volume | 0 | 0 | 0 | 0 | Q | 114 | 116 | 230 | 85 | 202 | 14 | 301 | 16 | 0 | 0 | 16 | 547 |
| Percent | 0.0 | 0.0 | 0.0 | | 0.0 | 49.6 | 50.4 | : | 28.2 | 67.1 | 4.7 | | 100. 0 | 0.0 | 0.0 | | |
| 03:15 Volume Peak Factor | 0 | 0 | 0 | 0 | 0 | 23 | 35 | 58 | 20 | 70 | 3 | 93 | 4 | 0 | 0. | 4 | _155 0.882 |
| High Int. Volume Peak Factor | 0 | 0 | Q | ٥ | 03:30 0 | PM 34 | 32 | 66 0.871 | 03:15 20 | PM 70 | 3 | 93 0.809 | 03:00 F 6 | РМ 0 | 0 | 6 0.667 | 01001 |

.

. . . .

PHONE NO. : 19095956022

<< ACCUTEK >> << 21114 TRIGGER LANE >> << DIAMOND BAR, CA 91765 >> << (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355504Dwy Site Code : 03555004 Start Date : 11/16/2005 Page No : 1

| • | | | | | | | | | | | | | | | Page | NO :1 | |
|--------------|----------|-----------------|--------|-------|-------|-------|----------|----------|--------|--------|----------|------------|------------|------------------|----------|------------|-------|
| | , . , | MOOD | | | | Gro | ups Prin | ted- Tur | ning M | ovemen | | | - | | | ····· | . • |
| | [· | vvouor South | AN AVE | | İ | Maat | havad | | | WUUUU! | AN AVE | • | UVV Y | 4- n/o . Eact | TOT NR 1 | kamps | · |
| | 1 | | | ۸nn | · | vvesu | jound | Ann | | | ibouna . | Ann | | EdSL | | Δηη | |
| Start Time | Right | Thru | Left | Total | Right | Thru | Left | Total | Right | Thru | Left : | Total | Right | Thru | Left | Total | Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 ' | | 1.0 | 1.0 | 1.0 | 1 | į |
| 07:00 AM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | Ö Ö | 2 | 6 |
| 07:15 AM | 6 | ٥ | 0 | 6 | 0 | 0 | D | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 10 |
| 07:30 AM | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 15 |
| 07:45 AM | 2 | 0 | 0 | 2 | . 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 4 | 34 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 08:15 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 7 |
| 08:30 AM | 4 | 0 | ٥ | 4 | 0 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | · 7 |
| 08:45 AM | 3 | 00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 9 | Ō | 0 | 9 | 0 | 0 | 0 | 0 | Ó | Ó | 0 | 0 | 11 | 0 | 1 | 12 | 21 |
| 09:00 AM | 1 | 0 | 0 | 1 | 0 | ٥ | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| 09:15 AM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | Û | 2 | 6 |
| 09:30 AM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 11 |
| 09:45 AM | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | D . | 5 | 0 | 0 | 5 | 12 |
| Total | · 18 | 0 | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 34 |
| *** BREAK ** | ×* | | | | | | | | | | | | | | | | |
| 03:00 PM | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 71 |
| 03:15 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | ō | Ō | Ő | ō | 0 | 37 | Ō | Ó | 37 | 39 |
| 03:30 PM | 15 | 0 | 0 | 15 | 0 | Ō | 0 | ō | Ō | ō | ō | 0 | 39 | 0 | D | 39 | 54 |
| 03:45 PM | 9 | 0 | 0 | 9 | 0 | Ó | Ō | 0 | Ő | Ő | Ó | ó | 44 | Ō | 0 | 44 | 53 |
| Total | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 0 | 181 | 217 |
| 04:00 PM | · 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0. | 48 | 64 |
| 04:15 PM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 39 |
| 04:30 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 7 | 0 | 0 | 47 | 51 |
| 04:45 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 55 | 59 |
| Total | . 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 0 | 0 | 183 | 213 |
| 05:00 PM | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 : | 40 | 0 | 0 | 40 | 52 |
| 05:15 PM | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | D | 47 | .60 |
| 05:30 PM | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | Ο. | 25 | 40 |
| 05:45 PM | 8 | 0 | 0 | 8 | 0 | 0 | 0 | . 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 37 | 45 |
| Total | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 0 | 149 | 197 |
| Grand Total | 161 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 554 | 0 | 1 | 555 | 716 |
| Apprch % | 100. | 0.0 | 0.0 | : | 0.0 | 0.0 | 0.0 | • | 0.0 | 0.0 | 0.0 | | 99.8 | 0.0 | 0.2 | | |
| Total % | 22.5 | 0.0 | 0.0 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 77.4 | 0.0 | 0.1 | 77.5 | |

| | | WOOD | MAN AV | /Ε | | | | | | WOODM | IAN AVE | | DWY4 | ŀ- n/o 1 | 01 NB F | ≀amps | |
|-----------------------|-----------|---------|--------|---------------|----------|-------|-------|---------------|--------|------------|-------------|---------------|-------|----------|---------|---------------|---------------|
| | | Sout | hound | | | Wesl | bound | | | North | bound | | ! | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 07:00 | O AM to | 09:45 | AM - Pea | k 1 of 1 | L | | ·, | | ,, | | | | | | | |
| Intersection | 07:00 | AM | | | Ì | | | i | | | | | • | | | | |
| Volume | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 34 |
| Percent | 100. Q | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0. 0 | | 100. | 0.0 | 0.0 | | |
| 07:30 Volume | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ٥ | 7 | 0 | 0 | 7 | 15 |
| High Int. | 07:30 | АМ | | | 6:45:0 | MA 00 | | | 6:45:0 | MA 0(| | | 07:30 | AM | | | 0.567 |
| Volume Peak Factor | 8 | 0 | 0 | 8 0.625 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 0.500 | |

File Name : 355504Dwy Site Code : 03555004 Start Date : 11/16/2005 Page No : 2

:

:

.

| | | | | | | | 41 4 Ivernetere | | ····· | | | | DIAN | 4- n/n 1 | D1 NR | Pamne | } |
|-----------------|-----------|---------|--------|---------------|----------|------|-----------------|---------------|-------|-------|-------|---------------|------------|----------|--------------|---------------|---------------|
| | • | WOODI | MAN AV | E | | | | | | WUUDP | | | | | | i ann po | |
| | | Souti | nbound | | | West | bound | | | North | bound | | | East | <u>ponno</u> | | |
| Start Time | Right | Thru | Left | Äpp. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | | | • | | | | | | | 1 | |
| Intersection | 04:30 | PM | | | | | | | | | | | | _ | - | 100 | |
| Volume | 33 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 222 |
| Percent | 100. 0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 100. 0 | 0.0 | 0.0 | | |
| 05:15 Volume | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 7 | 0 | 0 | 47 | 60 |
| Peak Factor | | | | | İ | | | | | | | | | | | | 0,925 |
| High Int. | 05:15 | PM | | | | | | | | | | | 04:45 | PM | | - | |
| Volume | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 55 | |
| Peak Factor | | | | 0.635 | | | | | | | | | | | | 0.859 | |

• • •

.

· · · · ·

. .

PHONE NO. : 19095956022

...

.

:

..

. .

<< ACCUTEK >> << 21114 TRIGGER LANE >> << DIAMOND BAR, CA 91765 >> << (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355508 Site Code : 00355508 Start Date : 11/16/2005 Page No : 1

| | • | | | | | | _ | | | | | | | | | Page | No :1 | 11101200 |
|------|--------------|----------|-------------|---------|---------------|-------|---------------|--------------------|-------------------|--------|-------------------|--------|---------------|-------|--------|----------|---------------|---------------|
| · -ī | | | HAZELT | INE AVE | | Fa | Gr shion S | oups Pr quare L | inted- Tur ane | ning M | overnent VENTU | RA BÜV | 5, | 1 | P.LOT- | Entrance | . 1 | |
| | | | <u>Sout</u> | bound | | | West | bound | | i | North | bound | | | East | bound | [| • |
| | Start Time | Right | Thru | Left | App, Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Į | Factor | 1,0 | 1.0 | 1.0 | | 1.0 | 1.0 \$ | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| | 07:00 AM | 2 | 190 | 13 | 205 | 0 | 0 | 0 | 0 | 4 | 67 | 2 | 73 | 0 | Ó | 0 | 0 | 278 |
| | 07:15 AM | 4 | 222 | 4 | 230 | 0 | 1 | 0 | 1 | 4 | 83 | z | 89 | 1 | 0 | 1 | 2 | 322 |
| | 07:30 AM | З | 240 | 10 | 253 | 0 | 0 | 0 | 0 | 6 | 129 | 6 | 141 | Ö | Ō | 1 | 1 | 395 |
| | 07:45 AM | 0 | 302 | 12 | 314 | 0 | Ó | 0 | 0 | 3 | 118 | 3 | 124 | 2 | 0 | 0 | 2 | 440 |
| | Total | 9 | 954 | 39 | 1002 | 0 | 1 | Ö | 1 | 17 | 397 | 13 | 427 | 3 | 0 | 2 | 5 | 1435 |
| | 08:00 AM | 2 | 316 | 15 | 333 | 1 | 0 | 1 | 2 | 5 | 129 | 0 | 134 | 4 | 0 | 0 | 4 ! | 473 |
| | 08:15 AM | 2 | 277 | 5 | 284 | 1 | 0 | 0 | 1 | 8 | 127 | 3 | 138 | 1 | 0 | 1 | 2 | 425 |
| | 08:30 AM | 1 | 252 | 12 | 265 | 1 | Q | 1 | 2 | З | 113 | 2 | 118 | 0 | 0 | 1 | 1 | 386 |
| _ | 08:45 AM | 2 | 220 | 13 | 235 | 1 | 0 | 1 | 2 | 5 | 125 | 2 | 132 | 1 | 0 | 3 | 4 | 373 |
| | Total | 7 | 1065 | 45 | 1117 | 4 | 0 | 3 | 7 | 21 | 494 | 7 | 522 | 6 | Q | 5 | 11 | 1657 |
| | 09:00 AM | 2 | 241 | 12 | 255 | 3 | 0 | 1 | 4 | 4 | 98 | Q | 102 | 3 | 2 | 1 | 6 | 367 |
| | 09:15 AM | 0 | 196 | 24 | 220 | 3 | 0 | 3 | 6 | 8 | 117 | 1 | 126 | 0 | 1 | 1 | 2 | 354 |
| | 09:30 AM | 1 | 188 | 46 | 235 | 2 | Q | 3 | 5 | 8 | 103 | 5 | 116 | 1 | 0 | 1 | 2 ; | 358 |
| • | 09:45 AM | <u> </u> | <u>189</u> | 42 | 234 | 3 | <u>0</u> | 0 | 3 | 14 | 113 | 1 | 128 | 0 | 0 | 1 | 1 | 366 |
| | Total | 6 | 814 | 124 | 944 : | 11 | 0 | 7 | 18 | 34 | 431 | 7 | 472 | 4 | 3 | 4 | 11 | 1445 |
| ŧ | *** BREAK ** | * | | | | | | | | | | | | | | | | |
| | 03:00 PM | 1 | 169 | 67 | 237 | 24 | 1 | 12 | 37 | 19 | 211 | 1 | 231 | 0 | 0 | 1 | 1 | 506 |
| | 03:15 PM | 0 | 212 | 41 | 253 | 19 | 1 | 24 | 44 | 25 | 201 | 6 | 232 | 3 | ō | 3 | 6 | 535 |
| | 03:30 PM | Ô | 181 | 39 | 220 | 20 | Ō | 30 | 50 | 20 | 207 | 1 | 228 | 1 | ō | Э | 4 | 502 |
| | 03:45 PM | 0 | 137 | 59 | 196 | 10 | 0 | 16 | 26 | 23 | 223 | Q | 246 | . 4 | 0 | 2 | 6 ! | 474 |
| | Total | 1 | 699 | 206 | 906 | 73 | 2 | 82 | 157 | 87 | 842 | 8 | 937 | 8 | 0 | 9 | 17 | 2017 |
| | 04:00 PM | 2 | 194 | 32 | 228 | 19 | 3 | 19 | 41 | 24 | 218 | Q | 242 | 2 | 0 | 1 | 3 | 514 |
| | 04:15 PM | 2 | 203 | 42 | 247 | 12 | 0 | 16 | 28 | 20 | 211 | 3 | 234 | 3 | 1 | 7 | 11 | 520 |
| | 04:30 PM | · 0 | 184 | 49 | 233 | 16 | 0 | 19 | 35 : | 19 | 210 | Ô | 229 | 3 | 0 | 4 | 7 | 504 |
| | 04:45 PM | <u>0</u> | 225 | 38 | 263 | 16 | . 0 | 20 | 36 ' | 22 | 232 | 1 | 255 | 1 | 0 | 8 | 9 | 563 |
| | Total | 4 | 806 | 161 | 971 | 63 | 3 | 7 4 | 140 j | 85 | 871 | 4 | 960 | 9 | 1 | 20 | 30 [| 2101 |
| | 05:00 PM | 1 | 207 | 41 | 249 | 14 | 0 | 24 | 38 | 20 | 243 | Ż | 265 | 2 | 0 | 2 | 4 ¦ | 556 |
| | 05:15 PM | 3 | 209 | 52 | 264 | 10 | 0 | 16 | 26 | 20 | 246 | 4 | 270 | 2 | 0 | 0 | 2 ! | 562 |
| | 05:30 PM | 0 | 185 | 47 | 232 ! | 11 | 0 | 13 | 24 | 9 | 255 | 1 | 265 | 3 | 1 | З | 7 | 528 |
| | 05:45 PM | 1 | 243 | 58 | 302 (| 16 | 1 | 20 | | 18 | 230 | 4 | 252 | 2 | 0 | 1 | 3 | 594 |
| | Total | 5 | 844 | 198 | 1047 | 51 | 1 | 73 | 125 | 67 | 974 | 11 | 1052 | 9 | 1 | 6 | 16 | 2240 |
| | Grand Total | 32 | 5182 | 773 | 5987 | 202 | 7 | 239 | 448 i | 311 | 4009 | 50 | 4370 | 39 | 5 | 46 | 90 | 10895 |
| | Apprch % | 0.5 | 86.6 | 12.9 | | 45.1 | 1.6 | 53.3 | | 7.1 | 91.7 | 1.1 | | 43.3 | 5.6 | 51.1 | | |
| | Total % | 0.3 | 47.6 | 7.1 | 55.0 | 1.9 | 0.1 | 2.2 | 4.1 | 2.9 | 36.8 | 0.5 | 40.1 | 0.4 | 0.0 | 0.4 | 0.8 | |

| | 1 | AZELI | TINE AV | E, | ۴e | shion \$ | quare La | ne | | VENTU | RA BLÜÜ |), | | P.LOT- | Entrance | | |
|-----------------|------------|---------|---------|---------------|----------|----------|----------|---------------|-------|-------|---------|---------------|-------|--------|----------------|---------------|---------------|
| | | South | nbound | | | Wes | tbound | | | North | bound | | | East | bound | | |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From | m 07:00 | O AM to | 09:45 | AM - Pea | k 1 of 1 | | | | | | | | | | | | |
| Intersection | 07:30 | AM | | | | | | | | | | | | | | | |
| Volume | · ··· 7 | 1135 | 42 | 1184 | 2 | 0 | 1 | З | 22 | 503 | 12 | 537 | 7 | Q | 2 | 9 | 1733 |
| Percent | 0.6 | 95.9 | 3.5 | | 66.7 | 0.0 | 33.3 | | 4.1 | 93.7 | 2.2 | | 77.8 | 0.0 | 22.2 | | |
| 08:00 Volume | 2 . | 316 | 15 | 333 | 1 | D | 1 | 2 | 5 | 129 | 0 | 134 | 4 | 0 | 0 _: | 4 | . 473 |
| Peak Factor | | | | | | | | | | | | | | | | • | 0,916 |
| High Int | 08:00 | AM. | | | 08:00 | AM | | | 07:30 | AM | | | 08:00 | AM | | 1 | • |
| Volume | .2 | 316 | 15 | 333 | 1 | 0 | 1 | 2 | 6 | 129 | 6 | 141 | 4 | 0 | 0 | 4 | |
| Peak Factor | • • | | | 0.889 | | | | 0.375 | | | | 0.952 | | | | 0.563 | |

 \cdot \cdot \cdot \cdot

. •••

... PHONE NO. : 19095956022

<< ACCUTEK >> << 21114 TRIGGER LANE >> <<< DIAMOND BAR, CA 91765 >> << (909) 595-6199 FAX: (909) 595-6022 >

File Name : 355508 Site Code : 00355508 Start Date : 11/16/2005 Page No : 2

:

| : . | · .·· | | | | | | | | | | | | | | Page | ∍No ∷ | 2 |
|-----------------|---------|-----------------|--------|---------------|----------|----------------|--------------------|---------------|-------|----------------|---------|---------------|-------|----------------|---------|---------------|---------------|
| [| | HAZELT South | INE AV | Ë. | Fi | shion S Wes | iquare L Ibound | ane | | VENTU Norti | RA BLVI | 5. | | P.LOT- East | Entranç | ¢ |] |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Fro | m 03:00 | 0 PM to | 05:45 | PM - Pea | k 1 of 1 | | | | | | 1 | | | | | | |
| Intersection | 05:00 | PM | | | | | | | | | | | | | | 1 | |
| Volume | 5 | 844 | 198 | 1047 | 51 | 1 | 73 | 125 | 67 | 974 | 11 | 1052 | 9 | 1 | 6 | 16 | 2240 |
| Percent | 0.5 | 80.6 | 18.9 | | 40.8 | 0.8 | 58.4 | | 6.4 | 92.6 | 1.0 | | 56.3 | 6.3 | 37.5 | | |
| 05:45 Volume | 1 | 243 | 58 | 302 | 16 | 1 | 20 | 37 | 18 | 230 | 4 | 252 | 2 | 0 | 1 | з | 594 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.943 |
| High Int. | 05:45 | PM | | | 05:00 | PM | | | 05:15 | PM | | | 05:30 | РM | | 1 | |
| Volume | . 1 | 243 | 58 | 302 | 14 | Ō | 24 | 38 ; | 20 | 246 | 4 | 270 | 3 | 1 | 3 | 7 | |
| Peak Factor | | | | 0.867 | | | | 0.822 | | | | 0.974 | | | | 0.571 | |
| · · · | · · | | | | | | | | | | | | | | | | • |



File Name : Drive1 Site Code : 00000000 Start Date : 3/17/2007 Page No : 1

| | | | | | Group | s Printed- | Unshifted | | | | Ŭ | | |
|-------------|------|-------------|-------|------|--------------------------|------------|-----------|-------------|---------|------|-------------|-------|------------|
| | H | azeltine Av | e | [| Driveway #1 Westhound | | Н | azeltine Av | ve t | Ē |)riveway # | 1 | |
| Start Time | Left | Throug h | Right | Left | Throug h | Right | Left | Throug | Right | Left | Throug h | Right | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 0 | 0 | Ō | 0 | 0 | 59 | 0 | 0 | 5 | 0 | 0 | 0 | 64 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 7 | 0 | 0 | 0 | 67 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 2 | 0 | 0 | 0 | 52 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 8 | 0 | 0 | 0 | 56 |
| Total | 0 | 0 | 0 | 0 | 0 | 217 | 0 | 0 | 22 | 0 | 0 | 0 | 239 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 18 | 0 | 0 | 0 | 87 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 6 | 0 | 0 | 0 | 79 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 2 | 0 | 0 | 0 | 98 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 15 | 0 | 0 | 0 | 113 |
| Total | 0 | 0 | 0 | 0 | 0 | 336 | 0 | 0 | 41 | 0 | 0 | 0 | 377 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 553 | 0 | 0 | 63 | 0 | 0 | 0 | 616 |
| Apprch % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 89.8 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 | 0.0 | |

File Name: Drive1Site Code: 0000000Start Date: 3/17/2007Page No: 2

| | | Hazeli | ine Ave | | | Drive | way #1 | | | Hazel | tine Ave | | | Drive | way #1 | | |
|-----------------------|-----------|--------------|---------|---------------|---------|--------------|--------|---------------|---------|--------------|----------|---------------|---------|--------------|--------|---------------|---------------|
| | | South | ibound | | | Wes | tbound | | | North | nbound | | | East | bound | | |
| Start Time | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu a h | Right | App. Total | Int. Total |
| Peak Hour From | n 01:00 l | PM to 02 | 2:45 PM | - Peak 1 | of 1 | ¥¥ | | | | | s | | | 5 | | | |
| Intersection | 02:00 F | PM | | | | | | | | | | | | | | 1 | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 336 | 336 | 0 | 0 | 41 | 41 | 0 | 0 | 0 | 0 | 377 |
| Percent | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | | 0.0 | 0.0 | 100.0 | | 0.0 | 0.0 | 0.0 | | |
| 02:45 Volume | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 98 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 113 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.834 |
| High Int. | 12:45:0 | 00 PM | | | 02:45 F | РΜ | | | 02:00 F | РΜ | | | 12:45:0 | 0 PM | | | |
| Volume Peak Factor | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 98 0.857 | 0 | 0 | 18 | 18 0.569 | | | | | |



File Name: Drive2Site Code: 00000000Start Date: 3/17/2007Page No: 1

| | | | | | Group | s Printed- | Unshifted | | | | | | |
|-------------|------|-------------|-------|-------|-------------|------------|-----------|-------------|-------|------|-------------|-------|------------|
| | C | Driveway #2 | 2 | F | Riverside D | ſ | [| Driveway #2 | 2 | F | Riverside D | r | |
| | 5 | Southbound | J | ١ | Westbound | | 1 | Northbound | 1 | | Eastbound | | |
| Start Time | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 0 | 0 | 0 | 110 | 0 | 0 | 7 | 0 | 80 | 0 | 0 | 37 | 234 |
| 01:15 PM | 0 | 0 | 0 | 100 | 0 | 0 | 1 | 0 | 84 | 0 | 0 | 64 | 249 |
| 01:30 PM | 0 | 0 | 0 | 89 | 0 | 0 | 4 | 0 | 70 | 0 | 0 | 64 | 227 |
| 01:45 PM | 0 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 67 | 266 |
| Total | 0 | 0 | 0 | 400 | 0 | 0 | 12 | 0 | 332 | 0 | 0 | 232 | 976 |
| 02:00 PM | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 63 | 259 |
| 02:15 PM | 0 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 46 | 273 |
| 02:30 PM | 0 | 0 | 0 | 87 | 0 | 0 | 1 | 0 | 98 | 0 | 0 | 64 | 250 |
| 02:45 PM | 0 | 0 | 0 | 88 | 0 | 0 | 1 | 0 | 110 | 0 | 0 | 79 | 278 |
| Total | 0 | 0 | 0 | 379 | 0 | 0 | 2 | 0 | 427 | 0 | 0 | 252 | 1060 |
| Grand Total | 0 | 0 | 0 | 779 | 0 | 0 | 14 | 0 | 759 | 0 | 0 | 484 | 2036 |
| Apprch % | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 1.8 | 0.0 | 98.2 | 0.0 | 0.0 | 100.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 38.3 | 0.0 | 0.0 | 0.7 | 0.0 | 37.3 | 0.0 | 0.0 | 23.8 | |

File Name: Drive2Site Code: 0000000Start Date: 3/17/2007Page No: 2

| | Driveway #2 Southbound | | | | Riverside Dr Westbound | | | | Driveway #2 Northbound | | | | Riverside Dr Eastbound | | | | |
|---|---------------------------|-------|--------|-------|---------------------------|----------|-------|-------|---------------------------|-------|--------|-------|---------------------------|-------|-------|-------|-------|
| | | | | | | | | | | | | | | | | | |
| Start Time | Loft | Throu | Dight | App. | loft | Throu | Right | App. | Loft | Throu | Right | App. | l oft | Throu | Right | App. | Int. |
| Start fille | LEII | gh | Trigin | Total | Leit | gh | rugin | Total | Len | g h | Trigin | Total | LCA | g h | right | Total | Total |
| ² eak Hour From 01:00 PM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 02:00 F | PM | | | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 379 | 0 | 0 | 379 | 2 | 0 | 427 | 429 | 0 | 0 | 252 | 252 | 1060 |
| Percent | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.5 | 0.0 | 99.5 | | 0.0 | 0.0 | 100.0 | | |
| 02:45 | 0 | 0 | 0 | 0 | 99 | Δ | Δ | 88 | 1 | Ω | 110 | 111 | ٥ | ٥ | 70 | 70 | 278 |
| Volume | U | U | U | 0 | 00 | U | 0 | 00 | 1 | 0 | 110 | 111 | U | U | 13 | 15 | 270 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.953 |
| High Int. | 12:45:00 PM | | | | | 02:15 PM | | | 02:15 PM | | | | 02:45 PM | | | | |
| Volume | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 110 | 0 | 0 | 117 | 117 | 0 | 0 | 79 | 79 | |
| Peak Factor | | | | | | | | 0.861 | | | | 0.917 | | | | 0.797 | |


File Name : Drive3 Site Code : 00000000 Start Date : 3/17/2007 Page No : 1

| | | | | | Group | s Printed- | Unshifted | | | | | | |
|-------------|------|-------------|--|-------|--------------|------------|-----------|-------------|-------|------|-------------|-------|------------|
| | C | riveway #3 | | F | Riverside Dr | r | E | Driveway #3 | } | F | Riverside D | r | |
| | S | Southbound | | ١ | Nestbound | | 1 | Northbound | | | Eastbound | | |
| Start Time | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 32 | 162 |
| 01:15 PM | 0 | 0 | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 47 | 0 | 0 | 24 | 134 | | | | | |
| 01:30 PM | 0 | 0 | | 51 | 0 | 0 | 16 | 120 | | | | | |
| 01:45 PM | 0 | 0 | | 39 | 0 | 0 | 36 | 113 | | | | | |
| Total | 0 | 0 | 0 | 232 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 108 | 529 |
| 02:00 PM | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 21 | 122 |
| 02:15 PM | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 34 | 145 |
| 02:30 PM | 0 | 0 | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 61 | 0 | 0 | 26 | 131 | | | | | |
| 02:45 PM | 0 | 0 | | 0 | 41 | 0 | 0 | 37 | 118 | | | | |
| Total | 0 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 210 | 0 | 0 | 118 | 516 |
| Grand Total | 0 | 0 | 0 | 420 | 0 | 0 | 0 | 0 | 399 | 0 | 0 | 226 | 1045 |
| Apprch % | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 | |
| Total % | 0.0 | 0.0 | 0.0 | 40.2 | 0.0 | 0.0 | 0.0 | 0.0 | 38.2 | 0.0 | 0.0 | 21.6 | |

File Name: Drive3Site Code: 0000000Start Date: 3/17/2007Page No: 2

| | | Drive South | way #3 ibound | | | River Wes | side Dr bound | | | Drive North | way #3 bound | | | River East | side Dr bound | | |
|----------------|---------|----------------|------------------|---------------|---------|--------------|------------------|---------------|---------|----------------|-----------------|---------------|---------|---------------|------------------|---------------|---------------|
| Start Time | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Left | Throu g h | Right | App. Total | Int. Total |
| Peak Hour From | 01:00 F | PM to 02 | 2:45 PM | - Peak 1 | of 1 | | | | | | | | | | | | |
| Intersection | 01:00 F | РМ | | | | | | | | | | | | | | 1 | |
| Volume | 0 | 0 | 0 | 0 | 232 | 0 | 0 | 232 | 0 | 0 | 189 | 189 | 0 | 0 | 108 | 108 | 529 |
| Percent | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 100.0 | | 0.0 | 0.0 | 100.0 | | |
| 01:00 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 78 | 0 | 0 | 52 | 52 | 0 | 0 | 32 | 32 | 162 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.816 |
| High Int. | 12:45:0 | 00 PM | | | 01:00 F | PM | | | 01:00 F | РМ | | | 01:45 F | PM | | | |
| Volume | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 78 | 0 | 0 | 52 | 52 | 0 | 0 | 36 | 36 | |
| Peak Factor | | | | | | | | 0.744 | | | | 0.909 | | | | 0.750 | |



| | | | | | | Group | s Printed | - Group | 1 | | | | | | |
|-------------------------|----------|----------|----------|----------------------|-----------|----------|-----------|----------|--------------------|-------------|----------|----------|---------------------|-------------|------------|
| | D | riveway# | 4 | Ri | verside [| Dr | | Drive | way#4 | | | Rivers | ide Dr | | |
| | So | outhboun | d | N | /estboun | d | | North | bound | | | Eastb | ound | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | U- turns | Left | Thru | Right | U- turns | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 10 | 7 | 0 | 0 | 18 | 0 | 59 |
| 01:15 PM | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 15 | 4 | 59 |
| 01:30 PM | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 16 | 5 | 69 |
| 01:45 PM | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 12 | 1 | 68 |
| Total | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 46 | 30 | 0 | 0 | 61 | 10 | 255 |
| 02-00 PM | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 22 | 3 | 64 |
| 02:15 PM | Õ | Ő | ŏ | 28 | Õ | ŏ | õ | Ő | 10 | 11 | Ő | õ | 20 | 8 | 77 |
| 02:30 PM | Ō | Ō | ō | 13 | Õ | ō | Ō | 0 | 13 | 1 | Ō | Ō | 21 | 2 | 50 |
| 02:45 PM | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 10 | 7 | 0 | 0 | 20 | 5 | 67 |
| Total | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 44 | 22 | 0 | 0 | 83 | 18 | 258 |
| Grand Total Apprch % | 0 0.0 | 0 0.0 | 0 0.0 | 199 100.0 38.8 | 0 0.0 | 0 0.0 | 0 0.0 | 0 0.0 | 90 63.4 17.5 | 52 36.6 | 0 0.0 | 0 0.0 | 144 83.7 28.1 | 28 16.3 | 513 |
| | 0.0 | 0.0 | 0.0 | 00.0 | 0.0 | 0.0 | 0.0 | 0.0 | .7.5 | 10.1 | 0.0 | 0.0 | 20.1 | 0.0 | 1 |



File Name: Drive5Site Code: 00000000Start Date: 3/17/2007Page No: 1

| | | | | | | Groups | Printed- | Unshifte | d | | | | - | | |
|-------------|------|-------------|---------|---|------|-------------|----------|----------|-------------|-------|------|-------------|--------|----------------|------------|
| | | Woodm | nan Ave | | C | riveway # | 5 | W | oodman A | ve | | Drivew | vay #5 | | |
| | | South | bound | | V | Vestbound | j | ١ | lorthboun | ł | | Eastb | ound | | |
| Start Time | Left | Throug h | Right | South Drive | Left | Throug h | Right | Left | Throug h | Right | Left | Throug h | Right | South Drive | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 01:00 PM | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 7 | 71 |
| 01:15 PM | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 8 | 64 |
| 01:30 PM | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 12 | 70 |
| 01:45 PM | 0 | 0 | 42 | 29 1 0 0 0 0 0 0 0 28 42 0 0 0 0 0 0 0 28 132 1 0 0 0 0 0 0 0 115 28 0 0 0 0 0 0 0 28 21 0 0 0 0 0 0 31 17 0 0 0 0 0 0 22 | 12 | 82 | | | | | | | | | |
| Total | 0 | 0 | 132 | | 39 | 287 | | | | | | | | | |
| 02:00 PM | 0 | 0 | 28 | | 9 | 65 | | | | | | | | | |
| 02:15 PM | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 10 | 62 |
| 02:30 PM | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 42 |
| 02:45 PM | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 3 | 58 |
| Total | 0 | 0 | 85 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 25 | 227 |
| Grand Total | 0 | 0 | 217 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 64 | 514 |
| Apprch % | 0.0 | 0.0 | 98.6 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 78.2 | 21.8 | |
| Total % | 0.0 | 0.0 | 42.2 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.7 | 12.5 | |

File Name: Drive5Site Code: 0000000Start Date: 3/17/2007Page No: 2

| | | Wo | odman | Ave | | | Drive | way #5 | | | Woodr | man Av | e | | D | riveway | / #5 | | |
|---|----------------------|--------------------|---------------------------------|---------------------------------------|-----------------|-------------|--------------|--|--|---|-------------------------|-----------|---------------|-------------------|--------------|--------------|-------------------|---------------|---------------|
| Start Time | Left | Thro ug h | Righ t | Sout h Driv e | App. Total | Left | Thro ug h | Righ t | App. Total | Left | Thro ug h | Righ t | App. Total | Left | Thro ug h | Righ | Sout h Driv | App. Total | Int. Total |
| Peak Hour Fro Intersection Volume | m 01:0 01:00 0 | 0 PM to PM 0 | 02:45 132 | PM - P | eak 1 of 133 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 39 | 154 | 287 |
| Percent 01:45 | 0.0 0 | 0.0 0 | 99.2 42 | 0.8 0 | 42 | 0.0 | 0.0 0 | 0.0 0 | 0 | 0.0 0 | 0.0 0 | 0.0 0 | 0 | 0.0 0 | 0.0 0 | 74.7 28 | 25.3 12 | 40 | 82 |
| Volume Peak Factor | 04.45 | | | | | 10.15 | - | - | - | | | Ū | U | | 0 | 20 | 12 | 40 | 0.875 |
| Volume Peak Factor | 01:45 | РМ 0 | 42 | 0 | 42 0.792 | 12:45: 0 | 00 PM 0 | 0 | 0 | 12:45: 0 | 00 PM 0 | 0 | 0 | 01:30 0 | PM 0 | 28 | 12 | 40 0.963 | |
| | | - Decommendad | Out in Total Out 132 154 286 | 39 115 0 0 South Right Throug Left | | | | Out 132 Right ↓ 3/17/ 3/17/ Unst | Woodmar In I I I I I I I I I I I I I | 0 PM | al 333 uth ive | | | Right Throug Left | | Out In Total | | | |
| | | | | | | | | |) Throug eft h 0 (5 (1n Woodman | Right 0 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 | 1 <u>5</u>] 1 | | | | | | | | |

APPENDIX D

CMA AND LEVELS OF SERVICE EXPLANATION CMA DATA WORKSHEETS WEEKDAY AM & PM PEAK HOURS WEEKEND MID-DAY PEAK HOUR

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

| Critical M | Novement Analysis Characte | ristics |
|--------------------------|----------------------------|----------------|
| Level of Service | Load Factor | Equivalent CMA |
| A (free flow) | 0.0 | 0.00 - 0.60 |
| B (rural design) | 0.0 - 0.1 | 0.61 - 0.70 |
| C (urban design) | 0.1 - 0.3 | 0.71 - 0.80 |
| D (maximum urban design) | 0.3 - 0.7 | 0.81 - 0.90 |
| E (capacity) | 0.7 - 1.0 | 0.91 - 1.00 |
| F (force flow) | Not Applicable | Not Applicable |

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

APPENDIX D-1

CMA DATA WORKSHEETS WEEKDAY AM & PM PEAK HOURS

Van Nuys Boulevard Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA1 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Riverside Drive Peak Hour: AM Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/05/2008 2007 2012

| No. of Lar Movement Volume Lanes Volu JB Left 0 0 - JB Thru 1410 2 6 JB Right 546 0 - JB Right 546 0 - JB Right 546 0 - SB Left 158 1 - SB Thru 1227 3 - SB Right 0 0 - Joub. L-T-R- 0 0 - | ne Added <u>mme Volume</u> 652 141 | Total | No. of | | | - | | | | | | | | | | |
|---|--|--------|--------|--------|----------|--------|----------|--------|--------|--------|--------|--------|--------|--------|----------------|--------|
| Movement Volume Lanes Volu JB Left 0 0 - JOID - 0 - - JB Thru 1410 2 1 - 1 JB Right 546 0 - < | Ime Volume 0 0 652 141 652 141 | | | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| IB Left 0 0 - Jomb. L-T 0 0 - IB Thru 1410 2 6 JB Right 546 0 - JB Right 546 0 - JB Right 546 0 - JB Left 158 1 - SB Left 1227 3 - SB Thru 1227 3 - SB Right 0 0 - Jonb. L-T-R- 0 0 - | 0 652 141 652 | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| Jomb. L-T 0 - IB Thru 1410 2 1 Jomb. T-R 546 0 - Jomb. L-T-R 546 0 - Jomb. L-T-R 158 1 - - Jomb. L-T-R 0 - 0 - - Jomb. L-T-R 0 0 - 0 - - SB Eleft 158 1 0 - - - - SB Right 0 0 0 - - - - | 652 141 652 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | ı | 0 | 0 | 0 | |
| IB Thru 1410 2 6 comb. T-R 546 0 - ta Right 546 0 - comb. L-T-R 0 - SB Left 158 1 - SB Thru 1227 3 - comb. L-T-R 0 0 - SB Right 0 0 - | 652 141 652 | | 0 | , | | | 0 | 1 | | | 0 | , | | • | 0 | , |
| :omb. T-R 1 1 IB Right 546 0 - :omb. L-T-R 0 - 0 :omb. L-T 1 1 - :omb. L-T 1227 3 - :omb. L-T-R 0 - - :omb. L-T 1227 3 - :omb. L-T-R 0 0 - :omb. L-T-R 0 0 - | 652 | 1551 | 0 74 | 717 | 96 | 1647 | 0 10 | 757 | 0 | 1647 | . 61 | 759 | 0 | 1647 | 0 0 | 759 |
| IB Right 546 0 - comb. L-T-R- 0 comb. L-T-R- 0 - SB Left 158 1 - comb. L-T 0 - SB Thru 1227 3 - comb. L-T-R 0 0 - comb. L-T-R- 0 0 - | | | - | 717 | | | - | 757 | | | - | 759 | | | - | 759 |
| .comb. L-T-R- 0 3B Left 158 1 - 7 2omb. L-T 0 - 1 2a Thru 1227 3 4 2omb. T-R 0 0 - 2 2omb. L-T-R- 0 0 - 2 2omb. L-T-R- 0 0 - 1 | 55 | 5 601 | 0 | , | 23 | 624 | 0 | | S | 629 | 0 | · | 0 | 629 | 0 | |
| IB Left 158 1 ' tomb. L-T 0 - - - tomb. L-T 1227 3 - - tomb. T-R 1227 3 - - St Right 0 0 - - - St Right 0 0 0 - | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| :omb. L-T 0 - 18 Thru 1227 3 / Jomb. T-R 0 - 58 Right 0 0 - 2omb. L-T-R - 0 | 158 16 | 3 174 | - | 174 | 8 | 182 | F | 182 | 5 | 187 | - | 187 | 0 | 187 | t. | 187 |
| IB Thru 1227 3 4 Somb. T-R 0 - B Right 0 0 - Somb. L-T-R - 0 | | | 0 | ı | | | 0 | | | | 0 | | | | 0 | , |
| .cmb. T-R 0 - iB Right 0 0 - .cmb. L-T-R - 0 | 409 123 | 3 1350 | m | 450 | 37 | 1387 | m | 462 | 0 | 1387 | ო | 462 | 0 | 1387 | ი | 462 |
| iB Right 0 0 0 - Comb. L-T-R - 0 0 | | | 0 | ı | | | 0 | | | 1 | 0 | • | | | 0 | 1 |
| jomb. L-1-K - U | J | 0 | 0 0 | , | 0 | 0 | 0 0 | , | 0 | 0 | 0 1 | | 0 | 0 | 0 | ı |
| | | | þ | | | | D | | | | þ | | | | Þ | |
| B Left 0 0 | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | , |
| comb. L-1 0 - | | • | 0 | | | | 5 | • | , | | 0 | · | | 1 | 0 | , |
| B Thru 0 0 - | 0 | 0 | 0 | • | 0 | 0 | 0 | | 0 | 0 | 0 | • | 0 | 0 | 0 | ı |
| Comb. T-R 0 - | | | 0 | , | | | 0 | • | | | 0 | | | | 0 | , |
| El Right 0 0 - | 5 | 0 | 0 | • | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | o | 0 | I |
| Comb. L-T-R - 0 | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| VB Left 488 2 2 | 268 49 |) 537 | 2 | 295 | 16 | 553 | 2 | 304 | 4 | 557 | 2 | 306 | 0 | 557 | 2 | 306 |
| Comb. L-T 0 - | | | 0 | • | | | 0 | , | | | 0 | 1 | | | 0 | ı |
| VBThru 0 0 - | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | ı | 0 | 0 | 0 | ı |
| Somb. T-R 0 - | | | 0 | | : | | 0 · | | | ł | 0 | | | | 0 | |
| VB Right 257 1 | 257 25 | 5 283 | 1 | 283 | 11 | 294 | 1 | 294 | 9 | 299 | - | 299 | 0 | 299 | ~ 1 | 296 |
| comb. L-T-R - 0 | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Srit. Volumes: N-S; E | 810 | | N-S: | 891 | | | N-S: | 939 | | | N-S: | 946 | | | N-S: | 946 |
| ш-М: С | 268 | | Х÷ | 295 | | | М. Ш. | 304 | | | E-V: | 306 | | | Е-V: | 306 |
| SUM: 11 | 0/8 | | SUM: | 1186 | | | SUM: | 1243 | | | SUM: | 1252 | | | SUM: | 1252 |
| lo. of Phases; | 3 | | | б | | | | е | | | | 3 | | | | 5 |
| olume / Capacity: [1] 0.6 | 687 | | [1] | 0.762 | | | E | 0.802 | | | Ξ | 0.808 | | | [2] | 0.778 |
| evel of Service: B | | | | с | | | | ۵ | | | | | | | | с С |

'n

Resultant Joint of Indeal Volumes (intersection bepaulity) - 1 indeal-1754, 51 indeal-1754, 51 indeal-1754, 51 of Volume is assigned to heavier lane. For dual turm lanes, 753% of Volume is assigned to exclusive lane. Right turms on red from excl. lanes = 50% of overlapping left turm. [1] Vc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] Vc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

Van Nuys Boulevard Riverside Drive Wesfield Fashion Square /1-05-3606-1 CMA1 Accutek

N-S St: E-W St: Project: File Name: Counts by:

adena, CA 91106

CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Riverside Drive Peak Hour: PM Annual Growth: 2.00%

 Date:
 08/05/2008

 Date of Count:
 2007

 Projection Year:
 2012

| | NT EVICT | | 2040 | | MOao TN | | N 6106 | | | 10 | 10400 | | | TOR | 1040C | A CUTIN W | NOIL | | |
|---|---|---|---|--|--|--|--|---|--|--------------------------------------|---------------------|---------|-----------------------|---------------------|---------|-----------|----------------------|--------------------|--|
| 5 | | | Addad | | | | Addad | | | | Addad Addad | | | 1000 | Addad 1 | | | | |
| Movement Volu | me Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | /olume | Lanes | Volume | Volume | /olume | Lanes | Volume | Volume | olume/ | Lanes | Volume | |
| NB Left | 0 | | 0 | o | 00 | L. | o | ο | 00 | | o | 0 | 00 | , | 0 | 0 | 00 | ł | |
| NB Thru 15 | 592 C | 719 | 159 | 1751 | - M C | - 791 701 | 71 | 1822 | 2 01 1 | - 822 222 | 0 | 1822 | о N ч | - 828 200 | o | 1822 | 5 N - | - 828 200 | |
| Comb. T-R NB Right Comb I - T-R - | 564 0 0 | - 19 | 56 | 620 | -00 | - 191 | 24 | 644 | - 0 0 | - 822 | 18 | 662 | ~ o c | 828 | 0 | 662 | - o c | - 828 | |
| SR Left | 16 1 | 216 216 | 22 | 238 | - | 238 | σ | 247 | | 747 | 10 | 266 | , | 266 | c | 266 | , - | 266 | |
| Comb. L-T | - 0 | - | 1 | 2024 | - 0 | | > | 1 | - 0 | F3 - | 2 | 201 | - 0 | , 1 | 0 | 2024 | - 0 | - | |
| SB Thru 14 | 431 3 | 477 | 143 | 1574 | ო | 525 | 82 | 1656 | ო | 552 | 0 | 1656 | ო | 552 | 0 | 1656 | ო | 552 | |
| Comb. T-R SB Riaht | 00 | | 0 | o | 0 0 | | 0 | 0 | 0 0 | | 0 | 0 | 0 0 | | 0 | o | 00 | | |
| Comb. L-T-R - | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| EB Left | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | | ο | 0 | 0 | | |
| Comb. L-T | 00 | | c | c | 00 | | c | c | 00 | , | c | c | 00 | | c | c | 00 | | |
| Comb. T-R | 0 | | þ | 2 | 00 | | 2 | þ | 00 | | 0 | 0 | 00 | | 5 | 5 | 0 | | |
| EB Right | 0 | • | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Comb. L-T-R - | 0 | | | | 0 | | | | 0 | | | | 0 | | | | o | | |
| WB Left 4 | 175 2 | 261 | 48 | 523 | 2 0 | 288 | 29 | 552 | 2 0 | 303 | 25 | 577 | 5 0 | 317 | 0 | 577 | 2 0 | 317 | |
| Comb. L-1 WB Thru | 0 | | o | 0 | 00 | | 0 | 0 | 00 | | 0 | 0 | 00 | 1 3 | 0 | 0 | 00 | | |
| Comb. T-R | 0 | | | | 0 | ı | | | 0 | ı | | | 0 | ı | | | 0 | | |
| WB Right Comb. L-T-R - | 234 1 | 234 | 23 | 257 | - 0 | 257 | 7 | 264 | - 0 | 264 | 20 | 314 | - 0 | 314 | 0 | 314 | - 0 | 314 | |
| Crit. Volumes: | ы К.К.К. К.К.К. | 935 261 1196 | | | N-S: N-S: N-M: | 1028 288 1316 | | | N-S: N-S: N-M: | 1069 303 1373 | | | N-S: E-W: SLIM: | 1094 317 1411 | | | N-S: E-V: Simi | 1094 317 317 | |
| | } | | | | 2 | | | | | | | | | | | | | | |
| No. of Phases: | | 3 | | | | Э | | | | θ | | | | 3 | | | | m | |
| Volume / Capacity: Level of Service: | 1 |] 0.770 C | | | E | 0.854 D | | | E | 0.893 D | | | [1] | 0.920 E | | | [2] | 0.890 D | |
| Assumptions: | Maximur For dual For one Right tur [1] v/c ra | n Sum of Crit turn lanes, excl. and one ns on red fror tito includes a tito reflects red | cal Volume: 55% opt. turn la n excl. lane 0.07 reduci | s (Intersec ne, s = tion due to dditional 0. | tion Capac. of volume is 70% oi 50% oi installation 03 due to t | ity): 2 Phas s assigned t f volume is f overlappin o of ATSAC the mitigatic | e=1500, 3 o heavier li assigned tc g left turn. as part of t in measure | ² hase=14 ane. • exclusive he Victory consisting | !25, 4+ Ph 9 lane. ✓ System N g of the up | ase=1375, { vo. 6. grade to A7 | Jnsignalize C.S. | d=1200. | | | | | | | |

Accutek

N-S St: E-W St: Project: File Name: Counts by:

Van Nuys Boulevard Ventura Freeway Westbound Ramps Westfield Fashion Square /1-05-3606-1 CMA2

Van Nuys Boulevard @ Ventura Freeway Westbound Ramps Peak Hour: AM Annual Growth: 2.0%

CRITICAL MOVEMENT ANALYSIS

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 2007 E | EXIST. TR | VFFIC | 2012 | N/ AMBIE | ENT GROW | E | 2012 V | V/ OTHEF | ROJEC | :TS | 2012 \ | NI PROP | OSED PRO | DJECT | 2012 | W/ MITIG | ATION | | |
|-----------------|--------|----------------|---------------|-------------|------------|----------------|---------------|------------|----------|-------------|------------|-------------|----------|-----------|--------|--------|----------|---------|--------|-----|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | |
| NB Left | 354 | 2 | 194 | 35 | 389 | 2 | 214 | 23 | 412 | 2 | 227 | 0 | 412 | 2 | 227 | o | 412 | Ŋ | 5 | 27 |
| Comb. L-T | | 0 | | | | 0 | | | | 0 | , | | | 0 | ı | | | 0 | | |
| NB Thru | 1423 | ю | 474 | 142 | 1565 | e | 522 | 111 | 1676 | ო | 559 | 2 2 | 1681 | ო | 560 | 0 | 1681 | ς | Ϋ́ς | 8 |
| Comb. T-R | | 0 | , | | | 0 | | | | 0 | , | | | 0 | • | | | 0 | | |
| NB Right | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | , | o | 0 | o | • | 0 | 0 | 0 | 1 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| 80 L CU | ¢ | c | | c | 6 | c | | c | C | 0 | | C | C | c | | c | C | c | | Τ |
| | 5 | 5 0 | | 2 | 2 | | | 2 | 5 | o c | | 2 | 5 | o c | | 2 | 5 | | | |
| SE Thru | 1003 | 20 | 459 | 109 | 1202 | | 505 | 48 | 1250 |) (| 522 | 2 | 1252 | 2 | 522 | 0 | 1252 | 0 0 | 5 | 22 |
| Comb T-R | 222 | 1 | 459 | 2 | | · ۱ | 505 | 2 | | | 522 | I | | - | 522 | | | | 3 | 2 |
| SB Right | 630 | - - | 347 | 63 | 693 | · - | 381 | S | 698 | - | 384 | 7 | 700 | - | 385 | 0 | 700 | - | Ř | 35 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| FBIeft | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | , | Τ |
| Comb, L-T | , | 0 | , | | | 0 | ı | | | 0 | , | | | 0 | , | | | 0 | 1 | |
| EB Thru | 0 | 0 | , | 0 | 0 | 0 | | 0 | o | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | ı | |
| Comb. T-R | | 0 | , | | | 0 | ı | | | 0 | ı | | | 0 | • | | | 0 | | |
| EB Right | 0 | 0 | , | 0 | 0 | Ö | , | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | o | 0 | Ŧ | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | ¢ | | |
| WB Left | 291 | - 0 | 160 | 29 | 320 | c | 176 | 2 | 322 | c | 177 | 0 | 322 | ← c | 177 | 0 | 322 | c | 1 | -12 |
| WB Thru | Ø | 00 | 380 | - | თ | 00 | 418 | 0 | თ | 00 | 422 | o | ŋ | 00 | 422 | 0 | 0 | 00 | .4 | 52 |
| Comb. T-R | | 0 | , | | | 0 | | | | 0 | | | | 0 | | | | 0 | • | |
| WB Right | 535 | - | 294 | 53 | 588 | - - | 323 | 8 | 596 | - | 328 | 0 | 596 | - | 328 | 0 | 596 | • · | 3 | 28 |
| Comb. L-T-R - | | | | | | | | | | - | | | | - | | | | - | | |
| Crit. Volumes: | | N-S: | 653 | | | N-S: | 719 | | | N-S: | 748 | | | N-S: | 749 | | | N-S: | 12 | 49 |
| | | Щ-М: | 380 | | | Е-W: | 418 | | | E-W: | 422 | | | Щ-W: | 422 | | | Ч. М | 4 | 22 |
| | | SUM: | 1033 | | | SUM: | 1137 | | | SUM: | 1171 | | | SUM: | 1171 | | | SUM: | = | 5 |
| No. of Phases: | | | е | | | | m | | | | ε | | | | 'n | | | | | e |
| Volume / Capa | city: | E | 0.655 | | | [2] | 0.698 | | | [2] | 0.721 | | | [2] | 0.722 | | | [2] | 0.7 | 22 |
| Level of Servic | e, | | В | | | | в | | | | U | | | | U | | | | c | |
| | | | | | | | | | | | | | | | | | | | | |
| Assumptions: | - | Maximum - | sum of Critic | cal Volume. | s (Interse | ction Capac | city): 2 Phas | te=1500, 3 | Phase=1. | 425, 4+ Pf. | nase=1375, | Unsignalizt | ed=1200. | | | | | | | |

1007 Phase=13/5, Unsign

Maximum Sum of Critical Volumes (intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=137 For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

Van Nuys Boulevard Ventura Freeway Westbound Ramps Westfield Fashion Square /1-05-3606-1 CMA2 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Westbound Ramps Peak Hour: PM Annual Growth: 2.00%

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | 2007 | EXIST. TR | AFFIC | 2012 V | VI AMBIE | INT GROW | HT | 2012 V | V/ OTHEF | ROJEC | TS | 2012 V | VI PROP(| DSED PRO | DJECT | 2012 | W/ MITIG | ATION | |
|---------------------|--------|---|---|---------------------|-------------------|-----------------------|---------------------------------|----------------------------|---------------------|---------------|-------------|-------------|----------|----------|------------|--------|----------|---------------|--------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume | Lanes | Volume | Volume 1 | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB Left | 724 | 2 | 398 | 72 | 796 | 2 | 438 | 21 | 817 | 2 | 449 | 0 | 817 | 2 | 449 | 0 | 817 | 2 | 449 |
| Comb. L-T | 1608 | 0" | - 566 | 170 | 1868 | 0 % | - 673 | 06 | 1958 | 0 0 | 653 | 18 | 1976 | 0 0 | - 659 | 0 | 1976 | 0 ო | - 659 |
| Comb. T-R | 0001 | 00 | | 2 | 200 | 0 | | 5 | | 00 | | 2 | | 00 | , | 1 | | 0 | 1 |
| NB Right | 0 | 0 | | 0 | 0 | 0 | | 0 | D | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | 1 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | o | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | , |
| Comb. L-T | 101 | 0 ° | - | 110 | 1011 | 0 0 | 531 | 101 | 1312 | 0 ~ | - 566 | 12 | 1324 | 0 ~ | - 572 | C | 1324 | 2 1 | - 572 |
| Comb. T-R | 5 | 4 | 483 | 2 | 1 | 4 | 531 | 5 | 10 | u | 566 | ł | | 1 | 572 |) | | . | 572 |
| SB Right | 770 | | 423 | 17 | 847 | - | 466 | 10 | 857 | - | 471 | 12 | 869 | | 478 | 0 | 869 | | 478 |
| Comb. L-T-R - | | o | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 0 | 0 | - | o | ° | 0 | 5 | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | 1 |
| Comb. L-T | ¢ | 0 0 | , | c | c | 00 | · | c | c | 00 | | c | c | 0 0 | · | c | c | 00 | |
| EB Thru Comh T-P | 0 | 0 0 | | D | c | - c | 1 1 | S | þ | - c | | 5 | 2 | | | 5 | 5 | 00 | |
| EB Right | 0 | 00 | | 0 | 0 | 00 | | 0 | 0 | 0 | ı | 0 | 0 | 00 | ı | 0 | 0 | 00 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 304 | - | 167 | 30 | 334 | - | 184 | 11 | 345 | +- | 190 | o | 345 | ÷ | 190 | 0 | 345 | ~ | 190 |
| Comb. L-T | c | 0 0 | - | C | c | 0 0 | , 976 | c | c | 0 0 | - 202 | c | ſ | 0 0 | - 285 - | c | ç | o c | |
| Comb T-R | V | | - - - - - - - - - - - - - - - - - - - | 5 | V | | | 2 | 4 | 0 0 | - - | 2 | J | 00 | | 0 | I | 00 | |
| WB Right | 449 |) | 247 | 45 | 494 | | 272 | 9 | 500 | - | 275 | o | 500 | - | 275 | 0 | 500 | - | 275 |
| Comb. L-T-R - | | - | | | | - | | | | - | | | | - | | | | - | |
| Crit. Volumes: | | N-S: | 881 | | | N-S: | 696 | | | N-S: | 1015 | | | N-S: | 1021 | | | N-S: | 1021 |
| | | М | 341 | | | Ц-N: | 375 | | | Ц М Ш | 383 | | | Х М | 383 | | | : М | 383 |
| | | SUM: | 1222 | | | SUM: | 1344 | | | SUM: | 1398 | | | SUM: | 1404 | | | SUM: | 1404 |
| No. of Phases: | | | ε | | | | 3 | | | | 3 | | | | m | | | | ε |
| Volume / Capa | icity: | E | 0.787 | | | [2] | 0.843 | | | [2] | 0.881 | | | [2] | 0.885 | | | [2] | 0.885 |
| Level of Servic | e. | | v | | | - | ٥ | | | | ۵ | | | | 0 | | | | ۵ |
| Assumptions: | | Maximum | Sum of Critic | al Volumes | (Intersed | stion Capac | ity): 2 Phase | e=1500, 3 | Phase=1 | 425, 4+ Ph | ase=1375, (| Jnsignalize | d=1200. | | | | | | |
| | | For dual tu For one ex | um lanes, ccl. and one c | 55% pt. turn lan | je, | of volume i. 55% o | is assigned t if volume is a | o heavier l assigned fi | 'ane. o exclusiv | ie lane. | | | | | | | | | |
| | | Right tums | s on red from | excl. lanes | s = ion duo to | 50% c | of overlappin | g left turn. as part of | the Wintor | or Svetam | 10 E | | | | | | | | |
| | | [1] vvc raux [2] v/c ratic | o inciuues a v os reflect add | itional 0.03 | reductio | n due to the | e future city | vide ATSA | CATCS | y uratem insi | tallation. | | | | | | | | |

CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Eastbound Ramps Peak Hour: AM Annual Growth: 2.0%

08/04/2008 2007 2012 Date: Date of Count: Projection Year:

Van Nuys Boulevard Ventura Freeway Eastbound Ramps Westfield Fashion Square /1-05-3606-1 CMA3 Accutek N-S St: E-W St: Project: File Name: Counts by:

| | | | 2007 | EXIST. TR | AFFIC | 2012 | W/ AMBI | ENT GROV | VTH | 2012 V | W OTHE | R PROJE | CTS | 2012 | WI PROP. | OSED PR | OJECT | 2012 | W/ MITIG/ | ATION | |
|---|--|----------------|--------|---------------|--------|--------|---------|----------|--------|--------|----------|-------------|--------|--------|----------|---------|--------|--------|-----------|----------|--------|
| | | | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Neuton 0 <th>Melten 0 1 0 0 1 0 0 1 0<th>Movement</th><th>Volume</th><th>Lanes</th><th>Volume</th><th>Volume</th><th>Volume</th><th>Lanes</th><th>Volume</th><th>Volume</th><th>Volume</th><th>Lanes</th><th>Volume</th><th>Volume</th><th>Volume</th><th>Lanes</th><th>Volume</th><th>Volume</th><th>Volume</th><th>Lanes</th><th>Volume</th></th> | Melten 0 1 0 0 1 0 0 1 0 <th>Movement</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> | Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| | Combult Combult <t< td=""><td>NB Left</td><td>0</td><td>0</td><td>,</td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>o</td><td>D</td><td>,</td><td>0</td><td>0</td><td>0</td><td>,</td></t<> | NB Left | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | o | D | , | 0 | 0 | 0 | , |
| | MRTHIN 1050 3 316 115 3 350 127 122 3 364 0 1285 3 364 0 1285 3 364 0 1285 3 364 0 1285 3 364 0 1285 3 364 0 1285 3 364 0 1285 3 364 0 365 1 365 0 365 1 365 0 365 1 365 3 364 0 365 1 365 3 364 1 365 3 364 1 365 3 365 3 364 1 365 3 365 365 3 365 | Comb. L-T | • | 0 | , | | | 0 | | | | 0 | , | | | 0 | ı | | | 0 | |
| | | NB Thru | 1050 | n | 318 | 105 | 1155 | ო | 350 | 127 | 1282 | ы | 383 | ы | 1285 | ю | 384 | 0 | 1285 | ю | 384 |
| | Metright 233 0 - 22 245 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 - 0 251 0 345 1 345 0 345 1 345 0 345 1 345 0 245 0 245 1 345 0 1 345 0 1 345 0 1 345 0 1 345 0 1 345 0 1 345 1 345 1 345 1 345 1 345 1 | Comb. T-R | | ~~ | 318 | | | - | 350 | | | - | 383 | | | - | 384 | | | - | 384 |
| | | NB Right | 223 | 0 0 | 1 | 22 | 245 | 00 | | G | 251 | 00 | | 0 | 251 | 00 | | 0 | 251 | 0 0 | |
| SB Left 310 1 310 31 311 314 1 345 1 346 1 347 1 347 1 347 1 347 1 347 1 347 1 343 1 343 1 343 1 343 1 343 1 343 | | Comb. L-T-R | | 0 | | | | D | | | | Þ | | | | C | | | | D | |
| | Comb. L-T Comb. L-T <t< td=""><td>SB Left</td><td>310</td><td>F</td><td>310</td><td>31</td><td>341</td><td>-</td><td>341</td><td>4</td><td>345</td><td>-</td><td>345</td><td>0</td><td>345</td><td>-</td><td>345</td><td>0</td><td>345</td><td>-</td><td>345</td></t<> | SB Left | 310 | F | 310 | 31 | 341 | - | 341 | 4 | 345 | - | 345 | 0 | 345 | - | 345 | 0 | 345 | - | 345 |
| | | Comb. L-T | | 0 | , | | | 0 | | | | 0 | | | | 0 | 1 | | | 0 | |
| | Comb. T-R bit 0 < | SB Thru | 1276 | 2 | 638 | 128 | 1404 | 2 | 702 | 46 | 1450 | 2 | 725 | 2 | 1452 | 2 | 726 | 0 | 1452 | 7 | 726 |
| SB Right 0< | Sistedidt 0 | Comb. T-R | | 0 | · | | | 0 | | | | 0 | ı | 1 | 1 | 0 | | • | | 0 | ı |
| | | SB Right | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | ı | 0 | 0 | 0 | | 0 | 0 | 0 | , |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Comb. L-T-R | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | | EB Left | 607 | - | 334 | 61 | 668 | 1 | 367 | 80 | 676 | - | 372 | 2 | 678 | - | 373 | 0 | 678 | - | 373 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Comb. L-T | | 0 | | | | 0 | , | | | 0 | | | | 0 | | | | 0 | , |
| | | EB Thru | - | 0 | 592 | 0 | - | 0 | 651 | 0 | ~ | 0 | 663 | o | | 0 | 664 | 0 | - | 0 | 664 |
| EB Right 706 1 427 19 796 1 438 0 796 1 1 Comb. L-T.R. 0 0 - 0 0 - 0 0 0 1 1 WB Left 0 0 - 0 0 - 0 0 0 0 1 1 WB Left 0 0 - 0 0 - 0 0 - 0 0 0 - 0 0 0 - 0 | EB Right 706 1 388 71 777 1 427 19 796 1 438 0 796 1 438 0 796 1 438 0 796 1 438 0 796 1 438 0 796 1 438 0 796 1 438 0 796 1 438 Comb. L-T 0 0 - 0 0 0 0 | Comb. T-R | | 0 | , | | | 0 | | | | 0 | • | | | 0 | | | | 0 | • |
| | Comb. L-T.R- 1 1 1 1 WB Left 0 | EB Right | 206 | - | 388 | 71 | 111 | - | 427 | 19 | 796 | | 438 | 0 | 796 | | 438 | 0 | 796 | * | 438 |
| WB Left 0 </td <td>WB Left 0<</td> <td>Comb. L-T-R</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> | WB Left 0< | Comb. L-T-R | | - | | | | - | | | | - | | | | - | | | | - | |
| Comb. L-T 0 | | WB Left | 0 | 0 | | 0 | 0 | 0 | . | 0 | 0 | 0 | | 0 | o | P | - | 0 | ٥ | 0 | • |
| WB Thru 0 </td <td>WB Thru 0<!--</td--><td>Comb. L-T</td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td>ı</td><td></td><td></td><td>0</td><td>ł</td><td></td><td></td><td>0</td><td>,</td></td> | WB Thru 0 </td <td>Comb. L-T</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td>ı</td> <td></td> <td></td> <td>0</td> <td>ł</td> <td></td> <td></td> <td>0</td> <td>,</td> | Comb. L-T | | 0 | | | | 0 | | | | 0 | ı | | | 0 | ł | | | 0 | , |
| Comb. T-R 0 | Comb. T-R 0 0 - 0 0 - 0 0 - 0 | WB Thru | 0 | 0 | , | 0 | 0 | 0 | 1 | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | |
| WB Right 0< | WB Right 0 0 - 0 0 - 0< | Comb. T-R | | 0 | ı | | | 0 | • | | | 0 | • | | | 0 | | | | 0 | |
| Comb. L-T-R- 0 0 0 0 0 0 0 Crit. Volumes: N-S: 592 N-S: 728 N-S: 729 N-S: 729 N-S: 532 N-S: 532 N-S: 729 N-S: 532 N-S: 532 N-S: 532 N-S: 533 N-S: 544 E-W: 564 E-W: 50 N-S: 50 | Comb. L-T-R- 0 0 0 0 0 0 0 Crift. Volumes: N-S: 538 N-S: 702 N-S: 728 N-S: 729 N-S: 72 Crift. Volumes: N-S: 592 E-W: 663 E-W: 664 E-W: 664 E-W: 165 No. of Phases: 3 3 3 3 3 3 133 SUM: 1393 SUM: 165 No. of Phases: 3 3 3 3 3 3 3 165 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 0.61 16 16 16 16 16 16 16 16 16 16 16 16 16 16 <td>WB Right</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>•</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td> | WB Right | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | • | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Crit. Volumes: N-S: 538 N-S: 729 N-S: E-W: 592 E-W: 651 E-W: 664 E-W: SUM: 1230 SUM: 1353 SUM: 1392 SUM: 1393 SUM: 1 No. of Phases: 3 3 SUM: 1392 SUM: 1 1 Viante Control of Sum: 1 SUM: 1 1 SUM: SUM: 1 SUM: 1 SUM: SUM: SUM: SUM: 1 SUM: 1 SUM: | Crit. Volumes: N-S: 728 N-S: 729 N-S: 72 Crit. Volumes: 592 E-W: 651 E-W: 663 E-W: 664 E-W: 66 E-W: 592 E-W: 653 E-W: 664 E-W: 66 No. of Phases: 3 3 3 3 3 3 3 No. of Phases: 3 3 3 3 3 3 3 Volume / Capacity: [1] 0.793 [2] 0.850 [2] 0.877 [2] 0.878 [2] 0.81 Volume / Capacity: [1] 0.793 [2] 0.850 [2] 0.677 [2] 0.878 [2] 0.81 Volume / Capacity: C D | Comb. L-T-R | , | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| E-W: 592 E-W: 661 E-W: 663 E-W: 664 E-W: 1393 E-W: 1303 1303 131 | E-W: 592 E-W: 663 E-W: 664 E-W: 663 SUM: 1230 SUM: 1353 SUM: 1392 SUM: 1393 SUM: 1393 131 No. of Phases: 3 3 3 3 3 3 3 3 3 134 135 0.87 135 0.81 135 135 0.81 135 135 0.81 135 135 0.81 135 0.81 135 0.81 135 0.81 135 0.81 135 0.81 135 0.81 0.81 125 0.81 125 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 0.81 121 | Crit. Volumes | | N-S: | 638 | | | N-S: | 702 | | | N-S: | 728 | | | N-S: | 729 | | | N-S: | 729 |
| SUM: 1230 SUM: 1392 SUM: 1393 SUM: 1 No. of Phases: 3 3 3 3 3 SUM: 1 Volume / Capacity: [1] 0.793 [2] 0.850 [2] 0.878 [2] 0 Level of Service: C D | SUM: 1230 SUM: 1353 SUM: 1392 SUM: 1393 SUM: 135 No. of Phases: 3 3 3 3 3 3 135 136 135 135 136 135 136 1 | | | E-W: | 592 | | | Е-W: | 651 | | | Е-W; | 663 | | | М. | 664 | | | E-W: | 664 |
| No. of Phases: 3 3 3 3 No. of Phases: 3 3 Vo. of Phases: 3 Volume / Capacity: [1] 0.793 [2] 0.850 [2] 0.877 [2] 0.878 [2] 0 Level of Service: C D D D D | No. of Phases: 3 3 3 No. of Phases: 3 3 3 Volume / Capacity: [1] 0.793 [2] 0.850 Volume / Capacity: [1] 0.793 [2] 0.851 Level of Service: C D D | | | SUM: | 1230 | | | SUM: | 1353 | | | SUM: | 1392 | | | SUM: | 1393 | | | SUM: | 1393 |
| Volume / Capacity: [1] 0.793 [2] 0.850 [2] 0.877 [2] 0.878 [2] 0 Level of Service: C D | Volume / Capacity: [1] 0.793 [2] 0.850 [2] 0.877 [2] 0.878 [2] 0.87 Level of Service: C D D D D D D D D D D D D D D D D D D | No. of Phases | 2 | | ε | | | | ε | | | | ю | | | | ę | | | | 3 |
| volume / dapadiy. [1] 0.733 [2] 0.030 [2] 0.047 [2] 0.077 [2] 0.070 [2] U. Velune / dapadiy. [1] 0.735 [2] 0.07 | volume / depauly. IIJ u.r.s. [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o.o [4] u.o [4] | | | Ξ | 602.0 | | | 5 | 0.050 | | | 5 | 0 077 | | | 5 | 0, 070 | | | 5 | 979 0 |
| Level of Service: C D D D | Level of Service: C D D D D D D D D D D D D D D D D D D | volume / Cap | acity: | Ξ | 0.733 | | | [7] | 0.000 | | | <u>[</u> 7] | 110.0 | | | [2] | 0.0/0 | | | 5 | 0.0.0 |
| | | Level of Servi | ice: | | υ | | | | ۵ | | | | 0 | | | | | | | | ۵ |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one exc. land one opt turn lane, 55% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of voertapping left turn. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] v/c ratios reflect additional 0.03 reduction due to the future cityvide ATSAC/ATCS system installation.

Van Nuys Boulevard Ventura Freeway Eastbound Ramps Westfield Fashion Square /1-05-3606-1 CMA3 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Eastbound Ramps Peak Hour: PM 2.00% Annual Growth:

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| • | TOLY EVICT TD | VEELO | 2040 | NI AMBIE | NT GDOW | H | 2012 M | | | TC. | 2012 \ | NI PROP | | LECT | 2012 | W/ MITIGA | VION | | Γ |
|--|----------------------|--------------------|-------------|-------------|----------------------|--------------------|-------------|----------|----------------------|--------------------|-------------|----------|----------------------|--------------------|--------|-----------|----------------------|-----------------|-------------------|
| - | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement Vo | iume Lanes | Volume | Volume | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | |
| NB Left | 0 | • | o | 0 | 00 | 1 | 0 | 0 | 00 | ı | o | o | 00 | , | 0 | 0 | 00 | | |
| Comb. L-T NB Thru | 1707 3 | 507 | 171 | 1877 | - m | - 558 770 | 103 | 1980 | - m | 586 750 | 7 | 1991 | | , 589 , | o | 1991 | ວ ຕ ເ | , 285 197 | |
| Comb. I-K NB Right Comb. L-T-R - | 322 0 0 | /ng ' | 32 | 355 | - 0 0 | 8000 - | თ | 364 | -00 | D000 | 0 | 364 | - 0 0 | лос , | O | 364 | -00 | 'n | D |
| SB Left | 362 1 | 362 | 36 | 398 | - c | 398 | 6 | 407 | ← 0 | 407 | 0 | 407 | - 0 | 407 | 0 | 407 | ~ c | 40. | L |
| Comb. L-1 SB Thru | 1054 2 | - 527 | 105 | 1159 | 2 14 0 | - 579 | 102 | 1261 | 0 10 0 | - 630 | 12 | 1273 | 5 M G | - 636 | 0 | 1273 | 2 14 0 | 63t | |
| Comb. I-K SB Right Comb. L-T-R - | 000 | \$ F | 0 | o | 000 | * 1 | 0 | o | | J 3 | O | 0 | | | 0 | 0 | 000 | | |
| EB Left | 713 1 | 392 | 71 | 785 | | 432 | 2 | 792 | | 435 | 7 | 667 | - 0 | 439 | 0 | 662 | (- · | 43 | 6 |
| Comb. L-T EB Thru | 0 0 9 | - 591 | - | 7 | 00 | - 650 | 0 | 7 | | - 665 | 0 | 7 | | - 668 | ο | 7 | | - 66 | <u>"</u> |
| Comb. T-R EB Right Comb. L-T-R - | 587 1 1 | - 323 | 59 | 645 | 0 ~ ~ | - 355 | 25 | 670 | 0 ~ ~ | 369 | 0 | 670 | 9 | 369 | o | 670 | 0 | 36 | |
| WB Left | 0 | | 0 | o | 00 | - | 0 | 0 | 00 | | o | 0 | 00 | . | 0 | 0 | 00 | | Τ |
| | 0 | | ο | o | 000 | | o | 0 | 000 | | 0 | 0 | 000 | | 0 | 0 | 000 | | |
| Comb. I-K WB Right Comb. L-T-R - | 000 | | 0 | 0 | 000 | . 1 | o | 0 | 000 | | 0 | o | 000 | | ο | 0 | 000 | | |
| Crit. Volumes: | N-S: E-W: SUM: | 869 591 1460 | | | N-S: ВUM: SUM: | 956 650 1606 | | | N-S: E-W: SUM: | 993 665 1658 | | | N-S: E-W: SUM: | 996 668 1664 | | | N-S: E-W: SUM: | 90 190 | (0 m v |
| No. of Phases: | | e | | | | ю | | | | ε | | | | ę | | | | | 6 |
| Volume / Capacity Level of Service: | بر [1] ۲ | 0.955 E | | | [2] | 1.027 F | | | [2] | 1.063 F | | | [2] | 1.068 F | | | [2] | 1.06i F | |
| Assumptions: | Maximum | Sum of Criti | cal Volumes | : linterset | ction Capac | itv): 2 Phas | s=1500. 3 µ | Phase=14 | 425. 4+ Ph | vase=1375 | Unsignalize | ad=1200. | | | | | | | |

5 ň

maximum sum or unucar volumes (intersection uppacity): 2 trunsse=10.0, 3 transse=14.0, 4 transse=14.0 For dual tum lanes, 55% of volume is assigned to heaver lane. For one excl. and one opt. tum lane, 55% of volume is assigned to exclusive lane. Right tums on red from excl. lanes = 50% of overlapping left tum. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] v/c ratios reflect additional 0.03 reduction due to the tuture citywide ATSACATCS system installation.

Tyrone Avenue Moorpark Street Westfield Fashion Square /1-05-3606-1 CMA4 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue @ Moorpark Street Peak Hour: AM Annual Growth: 2.0%

08/04/2008 2007 2012 Date: Date of Count: Projection Year:

| | 2007 EXIST. 1 | RAFFIC | 2012 | W/ AMBIE | ENT GROW | HT | 2012 V | W OTHEF | R PROJEC | STS | 2012 | WI PROP | OSED PR | OJECT | 2012 | W/ MITIG | ATION | | |
|---------------------------|---------------|---------------|--------------|-------------|-------------|--------------|----------|----------|-------------|------------|-------------|----------|----------|--------|--------|----------|--------|-------|-----|
| | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement \ | /olume Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volum | e |
| NB Left | 34 0 | ı | ю | 38 | 0 | i | - | 39 | 0 | ı | 0 | 39 | 0 | , | 0 | 39 | o | | |
| Comb. L-T | - | 40 | | | | 43 | | | - | 63 | | | | 63 | | | - | | 63 |
| | 2 | ı | - | 9 | 0 0 | 1 | 19 | 25 | 0 0 | | 0 | 25 | 0 0 | | 0 | 25 | 0 0 | • | |
| Comb. T-R | | | 2 | 500 | 0 7 | , | c | 500 | C | | c | 0.00 | о т С | - | c | 0.50 | -, C | | 000 |
| NB KIGNI Comb. L-T-R - | 1 627 | 862 | 24 | 203 | - 0 | 507 | N | 692 | - 0 | C07 | ŋ | 807 | - 0 | 807 | 5 | 807 | - 0 | • | 807 |
| | | | | ľ | Ģ | | | 91 | ď | | ľ | 6, | 6 | | ľ | Ċ | ľ | | |
| SB Left | 8 | | | თ | 00 | | * | 10 | 00 | • | D | 01 | 0 0 | | 0 | 10 | 0 0 | | |
| SB Thru | 32 0 | 51 | ы | 35 | 00 | - 56 | 20 | 55 | 00 | . 79 | 0 | 55 | 00 | - 79 | 0 | 55 | 00 | | 79 |
| Comb. T-R | 0 | | | | 0 | , | | | 0 | | | | 0 | | | | 0 | • | |
| SB Right | 10 0 | ı | - | 1 | 0 | , | 2 | 13 | 0 | 1 | 0 | 13 | 0 | ı | 0 | 13 | 0 | ı | |
| Comb. L-T-R - | - | | | | | | | | - | | | | - | | | | - | | |
| EB Left | 3 1 | 9 | 0 | e B | - | 9 | 2 | 5 | F | 5 | 0 | 5 | - | 5 | 0 | 5 | - | | 5 |
| Comb. L-T | 0 | ı | | | 0 | , | | | 0 | | | | 0 | 1 | | | 0 | | |
| EB Thru | 284 1 | 284 | 28 | 312 | - | 312 | 39 | 351 | - | 351 | 0 | 351 | - | 351 | 0 | 351 | | | 351 |
| Comb. T-R | 0 | | • | Ţ | 0, | , | Ţ | ç | 0, | ŗ | c | ç | 0 • | ŗ | c | ç | 0, | • | ç |
| בם אופחו הבהיה דים | - 0 | 10 | 4 | 4 | - c | | - | 44 | - c | 74 | 5 | 4 | - c | 44 | 5 | 47 | - c | | 4 L |
| COIIID. L-1-K - | 0 | | | | 0 | | | | 5 | | | | 5 | | | | 5 | | |
| WB Left | 297 1 | 297 | 30 | 327 | - | 327 | 2 | 329 | - | 329 | 2 | 331 | - | 331 | 0 | 331 | - | | 331 |
| Comb. L-T | 0 | • | | | 0 | | | | 0 | • | | | 0 | | | | 0 | , | |
| WB Thru | 759 0 | | 76 | 835 | 0 | | 18 | 853 | 0 | ı | 0 | 853 | 0 | | 0 | 853 | 0 | , | |
| Comb. T-R | c 1 | 766 | • | c | - c | 843 | ſ | 0 | c | 863 | c | C, | ~ (| 863 | c | ç | C | ~ | 863 |
| comb. L-T-R - | | • | - | 0 | 00 | | V | 2 | 00 | · | 0 | 2 | 00 | • | 2 | 2 | 00 | , | |
| | i di la | 90 | | | | 001 | | | | 077 | | | | 011 | | | | | ļ |
| Crit. volumes: | 20-Z | 68 67 7 | | | | 601 671 | | | in in in | 000 | | | лу Ч | 000 | | | | | 210 |
| | SUM: | 868 | | | SUM: | 955 | | | SUM: | 986 | | | SUM: | 986 | | | SUM: | , | 986 |
| | | | | | | | | | | | | | | | | | | | |
| No. of Phases: | | μ | | | | e | | | | б | | | | n | | | | | m |
| Volume / Capac | aty: [1] | 0.539 | | | E | 0.600 | | | Ξ | 0.622 | | | [1] | 0.622 | | | [2] | 0.5 | 592 |
| Level of Service | | A | | | - | A | | | | В | | | | в | | | | A | |
| | | | | | | | | | | | | | | | | | | | |
| Assumptions: | Maximur | A Sum of Cuti | ical Volume. | s linterset | ction Capac | itv): 2 Phas | e=1500.3 | Phase=1. | 425, 4+ Pt. | hase=1375. | Insignatize | ad=1200. | | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] Vc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] vc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue @ Moorpark Street Peak Hour: PM Annual Growth: 2.00%

08/04/2008 2007 2012 Date: Date of Count: Projection Year:

| N-S St: E-W St: | Tyrone Avenue Moorpark Street |
|--------------------------|---------------------------------------|
| Project: | Westfield Fashion Square /1-05-3606-1 |
| File Name: Counts by: | CIMA4 Accutek |
| | |

| No. of Lane Ad Movement Volume Vol NB Left 152 0 - NB Left 152 0 - NB Thu 34 0 - NB Right 612 1 186 NB Right 612 1 612 Comb. T-R 0 - 6 SB Left 23 0 - SB Right 17 0 - Comb. L-T-R 35 0 - SB Right 17 0 - Comb. L-T-R 1 4 - Comb. L-T-R 1 - - Comb. L-T-R 0 - - | dded Total No olume Volume La 15 167 3 38 61 673 | of Lane nes Volume | Added Total | No. of | Lane | Added Total | No. of | Lane | Added Total | No. of | ana l |
|---|--|-----------------------|--------------|---------|----------|--------------|-----------|----------|---------------|--------|--------|
| Movement Volume Lanes Volume Volume | olume Volume La 15 167 3 38 61 673 | nes Volume | | | | | | | | | |
| NB Left 152 0 - Comb. L-T 152 0 - NB Thru 34 0 - Comb. T-R 0 - NB Right 612 1 612 Comb. L-T-R 0 - SB Left 23 0 - SB Left 23 0 - Comb. L-T 35 0 - SB Right 17 0 - Comb. L-T-R 1 1 4 Comb. L-T-R 1 1 4 Comb. L-T 4 1 4 EB Left 4 1 500 - EB Thru 500 1 500 Comb. T-R 0 1 500 Comb. T-R 0 1 500 Comb. T-R 1 45 1 45 | 15 167 3 38 61 673 | | Volume Volum | e Lanes | Volume | Volume Volum | e Lanes | Volume | Volume Volume | Lanes | Volume |
| Comb. L-T 1 186 NB Thru 34 0 - Comb. T-R 0 - - NB Right 612 1 612 NB Right 612 1 612 NB Right 612 0 - SB Left 23 0 - SB Left 35 0 - SB Right 17 0 - SB Right 17 0 - Comb. L-T-R- 1 4 - Comb. L-T-R- 1 - 60 SB Right 17 0 - Comb. L-T-R- 1 - - Comb. L-T-R- 0 - - Comb. L-T-R- 1 - - EB Left 4 1 - Comb. T-R 0 - - Comb. L-T 0 - - Comb. T-R 0 - | 3 38 61 673 | , 0 | 2 16 | 0 | • | 0 | 0 | | 0 165 | 0 6 | |
| NB Thru 34 0 - Comb. T-R 0 - NB Right 612 1 612 Comb. L-T-R 0 - SB Left 23 0 - SB Thru 35 0 - SB Right 17 0 - Comb. L-T-R 1 4 Comb. L-T-R 1 4 Comb. L-T 0 - EB Thru 500 1 500 Comb. T-R 0 - EB Right 45 1 45 | 3 38 61 673 | 1 205 | | | 227 | | - | 227 | | Ł | 227 |
| Comb. T-R 0 - NB Right 612 1 612 Comb. L-T-R 0 612 SB Left 23 0 - SB Thru 35 0 - SB Right 17 0 - Comb. L-T-R 1 4 Comb. L-T-R 1 4 Comb. L-T 0 - EB Thru 500 1 500 Comb. T-R 0 - EB Right 45 1 45 | 61 673 | ' 0 | 20 5 | 8 | | 0 | 0 | , | 0 55 | 0 | , |
| NB Right 612 1 612 Comb. L-T-R- 0 58 Left 23 0 - 5 SB Left 23 0 - 75 Comb. L-T 35 0 - 75 SB Right 17 0 - 75 Comb. T-R- 1 1 4 EB Left 4 1 4 EB Thru 500 1 500 Comb. T-R 0 - 60 EB Thru 500 1 500 Comb. T-R 1 45 | 61 673 | | | 0 | 1 | | 0 | | | 0 | ı |
| SB Left 23 0 - Comb. L-T 23 0 - SB Thu 35 0 - Comb. T-R 35 0 - SB Right 17 0 - SB Right 17 0 - Comb. L-T-R 1 4 - Comb. L-T R 0 - - EB Left 4 1 4 Comb. L-T 0 - - EB Thru 500 1 500 - Comb. T-R 0 - - - | | 1 673 0 | 3 67 | 0 0 | 676 | 10 68 | ~ O | 686 | 0 686 | - 0 | 686 |
| SB Left 23 0 - Comb. L-T 23 0 - Comb. L-T 35 0 - 75 Comb. L-T-R 17 0 - SB Right 17 0 - Comb. L-T 4 1 4 Comb. L-T 500 1 500 Comb. T-R 0 - 500 Comb. T-R 0 - 45 Comb. T-R 0 - 45 | | | | | | | | | | | |
| Comb. L-T 0 - 5 SB Thru 35 0 - 75 SB Right R 17 0 - Comb. L-T-R - 1 1 - 4 Comb. L-T 0 - 600 1 - 500 Comb. T-R 0 - 45 EB Right 45 1 45 | 2 25 | | 2 | 7 0 | • | 0 | 0 | , | 0 27 | 0 | , |
| Comb. T-R 0 - 73 Comb. T-R 17 0 - 75 SB Right 17 0 - 6 Comb. L-T-R 1 1 4 Comb. L-T 0 - 6 Comb. T-R 0 1 500 Comb. T-R 0 1 500 Comb. T-R 0 1 500 | | | 9 00 | | - | c | 00 | 1 4 4 1 | c | 00 | |
| Comb. L-T-R - 17 0 Comb. L-T-R - 1 1 - 4 EBLeft 4 1 4 4 Comb. L-T 500 1 500 Comb. T-R 0 - 500 Comb. T-R 1 45 EB Thru 45 1 45 | 4 | 70 - | D 27 | | <u>0</u> | 0 | | <u>n</u> | | | el l |
| Comb. L-T-R- 1 EBLeft 4 1 4 EBLeft 4 1 4 EBThu. L-T 500 1 500 Comb. T-R 50 0 - 500 Comb. T-R 50 0 - 45 EBTight 45 1 45 | 2 18 | | 2 2 | 0 | | 0 | 00 | | 0 | | , 1 |
| EB Left 4 1 4 Comb. L-T 0 - EB Thru 500 1 500 Comb. T-R 0 - EB Right 45 1 45 | 1 | - | 1 | - | | , | - - | | i ' | · | |
| Comb. L-T 0 | 0 5 | + ت | e. | - | œ | c | · | œ | c | - | α |
| EB Thru 500 1 500 Comb. T-R 50 1 500 Comb. T-R 6 1 45 | 0 | , | 0 | - c | , | 5 | - c | , , | , | - c | , |
| Comb. T-R 0 - EB Right 45 1 45 | 50 550 | 1 550 | 33 58 | - (| 583 | 0 58 | | 583 | 0 583 | ~ ~ | 583 |
| EB Right 45 1 45 | | ' 0 | | 0 | ı | | 0 | | 1 | 0 | , |
| | 4 49 | 1 49 | 2 | + | 51 | 0 | - | 51 | 0 | - | 51 |
| | | 0 | | 0 | | | 0 | | | 0 | |
| WB Left 386 1 386 | 39 424 | 1 424 | 3 42 | 7 1 | 427 | 12 43 | + | 439 | 0 435 | 1 | 439 |
| Comb. L-T 0 - | | 0 | | 0 | , | | 0 | 1 | | 0 | |
| WB Thru 607 0 - | 61 668 | , 0 | 33 70 | 0 | • | 0 70 | • | · | 0 701 | 0 | ı |
| Comb. T-R 624 | : | 1 686 | | • | 721 | | - | 721 | | - | 721 |
| WB Right 17 0 - | 2 18 | | 2 | 0 | , | 0 | 0 | 1 | 0 20 | 0 | , |
| Comb. L-1-K - | | 5 | | 0 | | | 0 | | | 0 | |
| Crit. Volumes: N-S: 441 | Ż | S: 486 | | N-S: | 489 | | N-S: N | 493 | | N-S: | 493 |
| E-W: 886 | ய் | W: 975 | | E-W: | 1011 | | E-W: | 1023 | | Щ-W: | 1023 |
| SUM: 1328 | ะเร | IM: 1460 | | SUM: | 1500 | | SUM: | 1516 | | SUM: | 1516 |
| No. of Phases: 3 | | m | | | ъ | | | m | | | 3 |
| Volume / Capacity: [1] 0.862 | | [1] 0.955 | | [1] | 0.983 | | E | 0.994 | | [2] | 0.964 |
| Level of Service: D | | ш | | | ш | | | ш | | | ш |
| | | | | | | | | i | | | |

For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue/Beverly Glen Boulevard @ Ventura Boulevard Peak Hour: AM Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| 2007 EXIST. TRAFFIC No. of Lane Movement Volume Movement Volume NB Left 87 1 NB Left 87 1 87 NB Thru 163 1 117 NB Right 71 0 1 117 NB Right 71 0 - 117 Comb. L-R 163 1 117 NB Right 71 0 - 117 Comb. L-R 0 - 1 117 SB Left 11 1 1 1 1 SB Left 11 1 0 - 0 - 0 SB Thru 206 0 - 206 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - | | | | | | | | | | | | |
|--|-----------------|-----------------|----------------------|--------------------|-----------------|-----------------|----------------------|--------------------|--------|-----------------|----------------------|----------------|
| No. of Lane Movement Volume Lanes Volume NB Left 87 1 87 NB Left 87 1 87 Comb. L-T 163 1 117 NB Thru 163 1 117 Comb. T-R 71 0 - NB Right 71 0 - Comb. L-R-R 71 0 - Comb. L-T 0 0 - SB Left 11 1 1 1 SB Left 1 206 0 - 0 | 2012 | W/ AMBIE | ENT GROV | НН | 2012 | W/ OTHE | R PROJE | CTS | 2012 | W/ PROP | OSED PR | DJEC |
| NB Left 87 1 87 Comb. L-T 0 - 117 Comb. L-T 163 1 117 Comb. T-R 163 1 117 Comb. L-T-R 1 117 Comb. L-T-R 0 - 117 SB Left 11 1 1 1 Comb. L-T 206 1 - 206 Comb. T-R 206 1 - 206 | Added Volume | Total Volume | No. of Lanes | Lane Volume | Added Volume | Total Volume | No. of Lanes | Lane Volume | Volume | Total Volume | No. of Lanes | Lan Volur |
| Comb. L-T 0 - 117 NB Thru 163 1 117 CRMb. T-R 163 1 117 NB Right 71 0 - 117 Comb. L-T-R 0 - 11 SB Left 11 1 1 1 Comb. L-T 206 1 206 Comb. T-R 0 - 0 - 0 - 117 | 6 2 | 96 | - | 96 | 14 | 110 | - | 110 | O | 110 | - | - |
| Comb. T-R 1 117 NB Right 71 0 - Comb. L-T-R- 0 - SB Left 11 1 11 Comb. L-T 206 1 - 206 Comb. T-R 0 - | 7 16 | 180 | 0 | - 129 | * | 181 | 0 | - 139 | n | 184 | 0 - | , , |
| SB Left 11 1 11 Comb. L-T 0 - 1 SB Thru 206 1 206 Comb. T-R 0 - | 7 7 | 78 | -00 | 129 | 20 | 86 | -00 | - 139 | o | 86 | -00 | ÷ |
| Comb. L-1 0 - SB Thru 206 1 206 Comb. T-R 0 - | 1 | 13 | - (| 13 | 13 | 26 | - 0 | 26 | 0 | 26 | - (| |
| Comb. T-R 0 - | 6 21 | 227 | ⊃ ← (| - 227 | - | 228 | o ← (| 228 | 2 | 230 | o ← (| ۲۷ י |
| SB Right 144 1 144 Comb. L-T-R - 0 | 4 | 158 | 0-0 | 158 | თ | 167 | 0-0 | - 167 | 0 | 167 | 0-0 | ÷- |
| EB Left 79 1 79 Comb I T 0 | 8 | 87 | | 87 | 16 | 103 | - c | 103 | 0 | 103 | - c | - |
| EB Thru 1194 1 656 | 6 119 | 1313 | ⊃ - | 722 | 118 | 1431 | · | 792 | - | 1432 | ⊃ ~ - · | |
| Comb. T-R 1 656 EB Right 119 0 - Comb. L-T-R 0 0 | 12 | 130 | -00 | - 122 | 22 | 152 | -00 | - 192 | o | 152 | -00 | |
| WB Left 75 1 75 | 5 7 | 82 | - | 82 | 13 | 35 | - | 95 | o | 95 | - | |
| Соты. L-T 0 - WB Thru 1146 1 578 С т 576 | 8 115 | 1261 | 0 | 635 635 | 77 | 1338 | 0 | - 676 676 | - | 1339 | 0 1 | , , |
| Сопы. I-к 9 0 - WB Right 9 0 - Comb. L-T-R - 0 | 0 | 10 | - 0 0 | | Ω | 15 | - 0 0 | | o | 15 | - 0 0 | 1 |
| Crit. Volumes: N-S: 293 E-W: 731 SUM: 1024 | 6 + 4 | | N-S: E-W: SUM: | 323 804 1127 | | | N-S: E-W: SUM: | 338 887 1225 | | | N-S: E-W: SUM: | 3 12 8 3 |
| No. of Phases: 2 | 2 | | | 2 | | | | 2 | | | | |
| Volume / Capacity: [1] 0.613 Level of Service: B | 3 | | [2] | 0.651 B | | | [2] | 0.717 C | | | [2] | 0.7 C |

0-0-0

792

792

677

0 ~ -00

677

141

-00

Volume Lane

No. of Lanes

Total Volume Volume

Added

Volume Lane

2012 W/ MITIGATION

888 1227

N-S: E-W: SUM:

888 1227

0.718

0.718

N

O

 Right turns on red from excl. lanes =
 50% of overlapping left turn.

 [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.

 [2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

Tyrone Avenue/Beverly Glen Boulevard Ventura Boulevard Westfield Fashion Square /1-05-3606-1 : CMA5 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Tyrone Avenue/Beverly Glen Boulevard @ Ventura Boulevard Peak Hour: PM Annual Growth: 2.00% Annual Growth:

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | | 2007 E | XIST. TRA | FFIC | 2012 | W/ AMBI | ENT GROW | H | 2012 \ | VI OTHEF | ROJEC | CTS | 2012 \ | NI PROP | OSED PR | OJECT | 2012 | W/ MITIG | ATION | |
|--|-------------------|------------------|-----------|--------|--------|---------|-----------|--------|--------|----------|-----------|--------|--------|---------|---------|--------|--------|----------|----------------|--------|
| | | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| | Movement V | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | NB Left | 190 | - | 190 | 19 | 209 | - | 209 | 28 | 237 | - | 237 | O | 237 | - | 237 | 0 | 237 | ~ 1 | 237 |
| | Comb. L-T | | 0 | | | | 0 | | | | 0 | | ! | | 0 | | | i | 0 | - |
| | NB Thru | 557 | . | 347 | 56 | 613 | · | 382 | - | 614 | . | 391 | 10 | 624 | | 396 | 0 | 624 | | 396 |
| | Comb. T-R | | - | 347 | | | • | 382 | 1 | 1 | 1 | 391 | | | - (| 396 | | 10, | - (| 395 |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | NB Right | 137 | 0 | ۱ | 14 | 151 | 0 | • | 16 | 167 | 0 0 | • | o | 16/ | 0 0 | , | C | 167 | 5 0 | • |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 5 | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | SB Left | 36 | F | 36 | 4 | 40 | + | 40 | 10 | 50 | F | 50 | 0 | 50 | - | 50 | 0 | 50 | - | 50 |
| BETHUR 277 1 2.07 30 37 1 327 1 328 1 328 12 340 0 340 1 340 0 340 1 340 0 340 1 340 0 340 1 340 0 340 1 340 0 340 1 340 0 340 1 370 0 137 1 170 1 138 1 1 709 0 133 1 1 709 0 138 11 1 703 0 148 144 1 124 1 576 112 137 1 1 634 138 1 1 700 5 138 1 1 703 0 138 1 1 703 0 138 1 1 703 0 138 1 1 703 0 138 1 1 703 0 138 1 1 703 0 138 1 1 703 0 138 1 1 703 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 138 1 1 703 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Comb. L-T | | 0 | ı | | | 0 | , | | | 0 | , | | | 0 | ï | | | 0 | , |
| Comb. L-T.R. 0 - 6 2 0 - 6 0 - 6 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 0 - 0 137 1 137 1 137 0 137 0 137 1 137 0 137 0 137 0 137 0 137 1 137 0 137 0 137 1 137 0 137 0 137 0 137 1 137 0 137 0 137 1 137 0 137 1 137 0 137 1 137 1 137 1 137 1 137 1 137 1 137 1 137 1 137 1 137 1 137 1 137 1 137 131 131 <t< td=""><td>SB Thru</td><td>297</td><td>-</td><td>297</td><td>90</td><td>327</td><td></td><td>327</td><td>-</td><td>328</td><td>-</td><td>328</td><td>12</td><td>340</td><td>-</td><td>340</td><td>0</td><td>340</td><td>-</td><td>340</td></t<> | SB Thru | 297 | - | 297 | 90 | 327 | | 327 | - | 328 | - | 328 | 12 | 340 | - | 340 | 0 | 340 | - | 340 |
| BRIGHT 56 1 56 6 2 1 56 6 2 1 52 23 85 1 85 0 8 1 85 0 85 1 85 0 85 1 85 0 85 1 85 0 85 1 85 0 85 1 137 1 1 137 1 1 137 1 1 137 1 1 137 0 137 1 1 137 0 137 1 1 137 0 137 1 1 137 0 137 1 1 137 0 137 1 1 137 0 137 1 1 137 0 133 1 1 709 0 1332 1 1 709 0 1332 1 1 709 0 1302 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Comb. T-R | | 0 | , | | | 0 | , | | | 0 | 1 | | | 0 | | | | 0 | |
| | SB Right | 56 | - | 56 | 9 | 62 | - | 62 | 23 | 85 | - | 85 | 0 | 85 | | 85 | 0 | 85 | - | 85 |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Comb.L-T 0 - 0 0 - 0 0 - 0 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0< | FRIeft | 109 | F | 109 | 11 | 120 | | 120 | 17 | 137 | - | 137 | 0 | 137 | - | 137 | 0 | 137 | - | 137 |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Comb. L-T | | 0 | | | | 0 | • | | | 0 | , | | | 0 | | | | 0 | , |
| Comb.T-R 1 579 1 637 1 707 1 708 1 709 1 709 1 709 1 709 1 709 1 709 1 709 1 709 1 709 1 709 1 709 0 1 709 0 1 709 0 1 709 0 1 709 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 0 1 700 | EB Thru | 1099 | - | 579 | 110 | 1209 | - | 637 | 118 | 1327 | - | 707 | S | 1332 | - | 209 | 0 | 1332 | - | 607 |
| | Comb. T-R | | - | 579 | | | - | 637 | | | - | 707 | | | | 709 | | | | 602 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | EB Right | 58 | 0 | | 9 | 64 | 0 | ١ | 22 | 86 | 0 | , | D | 86 | 0 | | 0 | 86 | 0 | |
| WB Left 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 146 1 157 0 12 172 0 172 0 172 0 172 1 173 0 2 172 0 172 0 172 0 172 0 1 173 0 2 0 2 0 2 1 173 0 2 1 703 0 1 703 0 1 703 0 2 | Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Comb. L-T 0 - 703 0 1 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 703 0 - 103 0 - 103 </td <td>WB Left</td> <td>146</td> <td>F</td> <td>146</td> <td>15</td> <td>160</td> <td>-</td> <td>160</td> <td>12</td> <td>172</td> <td>-</td> <td>172</td> <td>0</td> <td>172</td> <td>-</td> <td>172</td> <td>0</td> <td>172</td> <td>-</td> <td>172</td> | WB Left | 146 | F | 146 | 15 | 160 | - | 160 | 12 | 172 | - | 172 | 0 | 172 | - | 172 | 0 | 172 | - | 172 |
| WB Thriu 1124 1 576 112 1237 1 634 126 1363 1 700 5 1368 1 703 0 1368 1 703 Comb. T-R 1 576 1 2 1237 1 634 12 703 1 700 5 1368 1 703 0 1368 1 703 Comb. L-T-R 0 - 3 31 0 - 7 38 0 - 0 38 0 - 0 38 0 - 0 38 0 - 7 0 - 7 0 - 7 0 - 3 0 - 7 0 - 3 0 - 7 0 - 3 0 - 7 0 - 3 0 - 7 0 | Comb. L-T | | 0 | 1 | | | 0 | , | | | 0 | , | | | 0 | | | | 0 | , |
| Comb. T-R 1 576 1 634 1 700 1 703 0 38 0 - 703 1 703 0 38 0 - 703 1 703 1 703 1 703 0 38 0 - 703 1 703 1 703 0 38 0 - 703 1 703 1 703 1 703 1 703 1 703 1 703 1 <td>WB Thru</td> <td>1124</td> <td></td> <td>576</td> <td>112</td> <td>1237</td> <td>-</td> <td>634</td> <td>126</td> <td>1363</td> <td>-</td> <td>700</td> <td>ŝ</td> <td>1368</td> <td>-</td> <td>703</td> <td>0</td> <td>1368</td> <td>-</td> <td>703</td> | WB Thru | 1124 | | 576 | 112 | 1237 | - | 634 | 126 | 1363 | - | 700 | ŝ | 1368 | - | 703 | 0 | 1368 | - | 703 |
| WB Right 28 0 - 3 31 0 - 7 38 0 - 0 38 0 - 0 38 0 - 0 38 0 - 0 38 0 - 0 0 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 | Comb. T-R | | - | 576 | | | | 634 | | | - | 700 | | | | 703 | | | - | 703 |
| Comb. L-T-R- 0 0 0 0 0 0 Crit. Volumes: N-S: 537 N-S: 566 N-S: 578 N-S: 578 Crit. Volumes: N-S: 797 E-W: 879 E-W: 881 E-W: 881 F.W: 1212 SUM: 1333 SUM: 1444 SUM: 1459 SUM: 1459 No. of Phases: 2 </td <td>WB Right</td> <td>28</td> <td>0</td> <td>,</td> <td>m</td> <td>31</td> <td>0</td> <td>1</td> <td>7</td> <td>38</td> <td>0</td> <td>,</td> <td>0</td> <td>38</td> <td>0</td> <td>ı</td> <td>0</td> <td>38</td> <td>0</td> <td>,</td> | WB Right | 28 | 0 | , | m | 31 | 0 | 1 | 7 | 38 | 0 | , | 0 | 38 | 0 | ı | 0 | 38 | 0 | , |
| Crit. Volumes: N-S: 488 N-S: 578 NS 1459 SUM: 1459 | Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| E-W: 724 E-W: 797 E-W: 879 E-W: 881 E-W: 881 SUM: 1212 SUM: 1333 SUM: 144 SUM: 1459 SUM: 1459 No. of Phases: 2 2 2 2 2 2 2 2 Volume / Capacity: [1] 0.738 [2] 0.789 [2] 0.863 [2] 0.873 [2] 0.873 Level of Service: C C D D D D D D D D D | Crit. Volumes: | | N-S: | 488 | | | N-S: | 537 | | | N-S: | 566 | | | N-S: | 578 | | | N-S: | 578 |
| SUM: 1212 SUM: 1333 SUM: 1459 SUM: 1459 <th< td=""><td></td><td></td><td>E-W:</td><td>724</td><td></td><td></td><td>Е-W:</td><td>797</td><td></td><td></td><td>E-W:</td><td>879</td><td></td><td></td><td>Е-W:</td><td>881</td><td></td><td></td><td>E-W:</td><td>881</td></th<> | | | E-W: | 724 | | | Е-W: | 797 | | | E-W: | 879 | | | Е-W: | 881 | | | E-W: | 881 |
| No. of Phases: 2 <th2< th=""> 2 <th2< th=""> <t< td=""><td></td><td></td><td>SUM:</td><td>1212</td><td></td><td></td><td>SUM:</td><td>1333</td><td></td><td></td><td>SUM:</td><td>1444</td><td></td><td></td><td>SUM:</td><td>1459</td><td></td><td></td><td>SUM:</td><td>1459</td></t<></th2<></th2<> | | | SUM: | 1212 | | | SUM: | 1333 | | | SUM: | 1444 | | | SUM: | 1459 | | | SUM: | 1459 |
| Volume / Capacity: [1] 0.738 [2] 0.863 [2] 0.873 [2] 0.873 Level of Service: C D D D D D | No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 7 | | | | 2 |
| | Volume / Canac | itv [.] | E | 0 738 | | | [2] | 0.789 | | | [2] | 0.863 | | | [2] | 0.873 | | | [2] | 0.873 |
| | l evel of Service | | 2 | 0 | | | I | J | | |] | ٥ | | |] | | | | | |
| | | | | , | | | | | | | | | | | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes. 55% of volume is assigned to heavier lane. 70% of volume is assigned to exclusive lane. 70% of volume is assigned to exclusive lane. 71% of volume is assigned to exclusive lane. 71% of volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% of volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume is assigned to exclusive stare. 71% volume stare. 71% volume stare. 71% volume stare. 71% volume stare. 71% volume volume stare. 71% volume

Hazelitine Avenue Magnolia Boulevard Westfield Fashion Square /1-05-3606-1 CMA6

N-S St: E-W St: Project: File Name:

CRITICAL MOVEMENT ANALYSIS

Hazetitine Avenue @ Magnolia Boulevard Peak Hour: AM Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/05/2008 2007 2012

| | 2007 EXIS No. | ST. TRAFFIC of Lane | 2012 Added | W/ AMBII Total | ENT GROM No. of | ИТН Lane | 2012 V Added | W OTHEI Total | R PROJEC No. of | TS Lane | 2012 \ Added | W/ PROP Total | OSED PRC No. of | DJECT Lane | 2012 V Added | N/ MITIG. Total | ATION No. of | Lane |
|-----------------------|-------------------------|---|---|---|---|---|---|--------------------------------------|-------------------------------------|---------------------|-----------------|------------------|----------------------|--------------------|-----------------|--------------------|----------------------|--------------------|
| Movement NR Left | Volume Lar 78 | 1 78 | | RG | Lanes | volume 86 | | | | 16 | | VOILITIE | | volume 92 | | Volume 92 | | volume 92 |
| Comb. L-T | | - 0 | , ; | | • • • | | | | 0 | , L , C | · (| | 0 7 | , , | | | 0, | , r , |
| Comb. T-R | 144 | 1 252 | 44 | 485 | | 277 | 4 | 499 | | 282 | ŋ | 206 | | 287 | D | Zne | | 287 |
| NB Right | 62 | | Ð | 69 | 00 | 1 | ю | 72 | 00 | | 0 | 72 | 00 | | 0 | 72 | 00 | 1 |
| | | þ | | | 5 | | | | | | | | 5 | | | | > | |
| SB Left Comb 1-T | 126 | 1 126 0 - | 13 | 138 | - c | 138 | ÷ | 137 | c | 137 - | 0 | 137 | - c | 137 | 0 | 137 | c | 137 |
| SB Thru | 813 | 1 453 | 81 | 895 |) 1 | 498 | 13 | 908 |) 1 | 505 | 7 | 915 | , , , | 508 | 0 | 915 |) - | 508 |
| Comp. I-K SB Right | 69 | - 403 | 6 | 102 | - 0 | 1 430 | 0 | 102 | - 0 | CDC , | 0 | 102 | - 0 | 800C ' | 0 | 102 | - 0 | 80c - |
| Comb. L-T-R . | | o | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 57 | 1 57 | 9 | 63 | - c | 63 | - | 64 | c | 64 | 0 | 64 | c | 64 | 0 | 64 | c | 64 |
| COMU. L-1 EB Thru | 822 | 1 479 | 82 | 904 | | 527 | 23 | 927 | | 541 | ο | 927 | | 541 | ο | 927 | C | - 541 |
| Comb. T-R | 136 | 1 479 | Ţ | 150 | c | 527 | v | 155 | - c | 541 | Ŧ | 156 | C | 541 | c | 156 | C | 541 |
| Comb. L-T-R - | 2 | , | ţ | 2 | 00 | 1 | נ | 3 | 00 | 1 | - | 2 | 00 | ı | 2 | 2 | 00 | 1 |
| WB Left Comb - T | 147 | 1 147 | 15 | 161 | c | 161 | 2 | 163 | - c | 163 | - | 164 | - c | 164 | 0 | 164 | c | 164 |
| WB Thru | 964 | 1 541 | 96 | 1060 |) - | 595 | с | 1063 | o ← · | 595 | ο | 1063 | o ← · | 595 | 0 | 1063 | o · | 595 |
| Comb. T-R | 118 | 1 541 | ¢ | 129 | c | 595 | ĉ | 197 | c | 595 | c | 107 | - c | 595 | c | 101 | ~ c | 595 |
| Comb. L-T-R - | 2 | 00 | 1 | 2 | 00 | | 1 | į | 00 | | 5 | 1 | 00 | | þ | 1 | 00 | |
| Crit. Volumes: | N N N N N | S: 531 N: 626 M: 1156 | | | N-S: E-V: SUM: | 584 688 1272 | | | N-S: E-W: SUM: | 596 704 1300 | | | N-S: E-W: SUM: | 600 706 1306 | | | N-S: E-W: SUM: | 600 706 1306 |
| No. of Phases | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Capa | acity: | [1] 0.701 | | | [2] | 0.748 | | | [2] | 0.766 | | | [2] | 0.770 | | | [2] | 0.770 |
| Level of Servic | e: | о : | | | | U | | | | U | | | | U | | | | U |
| Assumptions | : Maxi For c Righ | imum Sum of Cr. dual turn lanes, one excl. and on t turns on red frc c ratio includes | itical Volume 55% e opt. tum la m excl. lane a 0.07 reduc | es (Interse of volum ane, es = tion due t | ction Capac e is assigne 70% o 50% o o installatior | city): 2 Phasi of to heavier of volume is of ATSAC | e=1500, 3 lane. assigned to g left turn. as part of t | Phase=1.) exclusiv the Victor | 425, 4+ Ph e lane. y System N | ase=1375, Io. 6. | Unsignalize | ed=1200. | | | | | | |
| | (z) | /C Fallos felleut a | ייים וומטוומו | 13 reaucuc | vn ane to nv | e Tuture cityv | NDE A LOT | , 01 H/D | system mon | allauon. | | | | | | | | |

Hazeltine Avenue Magnolia Boulevard Westfield Fashion Square /1-05-3606-1 CMA6 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Hazetitine Avenue @ Magnolia Boulevard Peak Hour: Annual Growth: 2.00%

Date: Date of Count: Projection Year:

| 08/05/2008 | 2007 | |
|------------|---------------------------------|--|
| ite: | ite of Count: diection Year: | |

| | 2007 E | EXIST. TR | AFFIC | 2012 V | V/ AMBIE | ENT GROV | ЧТН | 2012 V | // OTHEF | ROJEC | TS | 2012 V | // PROPC | DRED PRC | JECT | 2012 | W/ MITIG/ | ATION | |
|----------------------|--------|---------------|--------------------|-------------|-------------|--------------|----------------|-----------|----------|-------------------|-------------|------------|----------|----------|------------|--------|-----------|------------|--------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement \ | Volume | Lanes | Volume | Volume \ | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| VB Left | 140 | ÷- (| 140 | 14 | 154 | ÷ • | 154 | 5 | 159 | ~ (| 159 | 9 | 165 | (| 165 | 0 | 165 | ÷ (| 165 |
| Comb. L-T VB Thru | 858 | o - | - 502 | 86 | 944 | 0 | - 553 | 12 | 956 | 0 | - 559 | 31 | 986 | 0 ~ | - 574 | 0 | 986 | 0 - | - 574 |
| Comb. T-R | | - | 502 | | | - | 553 | | | - | 559 | | | - | 574 | | | - | 574 |
| VB Right | 147 | 0 | | 15 | 161 | 0 | 1 | - | 162 | o | ı | 0 | 162 | 0 | | 0 | 162 | 0 | • |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 66 | F | 66 | 10 | 109 | - | 109 | Ŀ. | 108 | - | 108 | 0 | 108 | - | 108 | 0 | 108 | - | 108 |
| Comb. L-T | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | , |
| SB Thru | 657 | · | 363 | 66 | 723 | | 66E | 16 | 739 | · | 408 | 29 | 768 | | 422 | 0 | 768 | | 422 |
| Comb. I-K | 69 | - 0 | 505 - | 7 | 76 | - 0 | 669 - | | 77 | - c | 408 | c | 77 | - c | 477 | C | 77 | - c | 422 |
| Comb. L-T-R - | 3 | 00 | | - | 2 | 00 | | - | : | 0 | | > | <u>:</u> | 00 | | 0 | 2 | 00 | 1 |
| EB Left | 111 | - | 111 | 11 | 122 | - | 122 | - | 123 | - | 123 | 0 | 123 | - | 123 | 0 | 123 | ← 1 | 123 |
| Comb. L-T | 0007 | 0 1 | - | 101 | 1100 | 0, | 100 | | | 0 • | , | c | 0011 | 0, | - | c | 0011 | 0 1 | - |
| Comb T-R | anni | | 022 627 | | 0 | | 000 685 | <u>+</u> | 1120 | | 694 694 | þ | 1120 | | 780 769 | 2 | 1120 | | 180 |
| EB Right | 239 | . 0 | | 24 | 263 | . 0 | | S | 268 | • 0 | | 9 | 274 | 0 | | 0 | 274 | . 0 | , |
| Comb. L-T-R - | | 0 | | | | o | | | | o | | | | 0 | | | | 0 | |
| VB Left | 102 | - c | 102 | 10 | 112 | - c | 112 | m | 115 | ~- c | 115 | 9 | 121 | c | 121 | 0 | 121 | c | 121 |
| VB Thru | 512 | | 285 | 51 | 563 | - c | 314 | 1 | 574 | o ← | 319 | 0 | 574 | → ~ | 319 | 0 | 574 | ⊃ | 319 |
| Comb. T-R | | - | 285 | | | - | 314 | | | | 319 | | | - | 319 | | | - | 319 |
| WB Right | 59 | 0 | ı | 9 | 65 | 0 | , | 7 | 64 | 0 | ı | 0 | 64 | 0 | | 0 | 64 | 0 | , |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 601 | | | N-S: | 661 | | | N-S: | 667 | | | N-S: | 682 | | | N-S: | 682 |
| | | : М-Ш | 724 | | | Е-W: | 797 | | | E-W: | 809 | | | E-W: | 818 | | | Е-W: | 818 |
| | | SUM: | 1325 | | | SUM: | 1458 | | | SUM: | 1476 | | | SUM: | 1500 | | | SUM: | 1500 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 7 | | | | 2 |
| Volume / Capac | xity: | E | 0.814 | | | [2] | 0.872 | | | [2] | 0.884 | | | [2] | 0.900 | | | [2] | 0.900 |
| evel of Service | | | D | | | | 0 | | | | D | | | | ٥ | | | | ٥ |
| Accumptions: | • | , minimut | ی سی مرز ان مرززم. | of Mahiman | (Interest | -tion Canad | -itul: 0 Dhare | 1500.21 | /h-ose4C | 10E 44 Dh | 1375 1 | orilenniau | 4-1200 | | | | | | |
| Assumption is. | | VIAXIMUM VIAN | | al vuluinas | י וווובוסבר | נווחוו כפהפי | TIM. Z LIGON | 10 0001-P | DODEL | 21 12 12 10 10 10 | ם יירי הי ה | atileuhisu | - 1200. | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping lang the Victory System No. 6. [1] vic ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System installation. [2] vic ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

Hazeltine Avenue Riversida Drive Westfield Fashion Square /1-05-3606-1 CMA7 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Riverside Drive Peak Hour: AM Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/05/2008 2007 2012

| | 2 2000 | VIET TD | VEELO | N 6106 | | NT CDOM | | AL 010 L | | | 10 | 1 6 1 0 6 | | | | 2042 | NI MITIC | NTION | | |
|-----------------------|--------|----------------|--------------|------------|-----------|-------------|---------------|------------|--------------|------------|-------------|------------|--------------|---------|----------|--------|--------------|--|----------|--|
| | | | | | | | <u> </u> | | | | 2 . | | | | | | | | | |
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement Vi | olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | |
| NB Left | 61 | ~ (| 61 | g | 67 | - (| 67 | 0 | 67 | ← (| 67 | 5 | 69 | (| 69 | o | 69 | (| 69 | |
| Comp. L-1 | 636 | э r | 101 | 36 | 000 | э r | , | 1 | V + V |) (| - | Ŧ | A16 | э r | - 200 | c | 415 | э r | - - | |
| NB 1/1/U Comb. T-R | 505 | V 0 | 0 | | 000 | 0 0 | nn7 - | 2 | 4 | v 0 | 102 - | - | 1 | V 0 | 5002 , | C | 1 | N 0 | onz - | |
| NB Right | 121 | - | 121 | 12 | 133 | ~ | 133 | 7 | 140 | - | 140 | 0 | 140 | - | 140 | 0 | 140 | | 140 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| SB Left | 205 | - | 205 | 20 | 225 | - | 225 | 9 | 231 | - | 231 | 2 | 236 | - | 236 | 0 | 236 | - | 236 | |
| Comb. L-T | | 0 | | | | 0 | | | | 0 | , | | | 0 | • | | | 0 | 1 | |
| SB Thru | 860 | | 463 | 86 | 946 | - | 510 | 15 | 961 | - | 518 | 7 | 968 | - | 522 | 0 | 968 | - | 522 | |
| Comb. T-R | | - | 463 | | | - | 510 | | | | 518 | | | - | 522 | | | | 522 | |
| SB Right | 67 | 0 | | 7 | 73 | 0 | , | 2 | 75 | 0 | , | 0 | 75 | 0 | • | 0 | 75 | 0 | • | |
| Comb. L-T-R - | | 0 | | | | o | | | | 0 | | | | 0 | | | | 0 | | |
| EB Left | 24 | - | 24 | 2 | 26 | - | 26 | - | 27 | | 27 | 0 | 27 | - | 27 | 0 | 27 | - | 27 | |
| Comb. L-T | | 0 | 1 | | | 0 | Ŧ | | | 0 | , | | | 0 | , | | | 0 | | |
| EB Thru | 740 | - | 403 | 74 | 815 | - | 443 | 30 | 845 | - | 458 | 8 | 853 | - | 464 | 0 | 853 | | 464 | |
| Comb. T-R | | - | 403 | | | | 443 | | | - | 458 | | | | 464 | | | - | 464 | |
| EB Right | 66 | 0 | • | 7 | 72 | 0 | | 0 | 72 | 0 | , | ო | 75 | 0 | , | 0 | 75 | 0 | | |
| Comb. L-T-R - | | 0 | | | | • | | | | 0 | | | | 0 | | | | 0 | | |
| WB Left | 344 | - 0 | 344 | 34 | 379 | c | 379 | 9 | 385 | - c | 385 | 0 | 385 | - c | 385 | 0 | 385 | c | 385 | |
| WB Thru | 844 | 2 0 | 422 | 84 | 626 | 2 ~ | - 464 | 24 | 953 | 2 0 | - 476 | 80 | 960 | 2 6 | , 480 | С | qen | <u>, </u> | - 480 | |
| Comb. T-R | 2 | 0 | ļ , | | | 0 | 2 | i | | 0 | , , |) | | 10 | | • | | 10 | | |
| WB Right | 138 | - | 138 | 14 | 152 | - | 152 | 9 | 158 | | 158 | ъ | 163 | * | 163 | 0 | 163 | | 163 | |
| Comb. L-T-R - | | 0 | | | | o | | | | 0 | | | | 0 | | | | o | | |
| Crit. Volumes: | | N-S: | 525 | | | N-S: | 577 | | | N-S: | 586 | | | N-S: | 591 | | | N-S: | 591 | |
| | | E-W: | 747 | | | Е-W: | 822 | | | Е-V: | 843 | | | Ч. М | 848 | | | E-W: | 848 | |
| | | SUM: | 1272 | | | SUM: | 1399 | | | SUM: | 1429 | | | SUM: | 1440 | | | SUM: | 1440 | |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 | |
| Volume / Capacit | , A | E | 0.778 | | | Ξ | 0.863 | | - | Ξ | 0.882 | | | Ξ | 0.890 | | | [2] | 0.860 | |
| Level of Service: | | | с | | | | C | | | | D | | | | D | | | | 0 | |
| | | , | | of Mahimut | linterno | Concord and | | | | 40 47 361 | 122-1020 | . Innime I | 0007-70 | | | | | | | |
| Assumptions: | × | Jaximurn S | AUT OF CHIC. | al Volumes | (Intersec | TIDN Capac | ILY). Z FIIdS | 3=1000° 31 | PUBSe 14 | 170, 44 MG | ase=13/3, 1 | Unsignanze | 01z00. | | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left or the Victory System No. 6. [1] vc ratio includes a 0.07 reduction due to installation of ATSAC as part of thr. [2] vc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS. Note: Pass-by reductions not applied to this intersection per LADOT standards.

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Riverside Drive Peak Hour: PM Annual Growth: 2.00%

Date: Date of Count: Projection Year:

08/05/2008 2007 2012

| N-S St: E-W St: Project: File Name: Counts by: | Hazeltine Aven. Riverside Drive Westfield Fashi CMA7 Accutek | ue on Square /1-06 | 5-3606-1 | | | | Peak Houi Annual Gr | : owth: | PM 2.00% | | | | | | Date: Date of C Projectior | ount: 1 Year: | | 08/05/2008 2007 2012 |
|---|--|---|---------------------------|-------------------|----------------------|-----------------------|---|-------------------|----------------------|-----------------------------|-------------------------|----------------------------|----------------------------|----------------------------|----------------------------------|-----------------------------|--------------------------|-----------------------------|
| Movement | 2007 EXIST No. o Volume | : TRAFFIC of Lane | 2012 V Added Volume | V/ AMBIE Total | INT GROW No. of | VTH Lane Volume | 2012 V Added Volume | V/ OTHE Total | R PROJEC No. of | CTS Lane Volume | 2012 Added Volume | W/ PROF Total Volume | OSED PR No. of Lanes | OJECT Lane Volume | 2012 Added Volume | W/ MITIG Total Volume | ATION No. of Lanes | Lane Volume |
| NB Left Comb. L-T | 136 | 1 136 0 - | 41 | 150 | - 0 | 150 | 0 | 150 | -0 | 150 | 17 | 167 | - O | 167 | o | 167 | -0 | 167 |
| NB Thru Comb. T-R NB Right Comb. L-T-R | 844 249 - | 2 422 0 - 249 0 | 84 25 | 929 273 | 0 - 0 0 | 464 - 273 | 15 | 944 277 | 0-01 | 472 - 277 | 00 | 953 277 | 0700 | 476 - 277 | 0 0 | 953 277 | N O T O | - 476 - 277 |
| SB Left Comb. L-T SB Thru Comb. T-R SB Right Comb. L-T-R | 168 795 93 | 1 168 0 1 444 1 444 0 - 4444 0 1 4444 | 17 79 9 | 185 874 102 | - 0 0 0 | 185 488 488 | Ω <u>∞</u> ≁ | 190 892 103 | -000 | 190 - 497 - 497 - | 19 27 0 | 209 919 103 | -000 | 209 511 511 | 000 | 209 919 103 | -000 | - 209 - 511 - 511 |
| EB Left Comb. L-T EB Thru Comb. T-R EB Right Comb. L-T-R | 92 610 115 | 1 92 0 ' 363 1 363 0 ' 363 | 9 61 12 | 101 672 127 | -000 | 101 3399 399 | 0 30 2 | 103 702 127 | -000 | 103 414 414 | 0 31 12 | 103 733 139 | -000 | 103 - 436 - 436 - | 0 0 0 | 103 733 139 | -000 | - 103 - 436 - 436 |
| WB Left Comb. L-T WB Thru Comb. T-R WB Right Comb. L-T-R | 229 587 179 - | 1 229 0 - 293 0 - 179 1 179 | 23 59 18 | 252 645 197 | -0N0-0 | 252 - 323 - 197 | 2 3 5 2 5 2 5 2 5 2 5 2 5 2 5 2 5 5 2 5 | 257 680 202 | -000-0 | 257 - 340 - 202 | 0 63 47 | 257 743 249 | -000-0 | 257 - 372 - 249 | 000 | 257 743 249 | -000-0 | _ 257 _ 372 _ 249 |
| Crit. Volume: | ы: N-N SUM SUM | : 591 : 592 : 1182 | | | N-S: E-W: SUM: | 650 651 1301 | | | N-S: E-W: SUM: | 662 671 1333 | | | N-S: E-W: SUM: | 686 692 1378 | | | N-S: SUM: SUM: | 686 692 1378 |
| No. of Phase | igi i | 2 | | | | 2 | | | | 2 | | | | 2 | | | | N |
| Volume / Cal Level of Serv | pacity: ice: | [1] 0.718 C | | | E | 0.797 C | | | E | 0.819 D | 1 - - | | [1] | 0.849 D | | | [2] | 0.819 D |
| Assumption | s: Maxim | um Sum of Crit | ical Volumes | (Intersed | tion Capac | ity): 2 Phas | e=1500, 3 | Phase=1 | 1425, 4+ PI | hase=1375, | Unsignalizı | ed=1200. | | | | | | |

Maximum Sum of Critical Volumes (intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsig For dual lum lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] Vc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] vc ratio reflects reduction of additional 0.03 due to the miligation measure consisting of the upgrade to ATCS. Note: Pass-by reductions not applied to this intersection per LADOT standards.

Hazeltine Avenue Fashion Square Lane Westfield Fashion Square /1-05-3606-1 CMA8 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Fashion Square Lane Peak Hour: AM Annual Growth: 2.0%

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | 2007 E | XIST. TR | AFFIC | 2012 | W/ AMBI | ENT GROM | HL | 2012 | N/ OTHEF | ROJEC | CTS | 2012 | NI PROP | OSED PR(| DJECT | 2012 | W/ MITIG/ | ATION | |
|------------------|--------|----------|---------------|------------|-------------|----------------|------------|--------|----------|-------------|--------|--------------|---------|----------|--------|--------|-----------|------------------|--------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB Left | 12 | •- | 12 | ~ ~ | 14 | +- | 14 | 0 | 4 | - | 14 | 0 | 14 | - | 14 | 0 | 14 | - | 14 |
| Comb, L-T | | 0 | , | | | 0 | • | | | 0 | • | | | 0 | • | | : | 0 | |
| NB Thru | 523 | - | 273 | 52 | 575 | +- | 300 | 22 | 597 | - | 311 | - | 598 | | 314 | 0 | 598 | - | 314 |
| Comb. T-R | | | 273 | | | ~ | 300 | | | - | 311 | | | - | 314 | | | | 314 |
| NB Right | 23 | 0 | , | 2 | 25 | 0 | 1 | 0 | 25 | 0 | | ъ | 30 | 0 | | 0 | 30 | 0 | |
| Comb. L-T-R - | | o | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 44 | - | 44 | 4 | 48 | - | 48 | ¢ | 48 | ļ. | 48 | 10 | 58 | - | 58 | С | 58 | F | 22 |
| Comb. L-T | | 0 | : | | ! | . 0 | ! | • | 2 | 0 | : | 2 | 8 | · o | 3 | 0 | 8 | - 0 | |
| SB Thru | 1180 | - | 594 | 118 | 1298 | - | 653 | 22 | 1320 | - | 664 | 0 | 1320 | - | 664 | 0 | 1320 | - | 664 |
| Comb. T-R | | - | 594 | | | - | 653 | | | | 664 | | | - | 664 | | | . | 664 |
| SB Right | 7 | 0 | , | | 80 | 0 | , | 0 | 80 | 0 | t | 0 | œ | 0 | , | 0 | 60 | 0 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | o | | | | 0 | |
| EB Left | 2 | - | 2 | 0 | 2 | - | 2 | 0 | 2 | - | 2 | 0 | 2 | - | 2 | C | 6 | - | 6 |
| Comb, L-T | | 0 | , | | | 0 | , | | I | 0 | | I | I | c | • | • | 1 | · c | 1 |
| EB Thru | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 00 | , | 0 | 0 | 00 | , | 0 | C | | |
| Comb. T-R | | ~ | 7 | | | • • | 80 | | | | 80 | 1 | , | | 8 |) | • |) - - | 80 |
| EB Right | 7 | 0 | 1 | - | 8 | 0 | • | 0 | 80 | 0 | | 0 | 80 | 0 | , | 0 | 8 | . 0 | , |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | o | |
| WB Left | - | 1 | - | P | - | - | - | 0 | + | - | - | 3 | 4 | - | 4 | 0 | 4 | - | 4 |
| Comb. L-T | | 0 | , | | | 0 | ŀ | | | 0 | , | | | 0 | , | | | 0 | • |
| WB Thru | 0 | 0 | , | 0 | 0 | 0 | , | 0 | D | 0 | | 0 | 0 | 0 | ı | 0 | 0 | 0 | , |
| Comb. T-R | | | 2 | | | | 7 | | | - | 2 | | | 0 | • | | | 0 | |
| WB Right | 7 | 0 | , | 0 | 2 | 0 | , | 0 | 7 | 0 | , | 2 | 4 | • | 4 | 0 | 4 | - | 4 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 606 | | | N-S: | 667 | | | N-S: | 678 | | | N-S: | 678 | | | N-S-N | 678 |
| | | E-W: | 80 | | | E-W: | თ | | | E-W: | თ | | | Е-W: | 12 | | | Е-W: | 12 |
| | | SUM: | 615 | | | SUM: | 676 | | | SUM: | 687 | | | SUM: | 690 | | | SUM: | 690 |
| No. of Phases: | | | m | | | | 6 | | | | ю | | | | ю | | | | ę |
| Volume / Capac | sity: | E | 0.361 | | | E | 0.404 | | | [1] | 0.412 | | | E | 0.414 | | | [2] | 0.384 |
| Level of Service | | | A | | | | A | | | | ٩ | | | | A | | |] | A |
| | | | | | | | | | | | | | | | | | | | |
| Assumptions: | W | aximum S | Jum of Critic | al Volume. | e l'Interse | ction Canac | Why 9 Dhas | | Dhacam14 | 10 TT 11 DF | 1076 | i Incination | 0001 | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes. 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. Ianes = 50% of overlapping lang. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] wc ratio redictors not additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS. Note: Pass-by reductions not applied to this intersection per LADOT standards.

Hazeltine Avenue Fashion Square Lane Westifield Fashion Square /1-05-3606-1 CMA8 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Fashion Square Lane Peak Hour: PM Annual Growth: 2.00%

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 2007 F | XIST TR | AFFIC | 2012 V | V/ AMBIE | NT GROW | E | 2012 V | VI OTHER | PROJEC | TS | 2012 V | VI PROPC | SED PRO | DUFCT | 2012 V | V MITIGA | NOIL | |
|--------------------------------------|---------------------|---|---|--|---|--|--|---|--|--|---------------------------------------|---------------------|----------|----------------------|-------------------|------------------|----------|----------------------|-------------------|
| | 1 1007 | | | Adad Adad | | | ane | Addad | Total | | | Addad A | | No of | 1 200 | 7 2012 7 4404 | | | - |
| Movement V | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume V | /olume | Lanes | Volume |
| NB Left | 1 | - | ÷ | - | 13 | , - 1 | £ţ | ο | 13 | ÷ | 13 | 0 | 13 | - | 13 | 0 | 13 | - | 13 |
| Comb. L-T NB Thru | 1013 | 0 | - 541 | 101 | 1114 | 0 | - 595 | 19 | 1133 | 0 - | 605 | ŝ | 1138 | 0 - | - 617 | 0 | 1138 | 0 - | - 617 |
| Comb. T-R NB Right | 22 | - 0 | 541 | 7 | 11 | - 0 | 595 - | 0 | 11 | - 0 | 605 - | 20 | 97 | O | 617 - | 0 | 97 | - 0 | 617 - |
| Comb. L-T-R - | | 0 | | | | o | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 206 | - | 206 | 21 | 227 | | 227 | 0 | 227 | - | 227 | 39 | 266 | 1 | 266 | o | 266 | + | 266 |
| Comb. L-T SB Thru | 878 | 0 ~ | - 441 | 88 | 996 | 0 | , 486 | 23 | 989 | 0 | - 497 | 0 | 989 | o - | - 497 | 0 | 989 | 0 | - 497 |
| Comb. T-R | . 1 | ÷- 1 | 441 | | | | 486 | | | - | 497 | | | - | 497 | | | | 497 |
| SB Right Comb. L-T-R - | a | 00 | ı | - | Q | 00 | • | o | œ | 00 | , | D | Q | 00 | 1 | D | œ | 00 | 1 |
| EB Left | 9 | - | 9 | F | 7 | + | <u> </u> | 0 | 7 | - | 7 | 0 | - | - | 7 | o | 7 | + | 7 |
| Comb. L-T | • | 0 0 | , | c | • | 0 0 | | G | • | 00 | , | (| | 0 0 | | | • | 0 | |
| Comb T.P | - | - C | , 7 | 5 | - | - c | ; | 0 | - | o - | - - | 0 | - | 0 + | • | D | - | 0 + | , , |
| EB Right | o | - 0 | 2 , | | 9 | - 0 | :, | 0 | 10 | - 0 | : | o | 10 | - 0 | : , | 0 | 10 | - 0 | - |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 76 | F | 76 | 8 | 84 | F | 84 | 0 | 84 | F | 84 | 20 | 104 | - | 104 | 0 | 104 | - | 104 |
| Comb. L-T WR Thru | ÷ | 00 | | c | * | 00 | | c | • | 00 | | C | ÷ | 0 0 | | c | Ŧ | 00 | |
| Comb. T-R | • | | 54 | • | • | | 59 | • | • | · | 59 | , | - | 00 | | 0 | - | 00 | |
| WB Right | 53 | 0 (| , | S | 58 | 0 | | 0 | 58 | 0 | , | 14 | 72 | (| 72 | 0 | 72 | . - | 72 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: E-W: SUM: | 747 86 834 | | | N-S: E-W: SUM: | 822 95 917 | | | N-S: E-W: SUM: | 831 95 926 | | | N-S: E-W: SUM: | 883 115 998 | | | N-S: E-W: SUM: | 883 115 998 |
| No. of Phases: | | | e | | | | ю | | | | e | | | | З | | | | ε |
| Volume / Capaci Level of Service: | ity: | Ξ | 0.515 A | | | E | 0.573 A | | | Ξ | 0.580 A | | | Ξ | 0.630 B | | | [2] A | 0.600 |
| Assumptions: | _ < u u u u u u u u | Maximum 5 For dual tu. For one exu Vight tums 1] v/c ratio 2] v/c ratio Lote: Pass. | Sum of Critic: m lanes, cl. and one o on red from includes a 0 reflects redu | al Volumes 55% pt. turn lar. excl. lanes .07 reducti iction of ac | i (Intersec ne, i = ion due to iditional 0 ied to this | of volume is of volume is 70% o 50% o installation 1.03 due to i intersectio | ity): 2 Phasi s assigned t f volume is i f overtappin, 1 of ATSAC the mitigatio | e=1500, 3 / o heavier /s assigned to g left turn. as part of t n measure T standard | Phase=14 ane. • exclusive he Victory consistin | t25, 4+ Ph e lane. r System f g of the up | ase=1375, . Vo. 6. ograde to A1 | Unsignalize 'CS. | d=1200. | | | | | | |
| | | | · · · · · · · · · · · · · · · | | | | | | | | | | | | | | | | |

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Moorpark Street Peak Hour: AM Annual Growth: 2.0%

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

47 146 146

,

Volume Lane

184 701

•

| N-S St: E-W St: Project: File Name: Counts by: | Hazeltine Moorpark Westfield CMA9 Accutek | Avenue Street Fashion Sc | quare /1-05- | 3606-1 | | | | Peak Hour Annual Gr | .: owth: | AM 2.0% | | | | | | Date: Date of Cc Projection | vunt: Year: | |
|--|---|---|---|--|---|--|---|---|-------------------------------------|---|------------------------------------|-------------|----------|--------------------|-------------|-----------------------------------|----------------|--------------------|
| | 2007 1 | EXIST. TRA | AFFIC | 2012 \ | V/ AMBIE | NT GROW | ТН | 2012 \ | V/ OTHEF | ROJEC | TS | 2012 V | VI PROP | DSED PRO | JECT | 2012 V | V/ MITIG/ | ATION |
| 1 | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes |
| NB Left | 43 | - 1 | 43 | 4 | 47 | (| 47 | 0 | 47 | c | 47 | ο | 47 | c | 47 | 0 | 47 | c |
| Comb. L-1 NB Thru | 215 | - c | - 121 | 22 | 237 | - c | 133 | 22 | 259 | ⊃ ← · | 145 | 2 | 261 | ⊃ . | , 146 | 0 | 261 |) - - • |
| Comb. T-R NB Right | 26 | - 0 0 | - 121 | ო | 29 | - 0 0 | - 133 | ы | 32 | - 0 0 | - 145 | O | 32 | - 0 0 | , 140 | o | 32 | - 0 0 |
| Comp. L-1-h | - | 5 | | | | | | ſ | 1.01 | , , | Y OT | | 101 | , | 101 | d | ro, | , , |
| SB Left Comb 1-T | 167 | - 0 | 167 | 17 | 184 | - 0 | - 184 | 0 | 184 | - 0 | - 184 | D | 184 | - 0 | 184 | þ | 184 | - 0 |
| SB Thru | 904 |) | 627 | 06 | 994 | | 689 680 | 21 | 1015 | | 200 | - | 1016 | | 701 | o | 1016 | + +- |
| SB Right | 349 | - 0 0 | - | 35 | 384 | - 0 0 | р род ч | Ö | 384 | - 0 0 | , | 2 | 386 | - 0 0 | - | 0 | 386 | - o c |
| Comb. L-1-h | - | Þ | | | | D | | | | 2 | | | | 5 | | | | 2 |
| EB Left | 93 | - c | 93 | 6 | 102 | c | 102 | 0 | 102 | c | 102 - | £ | 105 | c | 105 | 0 | 105 | - 0 |
| EB Thru | 392 | o ← (| 392 | 39 | 431 |) (| 431 | 42 | 473 |) (| 473 | 0 | 473 | - c | 473 | 0 | 473 | c |
| Comb. I-K EB Right | 52 | - c | 52 | ŝ | 57 | C | - 57 | 0 | 57 | ⊃ ~ · | 57 | 0 | 57 | ⊃ - - (| - 57 | ο | 57 |) (|
| Comb. L-T-F | , | 0 | | | | 0 | | | | 0 | | | | Ð | | | | c |
| WB Left | 86 | c | 86 | თ | 95 | т с | - 95 | 4 | 66 | - 0 | 66 , | 0 | 66 | - 0 | 66 ' | 0 | 66 | 0 |
| WB Thru | 711 |) , , , | 407 | 71 | 782 | | 447 | 22 | 804 | - - - | 458 458 | 0 | 804 | | 459 450 | 0 | 804 | ÷ ÷ |
| VB Right Comb. L-T-R | 102 | - 0 0 | - 407 | 10 | 112 | - 0 0 | - | ο | 112 | - 0 0 | 5 5 f | - | 113 | - 0 0 | 1 | o | 113 | - 0 0 |
| Crit Volume | | ·S-N | 669 | | | S-N | 736 | | | N-S: | 747 | | | N-S: | 748 | | | N-S: N-S: |
| | ż | ы М Ч | 499 1168 | | | і Х Ч | 549 1285 | | | М И | 572 1319 | | | N. N. | 572 1320 | | | E-W: SUM |
| | | .ivine | 0011 | | | CON. | 0071 | | | | 2 | | | | 040 | | | |
| No. of Phase | es: | | 7 | | | | 2 | | | | 5 | | | | 2 | | | |
| Volume / Ca | pacity: | [1] | 0.709 | | | [2] | 0.757 | | | [2] | 0.779 | | | [2] | 0.780 | | | [2] |
| Level of Sen | vice: | | 0 | | | | U | | | | U | | | | U | | | |
| Assumption | isi isi | Maximum S For dual tui For one exu Right turns [1] v/c ratio. | Sum of Critic m lanes, cl. and one v on red from includes a v | al Volume. 55% opt. turn la excl. lane 0.07 reduc. | s (Intersec of volume ne, s = tion due to 3 reductio | tion Capac is assigne 70% c 50% c installation | xity): 2 Phas d to heavieu if volume is of overlappiir n of ATSAC | ie=1500, 3 rlane. assigned t ng left tum. as part of wide ATSA | Phase=1 o exclusiv the Victor | 425, 4+ Pl e lane. y System i system ins | iase=1375, No. 6. tallation. | Unsignalize | 9d=1200. | | | | | |
| | • | | | | | | • | | | | | | | | | | | |

473

. , 57

66 459 459

,

105

748 572 1320

0.780

υ

2

Hazeltine Avenue Moorpark Street Westfield Fashion Square /1-05-3606-1 CMA Accutek

N-S St: E-W St: Project: File Name: Counts by:

Hazeltine Avenue @ Moorpark Street Peak Hour: PM Annual Growth: 2.00%

CRITICAL MOVEMENT ANALYSIS

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | 2007 | EXIST. TR | VAFFIC | 2012 V | V/ AMBIE | ENT GROW | TH | 2012 V | W OTHER | R PROJEC | TS | 2012 | NI PROP | OSED PR(| DJECT | 2012 W | V/ MITIGA | VTION | |
|-------------------------|--------|-----------|--------------|-------------|------------|----------------|----------------|----------|-------------|----------------|-------------|---------------|----------|--------------|------------|----------|-----------|--------------|----------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume V | /olume | Lanes | Volume |
| NB Left | 98 | - | 98 | 10 | 108 | (| 108 | 0 | 108 | (| 108 | 0 | 108 | (| 108 | 0 | 108 | ÷- 0 | 108 |
| Comb. L-T NB Thru | 479 | 0 - | , 266 | 48 | 527 | o ~ | - 292 | 18 | 545 | c | 302 | თ | 554 | - c | 307 | ο | 554 | - c | - 307 |
| Comb. T-R | | - | 266 | | | - | 292 | | | - | 302 | | , | - | 307 | | ; | . | 307 |
| NB Right Comb. L-T-R | - 52 | 00 | ı | ŝ | 57 | 00 | | 2 | 59 | 00 | · | 0 | 20 | 00 | | o | 29 | 00 | 1 |
| SB Left | 165 | - | 165 | 17 | 182 | - | 182 | 0 | 182 | - | 182 | 0 | 182 | , | 182 | 0 | 182 | - | 182 |
| Comb. L-T | 050 | 0 + | - 371 | 54 | 472 | o - | , 408 | 12 | 493 | 0 | 419 | ις. | 498 | 0 | - 427 | C | 498 | 0 | - 427 |
| Comb. T-R | | | 371 | P | Ì | | 408 | | | | 419 | b | 2 | | 427 | 5 | 2 | | 427 |
| SB Right | 313 | 0 | | 31 | 344 | ο | , | 0 | 344 | 0 | ı | 12 | 356 | 0 | , | o | 356 | 0 | 1 |
| Comb. L-T-R | | 0 | | | | 0 | | | | o | | | | 0 | | | | 0 | |
| EB Left | 303 | - | 303 | 30 | 333 | | 333 | 0 | 333 | - | 333 | 10 | 343 | - | 343 | 0 | 343 | + | 343 |
| Comb. L-T | 000 | 0, | - | ľ | | 0, | - | ç | | о , | | c | | 0, | - | c | | 0 • | , 11, |
| EB INTU Comb T D | 699 | - c | 600 | 9/9 | 95/ | - c | <u>م</u> در : | 80 | 4 | - c | t / 1 | 5 | 511 | - c | +// +// | D | 4 | - c | +// |
| Cullu, I-A EB Right | 93 | - כ | - 63 | σ | 102 | C | 102 | 0 | 102 | - c | 102 | 0 | 102 | 0 | 102 | 0 | 102 | C | 102 |
| Comb. L-T-R | | 0 | | | | 0 | | | | 0 | | | | o | | | | o | |
| WB Left | 76 | - | 76 | 80 | 84 | - | 84 | 2 | 86 | - | 86 | 0 | 86 | | 86 | 0 | 86 | - | 86 |
| Comb. L-T | | 0, | , 1 | c L | 500 | 0, | 1.90 | 00 | 0 1 0 | 0, | - 200 | c | 619 | 0 • | - 700 | c | 673 | 0, | 1 |
| | 670 | | 000 | 70 | | | 795 | 5 | 00 | | 200 | 2 | 20 | | 100 | o | 010 | | 785 |
| WB Right | 144 | - 0 | · · | 14 | 158 | - 0 | | 0 | 158 | - 0 | - | С | 161 | - 0 | inn , | 0 | 161 | - 0 | - |
| Comb. L-T-R | | O | | | | o | | | | 0 | | | | o | | | | o | |
| Crit. Volumes | | N-S: | 469 | | | N-S: | 516 | | | N-S: | 526 | | | N-S: | 535 | | | N-S: | 535 |
| | | :М- Ш | 745 | | | E-W: | 819 | | | E-W: | 859 | | | Е-W: | 859 | | | Е-W: | 859 |
| | | SUM: | 1214 | | | SUM: | 1335 | | | SUM: | 1386 | | | SUM: | 1394 | | | SUM: | 1394 |
| No. of Phases | | | 2 | | | - | 7 | | | | 2 | | | | 2 | | | | 2 |
| Volume / Cap | acity: | Ξ | 0.739 | | | [2] | 0.790 | | | [2] | 0.824 | | | [2] | 0.829 | | | [2] | 0.829 |
| Level of Servi | ice: | | ပ | | | | С | | | | D | | | | ۵ | | | | D |
| | | | | somilal las | (latomo | Seach adda | 2040 C -Main | 001100 | 1-00040 | 10 77 307 | 3757-0326 | l Incianalia. | 0001-000 | | | | | | |
| Assumption | | Naximum | SURI OF CIRC | Cal volumes | S linterac | CTION UBUAL | CILVI, Z Prido | e=1200.0 | ニーロクロコー | 4 Z D. 4 H T. | 0 101 - DOB | Ulisiuriant | | | | | | | |

.

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one exc. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left of the Victory System No. 6. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC/ATCS system Installation.

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Ventura Boulevard Peak Hour: AM AM 2.0% Annual Growth:

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| Hazeltine Avenue | Ventura Boulevard | Westfield Fashion Square /1-05-3606-1 | CMA10 | Accutek |
|------------------|-------------------|---------------------------------------|------------|------------|
| N-S St: | E-W St: | Project: | File Name: | Counts by: |

| | 2007 E | EXIST. TR | AFFIC | 2012 V | VI AMBI | ENT GROV | ΥТΗ | 2012 \ | W OTHEI | R PROJE | CTS | 2012 | W/ PROP | OSED PR | OJECT | 2012 | W/ MITIG | ATION | |
|-----------------|--------|-----------|---------------|-------------|------------|------------|---------------|-----------|---------|---------|------------|----------|----------|----------------|--------|--------|----------|----------------|--------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume | Lanes | Volume | Volume | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB I off | c | c | | c | c | с | | C | 0 | 0 | , | o | 0 | 0 | | o | 0 | o | • |
| Comb. L-T | > | 00 | | , | ı | 0 | | | 1 | 0 | | | | 0 | , | | | 0 | |
| NB Thru | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | 1 | 0 | 0 | 0 | , | o | o | 0 | 1 |
| Comb. T-R | | 0 | | | | 0 | , | | | 0 | , | | | 0 | | | | 0 | |
| NB Right | o | 00 | | 0 | 0 | 00 | 8 | 0 | 0 | 00 | ı | 0 | 0 | 0 0 | ŗ | 0 | 0 | 00 | , |
| | | 2 | | | | • | | | | • | | | | | | | | | |
| SB Left | 322 | 2 | 177 | 32 | 355 | 2 | 195 | - | 356 | 2 | 196 | 0 | 356 | 2 | 196 | 0 | 356 | 2 | 196 |
| Comb. L-T | | 0 | | | | 0 | , | • | | 0 | ı | C | . (| 0 0 | , | c | c | 0 0 | ı |
| SB Thru | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | ı | 0 | 0 | 0 0 | , | 0 | 0 | | ı |
| Comb. T-R | i | 0, | | 1 | | 0, | | 2 | 202 | 0 • | | Ţ | 202 | o , | - 202 | c | 282 | э г | - 585 |
| SB Right | 513 | - (| 513 | <u>0</u> | 204 | - (| 100 | 17 | 000 | - c | 000 | - | 000 | - c | 000 | > | 000 | - c | 000 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 5 | | | | c | | | | 5 | |
| EB Left | 96 | + | 96 | 10 | 105 | F | 105 | 24 | 129 | - | 129 | - | 130 | - | 130 | 0 | 130 | - | 130 |
| Comb. L-T | | 0 | ı | | | 0 | ı | | | 0 | | | | 0 | 1 | | | 0 | , |
| EB Thru | 1101 | 2 | 551 | 110 | 1211 | 2 | 606 | 154 | 1365 | 7 | 683 | 0 | 1365 | 7 | 683 | 0 | 1365 | 2 | 683 |
| Comb. T-R | | 0 | | | | 0 | ı | | | 0 | 1 | | | 0 | , | 1 | | 0 0 | , |
| EB Right | 0 | 0 | | 0 | 0 | 0 | I | 0 | 0 | 0 | ı | 0 | 0 | 0 0 | | o | o | 0 0 | , |
| Comb. L-T-R - | | 0 | | | | 0 | | | | o | | | | Ð | | | | þ | |
| WB Left | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | ٥ | 1 | 0 | ° | 0 | | 0 | 0 | 0 | - |
| Comb. L-T | | 0 | | | | 0 | , | | | 0 | ı | | | 0 | , | | | 0 | • |
| WB Thru | 1356 | • | 739 | 136 | 1492 | - | 813 | 93 | 1585 | - | 860 | 0 | 1585 | | 861 | 0 | 1585 | ~ | 861 |
| Comb. T-R | | - | 739 | | | - | 813 | | | | 860 | | | ~ | 861 | | | - | 861 |
| WB Right | 123 | 0 | , | 12 | 135 | 0 | | - | 136 | 0 | , | - | 137 | 0 | , | 0 | 137 | 0 | , |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 465 | | | N-S: | 511 | | | N-S: | 520 | | | N-S: | 521 | | | N-S: | 521 |
| | | Х Ч | 835 | | | E-W: | 919 | | | E-W: | 066 | | | Е-W: | 991 | | | Е-W: | 991 |
| | | SUM: | 1300 | | | SUM: | 1430 | | | SUM: | 1510 | | | SUM: | 1512 | | | SUM: | 1512 |
| No. of Phases: | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| | | | | | | | | | | | | | | | | | | | |
| Volume / Capa | city: | Ξ | 0.797 | | | [2] | 0.853 | | | [2] | 0.907 | | | [2] | 0.908 | | | [2] | 0.908 |
| Level of Servic | G | | с | | | | ۵ | | | | ш | | | | Е | | | | Ш |
| | | | | | | | | | | | | | | | | | | | |
| Assumptions: | - | Maximum | Sum of Critic | cal Volumes | · /Interse | chinn Cana | citul: 2 Pha. | co=1500 3 | Dhase=1 | 4+F 20P | Chase=1375 | Incinali | nod=1200 | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] v/c ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

Hazeltine Avenue Ventura Boulevard Westfield Fashion Square /1-05-3606-1

N-S St: E-W St: Project:

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Ventura Boulevard Md 2.00% Annual Growth: Peak Hour:

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

Volume Lane

Lanes

No. of

Total Volume Volume

Added

Lane Volume

Added Total No. of

Volume Volume Lanes

Volume Lane

0 0 Ö

0 0 0

2012 W/ PROPOSED PROJECT

ഗ

2012 W/ MITIGATION

000000

0 0

0

0 0 0 0 0 0

0

0

0

| File Name: Counts by: | CMA10 Accutek | | | | | | | | | |
|--------------------------|------------------|----------------------|--------------------|--------|---------|----------------------|---------------------|--------|---------|----------------------|
| | 2007 | EXIST. TR | AFFIC | 2012 | W/ AMBI | ENT GROI | МΤΗ | 2012 | W/ OTHE | R PROJEC |
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes |
| NB Left | 0 | o | 1 | 0 | 0 | 0 | , | 0 | 0 | o |
| Comb. L-T | | 0 | | | | 0 | | | | 0 |
| NB Thru | 0 | 0 | , | 0 | 0 | 0 | 1 | 0 | 0 | o |
| Comb. T-R | | 0 | 1 | | | 0 | | | | 0 |
| NB Right Comb. L-T-R | o | 00 | , | 0 | 0 | 00 | | 0 | 0 | 00 |
| a- - 00 | 101 | ſ | 001 | Ţ | 100 | c | 100 | ſ | 000 | c |
| SB LET | 10 | N (| 001 | 2 | מ | N (| 103 | ŋ | 707 | N 0 |
| Comb. L-T | | 0 1 | • | C | C | э с | · | c | Ċ | 5 0 |
| SB Thru | 0 | 0 0 | ı | 2 | D | э (| , | D | C | 5 0 |
| Comb. T-R | | 0 | , | : | | . c | • | : | | э · |
| SB Right | 216 | - | 216 | 22 | 238 | • | 238 | 20 | 258 | • |
| Comb. L-T-R | | 0 | | | | 0 | | | | 0 |
| EB Left | 203 | - | 203 | 20 | 223 | - | 223 | 16 | 239 | - |
| Comb. L-T | | 0 | , | | | 0 | • | | | 0 |
| EB Thru | 1474 | 7 | 737 | 147 | 1621 | 2 | 811 | 139 | 1760 | 2 |
| Comb. T-R | | 0 | • | | | 0 | • | | | 0 |
| EB Right | 0 | 0 | • | 0 | 0 | 0 | , | 0 | 0 | 0 |
| Comb. L-T-R | | 0 | | | | o | | | | 0 |
| WB Left | 0 | 0 | • | 0 | 0 | 0 | , | 0 | 0 | 0 |
| Comb. L-T | | 0 | , | | | o | , | | | 0 |
| WB Thru | 1237 | - | 753 | 124 | 1360 | - | 828 | 151 | 1511 | . |
| Comb. T-R | | - | 753 | | | - | 828 | I | | - |
| WB Right Comb. L-T-R | - 269 | 00 | | 27 | 296 | 00 | ı | m | 299 | 00 |
| Crit. Volumes | | N-S: E-W: SUM: | 115 956 1071 | | | N-S: SUM: SUM: | 126 1051 1178 | | | N-S: E-W: SUM: |
| _ | | | | | | | | | | |

263

- 0

263

o

263

263

258

000

о

0

000 ο - 0

02

0

0 ഹ

11

202

245 880

245 1760

c

245 880

245 1760

ശ 0 0

239

880

. ,

0 0 0 0 0

0 0

.

0 0 0 0 0

o

0

906 906

0 0

1511 301

0 0

906 906

0 2

905 905

00

0 0

0 1511 301

00

140 1151 1292

N-S: E-W: SUM:

140 1151 1292

N-S: E-W: SUM:

138 1144 1283

N 0.761

0.761

υ 2

υ 2

0.755

0.685 ŝ

0.644 2

> /olume / Capacity: evel of Service: Assumptions:

No. of Phases:

m Ξ

œ [2]

O 2

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

 For dual turn lanes,
 55%
 of volume is assigned to heavier lane.

 For one excl. and one opt. turn lane,
 70% of volume is assigned to exclusive lane.

 Right turns on red from excl. lanes =
 50% of overlapping left turn.

 [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.

 [2] v/c ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Magnolia Boulevard AM 2.0% Annual Growth: Peak Hour:

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

Magnolia Boulevard Westfield Fashion Square /1-05-3606-1 CMA11 Accutek Project: File Name: Counts by:

Woodman Avenue

N-S St: E-W St:

| No. of La Movement Volume Lanes Volt NB Left 96 1 - NB Left 96 1 - NB Thu 740 1 - NB Thu 740 1 - Comb. T-R 102 0 - NB Right 102 0 - Comb. L-T-R 0 0 - SB Left 165 1 - Comb. L-T 1265 1 - SB Right 119 0 - Comb. L-T-R 119 0 - SB Right 119 0 - Comb. L-T-R 872 1 - Comb. L-T 872 1 - | ane Ac olume Vo | ded To | tal No. of | and 1 | | Total | No of | | | | , | | | | | |
|--|--------------------|-----------|----------------|-------------|----------|--------|----------------|-------------|--------|--------|----------------|-------------|--------|--------|----------------|-------------|
| Movement Volume Lanes Volt NB Left 96 1 - Comb. L-T 96 1 - NB Thru 740 1 - Comb. T-R 740 1 - NB Right 102 0 - Comb. L-T-R 0 0 - SB Left 165 1 - Comb. L-T-R 0 0 - SB Thru 1265 1 - Comb. L-T-R 0 - 0 - SB Right 119 0 - - Comb. L-T-R 64 1 - - Comb. L-T 872 1 0 - EB Left 64 1 0 - Comb. L-T 872 1 - - | olume Vo | | | Lalle | Added | | 5 | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| NB Left 96 1 Comb. L-T 96 1 NB Thru 740 1 Comb. T-R 0 - Comb. T-R 102 0 - Comb. L-T-R 102 0 - SB Left 165 1 Comb. L-T 165 1 Comb. L-T 19 0 - SB Thru 1265 1 Comb. L-T 872 1 EB Left 64 1 Comb. L-T 872 1 Comb. L-T 872 1 | | lume Volt | ime Lanes | Volume | Volume / | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| Comb. L-T 0 - NB Thu 740 1 NB Right 102 0 - NB Right 102 0 - Comb. L-T-R 0 0 - SB Left 165 1 Comb. L-T 1265 1 SB Right 119 0 - SB Right 119 0 - Comb. L-T 872 1 EB Left 64 1 EB Left 64 1 Comb. L-T 872 1 | 96 | 10 | 105 1 | 105 | 0 | 105 | - | 105 | o | 105 | ~ 1 | 105 | O | 105 | ~ (| 105 |
| NB Thru 740 1 Comb. T-R 102 0 - Comb. L-T-R 0 0 - Comb. L-T-R 165 1 SB Left 165 1 SB Thru 1265 1 Comb. L-T 119 0 - Comb. L-T 872 1 EB Left 64 1 Comb. L-T 872 1 Comb. L-T 872 1 | | | 0 | , | | | 0 | | | : | 0 | • | | | o · | , i |
| Comb. IK Comb. L-TR 102 0 - Comb. L-TR 0 0 SB Left 165 1 Comb. L-T 165 1 Comb. T-R 119 0 - Comb. L-TR 0 0 EB Left 64 1 EB Left 64 0 - EB Thru 872 1 | 421 | 74 | 815 1 | 463 | 28 | 843 | | 477 | 0 | 843 | . | 478 | 0 | 843 | •- • | 478 |
| NB Kignt 102 0 - Comb. L-T-R 0 SB Left 165 1 Comb. L-T 1265 1 SB Thru 1265 1 Comb. L-T-R 119 0 - Comb. L-T 64 1 EB Left 64 1 EB Thru 872 1 Comb. L-T 872 1 | 421 | 4 | - 0 | 403 | c | | - c | 4// | Ŧ | C # 7 | - c | 4/0 | c | t + 1 | - c | 4/0 |
| SB Left 165 1 Comb. L-T 165 1 SB Thru 265 1 SB Thru 1265 1 SB Right 119 0 SB Right 119 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 EB Left 64 1 EB Thru 872 1 Comb. L-T 872 1 | 3 | 01 | 0 0 | • | J | 711 | 00 | • | - | 2 | 00 | , | C | 2 | 00 | |
| B Leit 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 100 | 17 | 10.0 | Ca1 | ÷. | 181 | F | 181 | c | 181 | - | 181 | c | 181 | Ţ | 181 |
| SB Thru 1265 1 Comb. T-R 1265 1 SB Right 119 0 - Comb. L-TR 0 EB Left 64 1 EB Thru 872 1 EB Thru 872 1 Comb. L-T 1 | <u>60</u> | 2 | - 0 | 701 | ī | 0 | - c | | 2 | 0 | - 0 | <u>,</u> | 5 | 5 | - 0 | <u>.</u> |
| Comb. T-R 119 0 - SB Right 119 0 - Comb. L-TR 0 EB Left 64 1 Comb. L-T 872 1 EB Thru 872 1 Comb T-R 1 | 692 | 126 1 | 391 1 | 761 | 21 | 1412 | · - | 771 | 5 | 1417 | | 774 | 0 | 1417 | - | 774 |
| SB Right 119 0 - Comb. L-T-R 0 0 EB Left 64 1 Comb. L-T 872 1 Comb Thru 872 1 Comb Thru 1 | 692 | | | 761 | | | - | 771 | | | | 774 | | | - | 774 |
| EB Left 64 1 Comb. L-T 64 0 - Comb. L-T 872 1 Comb. T-R 1 | | 12 | 130 0 | ı | 0 | 130 | 00 | | 0 | 130 | 00 | , | 0 | 130 | 00 | 1 |
| Comb. L-T 0 - EB Thru 872 1 Comb. T-R 1 | 64 | 9 | 71 1 | 71 | 0 | 11 | t | 71 | 0 | 71 | - | 71 | 0 | 71 | - | 71 |
| EB Thru 872 1 Comb. T-R 1 | , | | 0 | ı | | | o | • | | | 0 | , | | | 0 | |
| LomeK | 477 | 87 | 959 1 | 525 | 24 | 983 | • | 537 537 | 0 | 983 | . | 537 | 0 | 983 | . | 537 |
| FB Right 83 0 - | 4// | œ | - 0 0 | c7c - | 0 | 92 | - 0 | /00 - | 0 | 92 | - 0 | 100 - | 0 | 92 | - 0 | λ Γ Γ |
| Comb. L-T-R - 0 | | | 0 | | | | 0 | | | | 0 | | | | ο | |
| WB Left 107 1 | 107 | 11 | 118 1 | 118 | | 119 | | 119 | 0 | 119 | c | 119 | 0 | 119 | - - (| 119 |
| Comb. L- I 945 U - | + 538 | 95 | 040 U | - 592 | ო | 1043 | c | - 593 | ~ | 1044 | C | 593 | 0 | 1044 | ⊃ ~ | - 593 |
| Comb. T-R 1 | 538 | } | ; - | 592 | | | - | 593 | | | | 593 | | | * | 593 |
| WB Right 131 0 - | , | 13 | 144 0 | ' | ې | 142 | 0 | ı | 0 | 142 | 0 | • | 0 | 142 | 0 | |
| Comb. L-T-R - 0 | | | 0 | | | | 0 | | | | 0 | | | | o | |
| Crit. Volumes: N-S: | 787 | | N-S: N-S: | 866 | | | N-S: | 877 | | | :S-Z | 879 | | | N-S: N-S: | 879 |
| E-W: SUM: | 603 1390 | | E-W: SUM: | 663 1529 | | | E-W: SUM: | 663 1540 | | | E-W: SUM: | 664 1543 | | | E-W: SUM: | 664 1543 |
| No. of Phases: | 2 | | | 5 | | | | 7 | | | | 5 | | | | 2 |
| Volume / Capacity: [1] 0. | 0.857 | | [2] | 0.919 | | | [2] | 0.927 | | | [2] | 0.929 | | | [2] | 0.929 |
| Level of Service: D | | | | Ш | | | | ш | | | | Ш | | | | |

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. [1] with turns on red from excl. lanes, 50% of overlapping land the Victory System No. 6. [2] with ratios reduction due to installation of ATSAC as part of the Victory System installation. [2] with ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Magnolia Boulevard Peak Hour: PM

2.00%

Annual Growth:

Woodman Avenue Magnolia Boulevard Westfield Fashion Square /1-05-3606-1 CIMA11 Accutek

N-S St: E-W St: Project: File Name: Counts by:

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 20 | 07 EXIST. TI | REFIC | 2012 W | // AMBIE | INT GROW | ЧΤΗ | 2012 V | V/ OTHE | R PROJEC | STS | 2012 \ | NI PROP | OSED PR | OJECT | 2012 | W/ MITIG | ATION | |
|---|-----------------------------|--------------|--------------|---------------|-----------|----------------|----------------|--------|---------|----------------|-----------|--------------|---------|---------------|-------------|--------|----------|--------------|------------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | Movement Volu | ne Lanes | Volume | Volume V | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | JB Left | 99 1 | 66 | 10 | 109 | - | 109 | 0 | 109 | - | 109 | o | 109 | (| 109 | 0 | 109 | <u>ب</u> | 109 |
| Main 1042 1 570 104 146 1 627 22 1186 1 638 0 118 1 611 0 0 Omb.L.T.R. 0 0 - 10 108 0 - 10 108 0 - 114 0 - 0 104 - 6 114 0 - 0 | Comb. L-T | 0 | | | | 0 | | ; | | 0 | | | | 0, | | Ċ | 0011 | о · | 1 |
| Main B 1 5/0 10 108 1 5/0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 0 114 11 521 18 959 11 530 11 531 11 531 11 531 13 131 14 145 13 531 13 131 531 13 531 13 531 13 531 131 531 131 531 131 531 131 531 131 531 131 531 131 531 131 531 131 531 131 531 131 531 531 131 531 531 531 131 531 531 531 531 531 531 531 | VB Thru 10 | 42 1 | 570 | 104 | 1146 | • • | 627 | 22 | 1168 | | 638 | 0 | 1168 | + | 641 541 | C | 1168 | | 641 641 |
| | Comb. I-K | C | n/c - | 5 | 108 | - c | /70 - | c | 108 | - c | oco , | ç | 114 | - 0 | 5 | 0 | 114 | - 0 | - - |
| BLeff 76 1 76 1 76 8 8 44 1 84 -1 83 1 83 0 83 1 58 Demb. T-R 1 462 83 917 1 509 24 94 1 571 18 959 1 530 Demb. T-R 1 462 83 917 1 509 24 94 1 571 18 959 1 530 Demb. L-T 87 1 87 9 96 1 96 0 96 1 96 0 96 1 96 Demb. L-T 87 1 556 94 1031 1 578 14 1045 1 565 0 1045 1 568 Demb. L-T 87 1 87 9 96 1 96 0 96 1 96 0 96 1 96 Demb. L-T 87 1 87 9 96 1 96 0 96 1 96 0 96 1 96 Demb. L-T 87 1 87 9 96 1 96 0 96 1 96 0 96 1 96 Demb. L-T 8 1 1 256 94 1031 1 578 14 1045 1 865 0 1045 1 568 Demb. L-T 8 1 1 315 9 1 316 0 1 14 1 114 1 115 1 156 0 156 0 1045 1 358 Demb. L-T 84 1 315 54 599 1 346 1 346 1 351 345 1 351 6 616 1 355 Demb. L-T 84 1 315 54 599 1 346 1 351 345 1 351 6 616 1 355 Demb. L-T 84 0 - 8 8 30 0 - 1 926 0 - 9 9 1 351 6 616 1 355 Demb. L-T 84 0 - 1 315 54 599 1 346 1 346 1 351 345 1 351 6 616 1 355 Demb. L-T 84 0 - 2 8 11 610 1 351 1 351 6 616 1 355 Demb. L-T 84 0 - 2 8 30 0 - 1 346 1 351 345 34 345 Demb. L-T 84 1 315 54 599 1 346 1 351 351 6 616 1 355 Demb. L-T 84 1 315 84 599 1 346 1 351 851 851 810 1 351 851 851 850 Demb. L-T 84 1 315 84 399 1 346 1 351 851 851 851 850 1 351 851 850 1 351 850 1 351 850 1 351 850 1 350 1 350 1 351 850 1 300 1 300 | Comb. L-T-R - | 20 | I | 2 | 2 | 00 | |) | | 0 | | • | | 0 | | ł | | 0 | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | SB Left | 76 1 | 76 | 80 | 84 | - | 84 | - | 83 | F | 83 | 0 | 83 | + | 83 | 0 | 83 | | 83 |
| Bithur 834 1 442 83 917 1 509 24 941 1 521 18 959 1 530 Damb, L-T-R- 0 - 1 462 9 100 0 - 0 100 0 - 1 531 18 959 1 530 Damb, L-T-R- 0 - 1 526 94 1031 1 578 14 1045 1 585 0 1045 1 585 Damb, L-T-R- 0 - 2 11 126 0 - 1 578 14 1045 1 585 0 1045 1 585 Damb, L-T-R- 0 - 2 11 126 0 - 1 578 14 1045 1 585 0 1045 1 585 Damb, L-T-R- 0 - 2 11 128 0 - 1 378 14 1045 1 585 0 1045 1 585 Damb, L-T-R- 0 - 2 11 128 0 - 1 346 1 1 610 1 351 6 616 1 358 Damb, L-T-R- 0 - 2 8 93 0 - 1 346 1 1 610 1 351 6 616 1 358 Damb, L-T-R- 0 - 2 8 93 0 - 1 346 1 1 610 1 351 6 616 1 355 Damb, L-T-R- 0 - 2 8 93 0 - 1 346 1 1 610 1 351 6 616 1 355 Damb, L-T-R- 0 - 2 8 93 0 - 1 346 1 1 610 1 351 6 616 1 355 Damb, L-T-R- 0 - 2 8 93 0 - 1 346 1 1 610 1 351 6 616 1 355 Damb, L-T-R- 0 - 2 8 93 0 - 2 1 351 6 616 1 1 355 Damb, L-T-R- 0 - 2 8 93 0 - 2 1 351 6 616 1 1 355 Damb, L-T-R- 0 - 2 8 93 0 - 2 1 351 6 616 1 1 355 Damb, L-T-R- 0 - 2 8 93 0 - 2 1 351 6 616 1 1 355 Damb, L-T-R- 0 - 2 1 2 0 0 - 2 0 - 2 1 2 354 Damb, L-T-R- 0 - 2 2 - 2 - 2 2 - | Comb. L-T | 0 | , | | | 0 | • | | | 0 | ı | | | 0 | | | | 0 | ۱ |
| Comb. T-R 1 462 9 9 1 509 1 521 0 100 1 531 Camb. L-T-R- 0 0 - 0 00 - 0 00 - 0 00 0 - 0 00 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 | SB Thru 8 | 34 1 | 462 | 83 | 917 | . - | 509 | 24 | 941 | | 521 | 18 | 959 | . | 530 | 0 | 959 | ، | 530 |
| Brinding Domb L-T.R. Domb L-T.R. <thdomb r-r.<="" th=""></thdomb> | Comb. T-R | - c | 462 | c | 0 | c | 509 | c | 001 | . | 521 | c | 001 | c | 530 | c | 001 | c | 930 |
| Ellert 87 1 87 9 96 1 16 1 16 1 16 1 16 1 16 1 16 1 35 35 35 35 35 35 35 35 35 35 35 35 36 36 | sisi kugmt Somb. L-T-R - | 00 | • | ת | 001 | 00 | , | C | | 00 | I | 5 | 3 | 00 | ı | 5 | 8 | 00 | |
| Comb. L-T 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 585 0 1045 1 585 0 1045 1 585 0 1045 1 585 0 1045 1 585 0 1045 1 585 0 1045 1 585 0 1045 1 585 0 126 0 268 0 1045 1 116 0 268 0 1175 1 1175 0 115 1 1175 0 126 0 0 268 0 1045 1 1175 Comb. L-T. R- 0 - 315 54 599 1 346 1 351 6 616 1 355 Comb. L-T. R- 0 - 315 346 1 316 1 </td <td>:B Left</td> <td>87 1</td> <td>87</td> <td>6</td> <td>96</td> <td>-</td> <td>96</td> <td>0</td> <td>96</td> <td>-</td> <td>96</td> <td>0</td> <td>96</td> <td>-</td> <td>96</td> <td>0</td> <td>96</td> <td>-</td> <td>96</td> | :B Left | 87 1 | 87 | 6 | 96 | - | 96 | 0 | 96 | - | 96 | 0 | 96 | - | 96 | 0 | 96 | - | 96 |
| El Thu 937 1 526 94 1031 1 578 14 1045 1 585 0 1045 1 586 Comb. L-T.R- 0 - 0 1 578 1 516 1 585 0 126 0 - 0 126 0 - 0 126 0 - 0 126 0 - 0 126 0 - 0 126 0 - 0 126 0 - 0 14 111 | Comb. L-T | 0 | ı | | | 0 | | | | 0 | | | | o | ٠ | | | 0 | ı |
| Comb. L-R 1 526 1 5/8 1 5/8 1 5/8 1 5/8 1 5/8 1 5/8 1 5/8 1 5/8 1 5/8 1 5/8 1 5/8 1 1/1 5/8 1 1/1 5/8 1 1/1 5/8 1 1/1 5/8 1 1/1 5/8 1 1/1 | EB Thru 9 | 37 1 | 526 | 94 | 1031 | | 578 | 14 | 1045 | . | 585 | 0 | 1045 | | 585 | 0 | 1045 | • • | 585 |
| EB Ngm 114 0 - 1 120 0 - 0 120 0 131 | Comb. T-R | (| 526 | Ţ | | c | 578 | c | 50.7 | c | 585 | c | 100 | - c | 5 85 | C | 301 | - c | 686 |
| Omb. L-T. O 114 1 114 1 115 1 115 0 115 1 354 0 1 354 0 1 354 0 1 354 1 354 1 354 1 354 1 354 1 354 1 354 1 354 1 354 354 356 | | 4 - 0 | , | Ξ | 071 | - | 8 | Þ | 071 |) (| | 2 | ולם | | • | 2 | 071 | 5 C | |
| WB Left 104 10 114 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 115 1 135 0 115 1 135 0 135 35 1 135 0 1 355 0 115 1 355 0 1 355 0 1 355 355 355 355 351 1 355 1 355 351 1 355 351 1 355 351 | comb. L-1-K - | 2 | | | | c | | | | 5 | | | | 5 | | | | 5 | |
| Damb. L-T 0 - 0 - 0 - 0 - 0 - 35 0 - 35 0 - 35 0 - 35 0 - 35 0 - 35 0 - 35 35 5 5 35 <th3< td=""><td>NB Left 1</td><td>04 1</td><td>104</td><td>10</td><td>114</td><td>-</td><td>114</td><td></td><td>115</td><td>-</td><td>115</td><td>0</td><td>115</td><td>-</td><td>115</td><td>0</td><td>115</td><td>-</td><td>115</td></th3<> | NB Left 1 | 04 1 | 104 | 10 | 114 | - | 114 | | 115 | - | 115 | 0 | 115 | - | 115 | 0 | 115 | - | 115 |
| MB Thru 545 1 315 54 539 1 346 11 610 1 351 6 616 1 353 Comb. T-R 1 315 8 3 0 - 1 351 6 616 1 353 Comb. T-R 0 - 8 93 0 - -1 92 0 - 1 351 1 353 Omb. L-T-R 0 - 8 93 0 - -1 92 0 - 0 92 0 - 1 351 1 354 1 351 1 354 1 351 1 354 1 351 1 354 720 N-S: 722 720 N-S: 727 721 | Comb. L-T | 0 | | | | 0 | | | | 0 | | | | 0 · | | ſ | | 0 | 1 |
| Comb. T-R 1 315 1 345 1 345 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 1 351 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 1 351 <td>VB Thru 5</td> <td>45 1</td> <td>315</td> <td>54</td> <td>599</td> <td>• ·</td> <td>346</td> <td>=</td> <td>610</td> <td>. .</td> <td>351</td> <td>9</td> <td>616</td> <td>- •</td> <td>354</td> <td>0</td> <td>616</td> <td></td> <td>354</td> | VB Thru 5 | 45 1 | 315 | 54 | 599 | • · | 346 | = | 610 | . . | 351 | 9 | 616 | - • | 354 | 0 | 616 | | 354 |
| Omb.L-T.R. 0 0 0 0 0 Comb.L-T.R. 0 0 0 0 0 Chit. Volumes: N-S: 710 N-S: 720 N-S: 720 Chit. Volumes: N-S: 633 E-W: 633 E-W: 701 E-W: 701 SUM: 1276 SUM: 1403 SUM: 1421 SUM: 1421 Vol of Phases: 2 2 2 2 2 Volume / Capacity: [1] 0.780 [2] 0.835 [2] 0.847 [2] 0.844 | Comb. T-R We pickt | | 315 | α | 50 | - c | 345 | | 6 | - c | 105 | C | 6 | - c | 405 - | C | 69 | - c | 400 |
| Cit. Volumes: N-S: 646 N-S: 710 N-S: 720 N-S: 720 E-W: 630 E-W: 693 E-W: 701 E-W: 701 SUM: 1276 SUM: 1276 SUM: 1421 510 1422 Vo. of Phases: 2 2 2 2 2 2 2 Volume / Capacity: [1] 0.780 [2] 0.835 [2] 0.847 [2] 0.844 evel of Service: C D D D D D D | Comb. L-T-R - | 50 | | þ | 8 | 00 | | - | 1 | 00 | | 1 | ; | 0 | |) | | 0 | |
| E-W: 630 E-W: 633 E-W: 701 E-W: 701 SUM: 1276 SUM: 1403 SUM: 1421 SUM: 1421 No. of Phases: 2 2 2 2 2 2 Volume / Capacity: [1] 0.780 [2] 0.835 [2] 0.847 [2] 0.842 Level of Service: C D D D D D | Trit Volumes. | S-N | 646 | | | N-S: | 710 | | | N-S: | 720 | | | N-S: | 723 | | | N-S: | 723 |
| SUM: 1276 SUM: 1421 SUM: 142 Vo. of Phases: 2 <t< td=""><td></td><td>ц. М</td><td>630</td><td></td><td></td><td>Ш-М</td><td>693</td><td></td><td></td><td>Е-W:</td><td>701</td><td></td><td></td><td>Е-W:</td><td>701</td><td></td><td></td><td>: М</td><td>701</td></t<> | | ц. М | 630 | | | Ш-М | 693 | | | Е-W: | 701 | | | Е-W: | 701 | | | : М | 701 |
| Vo. of Phases: 2 2 2 Volume / Capacity: [1] 0.780 [2] 0.835 [2] 0.847 [2] 0.845 Level of Service: C D D D D | | SUM: | 1276 | | | SUM: | 1403 | | | SUM: | 1421 | | | SUM: | 1424 | | | SUM: | 1424 |
| Volume / Capacity: [1] 0.780 [2] 0.835 [2] 0.847 [2] 0.84 .evel of Service: C D D | Vo. of Phases: | | 2 | | | | 2 | | | | 2 | | | | 5 | | | | 2 |
| evel of Service: C D D D | /olume / Capacity: | [1] | 0.780 | | | [2] | 0.835 | | | [2] | 0.847 | | | [2] | 0.849 | | | [2] | 0.849 |
| | evel of Service: | | U | | | | Δ | | | | ۵ | | | | ۵ | | | | D |
| Accumuliana. Mavimum Rum of Oritical Walumae (Intereaction Canacitul: 2 Bhaca=1500-3 Bhaca=1425_4+ Bhaca=1375_1 Incimalizard=1200 | A accumulation of | Manimine | itio of mits | semulo// Joo. | (Interror | ione Canal | citul - 2 Dhae | | Dhaca=1 | 425 A+ DI | 1350=1375 | l Incimaliz. | od=1200 | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one exc. land one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 55% of voerlapping left turn. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System INo. 6. [2] v/c ratios reflect additional 0.03 reduction due to the futuru.

Woodman Avenue

Riverside Drive

N-S St: E-W St:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive AM 2.0% Annual Growth: Peak Hour:

Date of Count: Projection Year: Date:

08/04/2008 2007 2012

414 293

121 Volume Lane

259 475 475 З 507 159 355 579 211

ш - 0 NO NO - c 0 0 00 0 NO 0 0 0 0 3 No. of Lanes N-S: N-N: SUM: 2012 W/ MITIGATION 219 828 293 259 1298 125 02 1014 159 355 1158 211 Total Volume Added o 0 0 o 0 0 0 0 c Volume 770 862 632 1.117 414 293 649 125 05 507 159 579 211 259 355 121 Volume Lane 2012 W/ PROPOSED PROJECT u Ξ 0 0 2 0 ~ O 0 С 0 C o \sim 0 No. of Lanes N-S: E-W: SUM: 1158 125 1014 219 828 293 259 1298 05 159 355 211 Volume Volume Added Total 0 c e c ŝ 0 4 0 8 c 8 111 414 293 648 122 65 504 129 355 573 758 860 618 1.107 211 Volume Lane 2012 W/ OTHER PROJECTS ш - 0 Ξ a NO NO - C 0 N Q 0 200 0 0 10 No. of Lanes :s'n SUN:S 1009 129 1146 828 293 1295 122 05 355 211 Volume Volume 259 Total 23 Added 0 20 14 0 35 52 35 4 641 122 484 128 555 751 804 556 11 404 241 204 64 320 Volume 252 1.061 Lane 2012 W/ AMBIENT GROWTH ц. o C Ξ c С 0 2 No. of Lanes N-S: B-W: SUM: 1111 122 968 128 Volume Volume 808 241 04 320 204 Total 1281 201 Added 8 73 22 53 116 ÷ 88 2 23 101 5 Westfield Fashion Square /1-05-3606-1 367 219 582 111 95 440 116 505 185 683 731 414 0.959 101 229 291 Volume Lane 2007 EXIST. TRAFFIC ш С 0 NC - c Ξ N C N 0 No. of Lanes N-S: E-W: SUM: Volume 219 1165 880 116 1010 185 183 734 111 8 229 CMA12 291 Accutek Volume / Capacity: evel of Service: Comb. T-R SB Right [2] Comb. L-T-R o. of Phases: NB Right [2] Comb. L-T-R rit. Volumes: comb. L-T-R Comb. L-T-R NB Thru Comb. T-R EB Thru Comb. T-R WB Thru Comb. T-R Movement Project: File Name: Comb. L-T Comb. L-T Comb. L-T Comb. L-T Counts by: EB Right **VB Right** SB Thru **NB** Left **VB** Left SB Left EB Left

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

1.016

673 862 1535

55% of volume is assigned to heavier lane. For dual turn lanes,

Assumptions:

Note: Pass-by reductions not applied to this intersection per LADOT standards. 70% of volume is assigned to exclusive lane. of overlapping left turn. 50% Right turns on red from excl. lanes = For one excl. and one opt. turn lane,

[1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
[2] Northbound right turn has an overlapping phase with the westbound left-turn movement and southbound right turn has an overlapping phase with the eastbound left-turn movement.
[3] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA12 Accutek

N-S St: E-W St: Project: File Name: Counts by:

Woodman Avenue

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive Peak Hour: PM 2.00% Annual Growth:

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 2007 E | EXIST. TR | AFFIC | 2012 | W/ AMBIE | ENT GROW | H | 2012 \ | W OTHE | R PROJEC | CTS | 2012 \ | NI PROP | OSED PRO | DJECT | 2012 | W/ MITIG | ATION | |
|-------------------------------|--------|-----------|---------------|------------|-------------|-------------|--------------|-----------|---------|------------|------------|-------------|----------|----------------|----------|--------|----------|--------|----------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB Left | 342 | 0 | 188 | 34 | 376 | 20 | 207 | - | 377 | 20 | 208 | 71 | 448 | ~ ~ | 247 | 0 | 448 | 2 17 | 247 |
| Comb. L-T NB Thru | 917 | 0 0 | - 459 | 92 | 1009 | лс | - 505 | 18 | 1027 | 9 0 | - 514 | o | 1027 | 5 N | - 514 | 0 | 1027 | лс | - 514 |
| Comb. T-R | 107 | 0 + | 107 | 00 | 21E | 0. | - 216 | 7 | 500 | 0 + | 223 | c | 500 | 0 + | - | C | 500 | 0 | - 223 |
| Comb. L-T-R - | | - 0 | 2 | 2 | 2 | - 0 | 2 | - | 044 | • 0 | | 0 | 2 | . 0 | 2 | 5 | 1 | 0 | |
| SB Left | 150 | - | 150 | 15 | 165 | - | 165 | 5 | 170 | - | 170 | 0 | 170 | - | 170 | 0 | 170 | - | 170 |
| Comb. L-T SB Thru | 823 | 0 N | - 411 | 82 | 905 | 0 14 | - 452 | 20 | 925 | 0 0 | - 462 | 10 | 935 | 0 0 | - 467 | 0 | 935 | 0 01 | - 385 |
| Comb. T-R | | 0 | | | | 0 · | | | | 0, | | | 000 | 0, | 1 | ſ | | - 0 | 385 |
| SB Right [2] Comb. L-T-R - | 188 | - 0 | 188 | 19 | 207 | - 0 | 207 | - | 208 | - 0 | 208 | 12 | 220 | - 0 | | Ð | 220 | 00 | 1 |
| - - 1 | 6 | , | 070 | 2 | 202 | | 100 | | 000 | , | 500 | C | | - | | G | 200 | | |
| EB Left Comb 1.T | 213 | - c | 513 | 17 | C52 | - c | C62 , | | 957 | - c | - 235 | > | 230 | - c | d52 , | þ | 962 | - c | , , |
| EB Thru | 916 | 50 | 458 | 92 | 1008 | 50 | 504 | 38 | 1046 | 2 | 523 | 36 | 1082 | 5 04 | 541 | ο | 1082 | 20 | 541 |
| Comb. T-R FR Rinht | 257 | 0 - | - 257 | 26 | 283 | 0 - | - 283 | ÷ | 284 | 0 - | - 284 | 300 | 584 | o - | - 584 | 0 | 584 | 0 ~ | - 584 |
| Comb. L-T-R - | | • 0 | Ì | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 239 | - | 239 | 24 | 263 | - | 263 | 9 | 269 | - | 269 | 0 | 269 | | 269 | 0 | 269 | | 269 |
| Comb. L-T | 200 | 0, | - 152 | Ş | 800 | 0, | - | ć | 0701 | 0, | - | ar | 1086 | 0, | 1 1 | c | 1086 | 0, | - 543 |
| Comb. T-R | 106 | N 0 | · +00 | D | 000 | v 0 | 1 1 1 | 1 | | 40 | 170 | 7 | 0001 | 40 | , , | 0 | | 4 0 | - - |
| WB Right | 254 | · | 254 | 25 | 279 | · ~- | 279 | 4 | 283 | • | 283 | 0 | 283 | - | 283 | 0 | 283 | ~ | 283 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: | 608 | | | N-S: | 699 | | | N-S: | 683 | | | N-S: | 714 | | | N-S: | 683 |
| | | ш-W: | 697 | | | ы. Х | 767 | | | щ-Х: | 792 | | | : А | 810 | | | Х | 810 |
| | | SUM: | 1306 | | | SUM: | 1436 | | | SUM: | 1475 | | | SUM: | 1524 | | | SUM: | 1493 |
| No. of Phases: | | | 4 | | | | 4 | | | | 4 | | | | 4 | | | | 4 |
| Volume / Capa | acity: | E | 0.880 | | | Ξ | 0.975 | | | E | 1.003 | | | Ξ | 1.038 | | | [3] | 0.986 |
| Level of Servic | je: | | ۵ | | | | ш | | | | ш | | | | Ъ | | | | Е |
| Assumptions: | | Vaximum S | tum of Critic | al Volume: | s (intersed | ction Capac | ity): 2 Phas | e=1500, 3 | Phase=1 | 425, 4+ PI | hase=1375, | Unsignalize | ad=1200. | | | | | | |

For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] Vc. retio includes a 0.07 reduction of ATSAC as part of the Victory System No. 6. [2] Northbound right turn has an overlapping phase with the westbound left-turn movement and southbound right turn has an overlapping phase with the westbound left-turn movement [3] Vc. ratio rediccts reduction of additional 0.03 due to the miligation measure consisting of the upgrade to ATCS.
N-S St: Woodman Avenue E-W St: Ventura Freeway Westbound Ramps Project: Westfield Fashion Square /1-05-3606-1 File Name: CMA13 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Westbound Ramps Peak Hour: AM Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 2007 EXIS | IT. TRAFFIC | 201 | Z W/ AM | BIENT GROV | NTH | 2012 V | V/ OTHER | ROJEC | TS | 2012 \ | VI PROP | OSED PR | OJECT | 2012 \ | W/ MITIGA | VIION | |
|---------------------------|-------------------------------|--|---|---|---|--|---|--------------------------|----------------------------|-----------------------|-------------|----------|--------------|-------------|--------|-----------|------------------|-------------|
| | No. | of Lan | e Adder | d Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement V | folume Lan | ies Volui | me Volum | e Volum | e Lanes | Volume | Volume | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB Left | 348 | ÷- | 148 3 | 15 38 | ε Γ | 383 | - | 384 | , - (| 384 | 0 | 384 | ÷- (| 384 | o | 384 | ← (| 384 |
| Comb. L-T NB Thru | 890 | - " 0 m | 97 B | 19 97 | 0 M 0 | - 326 | 57 | 1036 | ⊃ m | - 345 | 8 | 1044 | 0 m | 348 | D | 1044 | ⊃ m | - 348 |
| Comb. T-R NB Right | o | · · | | 0 | 00 | | 0 | 0 | 00 | :, | 0 | 0 | 00 | т э | 0 | 0 | 00 | |
| Comb. L-T-R - | • | 0 | | | O | | | | 0 | | | | 0 | | | | 0 | |
| SB Left | 0 | , 0 | | 0 | 0 | | 0 | 0 | 0 | - | 0 | 0 | 0 | • | 0 | 0 | 0 | |
| Comb. L-T SB Thru | 1062 | 04 | 10 10 | 116 | 80 4 | - 282 | 42 | 1210 | 04 | - 303 | 10 | 1220 | 04 | - 305 | 0 | 1220 | 04 | - 305 |
| Comb. T-R | 100 | • • | 2 | 2 | . 0 | | ļ | 1 | 0 | , | . 1 | | 0 | , | | | 0 | |
| SB Right Comb. L-T-R - | 545 | - 0 | 345 | 54 59 | 6 - 0 | 299 | σ | 608 | - 0 | 608 | ۍ ا | 613 | - 0 | 613 | D | 613 | - 0 | 613 |
| | | | | | | | | | | | | | | | | | | |
| EB Left | 0 | 0 0 | | 0 | o 0 | • | 0 | 0 | 00 | ı | 0 | 0 | 0 0 | | 0 | 0 | 00 | • |
| COMD. L-1 EB Thru | 0 | , , , , | | 0 | 00 | | 0 | ο | 00 | | 0 | 0 | 00 | | 0 | 0 | 00 | |
| Comb. T-R | , | , 0 | | | 0 | • | ¢ | Ċ | 00 | , | C | C | 00 | | C | c | 00 | |
| EB Right Comb. L-T-R - | D | ' | | 0 | 00 | L | D | þ | 00 | 1 | 5 | C | 00 | 3 | C | 5 | 00 | |
| WB Left | 314 | 1 | 73 3 | 11 34 | 5 1 | 190 | 18 | 363 | - | 200 | 0 | 363 | - | 200 | 0 | 363 | - | 200 |
| Comb. L-T | Þ | , o c | 165 | c | 0 0 5 | - 291 | c | ŝ | 00 | - 306 | 0 | ŝ | 00 | 309 | o | сл С | 00 | , 309 |
| Comb. T-R | r | , , , | 2 | , | , , | | 0 |) | 00 | |) |) | 0 | , | ı | • | 0 | |
| WB Right Comb. L-T-R - | 265 | | 146 | 27 29 | 2 | 160 | 14 | 306 | | 168 | ω | 314 | | 173 | o | 314 | ÷- *- | 173 |
| Crit. Volumes: | Ż | S: E | 193 | | N-S: | 983 | | | N-S: | 663 | | | N-S: | 966 | | | N-S: | 866 |
| | Е- SU | W: M: 11 | 265 158 | | E-W: SUM: | 291 1274 | | | E-W: SUM: | 306 1298 | | | E-W: SUM: | 309 1307 | | | E-W: SUM: | 309 1307 |
| No. of Phases: | | | е | | | ę | | | | з | | | | ę | | | | 3 |
| Volume / Canaci | itvr | 111 0.7 | 143 | | 111 | 0.824 | | | E | 0.841 | | | Ξ | 0.847 | | | [6] | 0.817 |
| Level of Service: | - | ο Ε | 2 | | Ξ | D | | | Ξ | D | | | Ξ | D | | | Ē | D |
| Assumptions: | Max For (For (Righ | imum Sum o. dual turn lant one excl. anc t turns on ree | f Critical Volu 9s, 55 1 one opt. turr 1 from excl. la | mes (Inter % of volu 1 lane, 1 nes = | section Capa Ime is assign 70% 50% | scity): 2 Phas ed to heavie, of volume is of overlappir | se=1500, 3 r lane. assigned tu ng left turn. | Phase=1 | 425, 4+ Ph e lane. | 1375, | Unsignalize | ed=1200. | | | | | | |
| | N [2] | /c ratio incluc /c ratio reflec | les a 0.07 rec ts reduction c | duction du of addition. | e to installatio al 0.03 due to | on of ATSAC o the mitigati | as part of on the second | the Victor, consistin | y System I ig of the up | No. 6. ograde to A | TCS. | | | | | | | |

Woodman Avenue Ventura Freeway Westbound Ramps Westfield Fashion Square /1-05-3606-1 CMA13 Accutek N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Westbound Ramps Peak Hour: PM Annual Growth: 2.00%

08/04/2008 2007 2012 Date: Date of Count: Projection Year:

| | 2007 E) | XIST, TRA | FFIC | 2012 | V/ AMBIE | ENT GROW | E | 2012 M | // OTHER | ROJEC | TS | 2012 \ | N/ PROP | OSED PRO | DJECT | 2012 V | V/ MITIGA | TION | |
|----------------------|----------|-----------|-------------|------------|-------------|------------------|---------------|-----------|-----------|---|-------------|------------|---------|-------------|----------|--------|-----------|---------------|--------|
| | - | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume I | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB Left | 314 | ۰ | 314 | 31 | 345 | - | 345 | 2 | 347 | - | 347 | o | 347 | - 1 | 347 | D | 347 | 1 | 347 |
| Comb. L-T NB Thru | 1186 | 0 0 | - 395 | 119 | 1304 | 0 0 | - 435 | 26 | 1330 | 0 10 | - 443 | 31 | 1361 | 0 ო | - 454 | 0 | 1361 | 0 0 | - 454 |
| Comb. T-R | - | 0 | 3 | | | 0 | | i | | 0 | | | | 0 | | | | 0 | |
| NB Right | 0 | 0 | , | 0 | 0 | 0 | • | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | , |
| Comb. L-T-R - | | 0 | | | | 0 | | | | o | | | | 0 | | | | o | |
| SB Left | 0 | 0 | 1 | 0 | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | ı |
| Comb. L-T | | 0 | , | | | 0 | | | | 0 | • | | | 0 | | | | 0 | |
| SB Thru | 917 | 4 (| 229 | 92 | 1009 | 4 (| 252 | 28 | 1037 | 4 (| 259 | 67 | 1104 | 4 (| 276 | 0 | 1104 | 4 (| 276 |
| SB Right | 486 | - c | - 486 | 49 | 534 | ⊐ - - | - 534 | ÷ | 533 | C | - 533 | 33 | 566 | C | - 566 | 0 | 566 | - c | - 566 |
| Comb. L-T-R - | | o | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 0 | 0 | | | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Comb. L-T | I | 0 | , | | | 0 | | | | 0 | , | | | 0 | , | | | 0 | |
| EB Thru | o | o | | 0 | 0 | 0 | · | 0 | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | |
| Comb. T-R | | 0 | | | | 0 | | | | 0 | | | | 0 | ŀ | | | 0 | |
| EB Right | 0 | 0 | | 0 | 0 | 0 | | o | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 402 | | 221 | 40 | 443 | c | 244 | 16 | 459 | - 0 | 252 | 0 | 459 | - c | 252 | o | 459 | c | 252 |
| WB Thru | 0 | 00 | 344 | 0 | 0 | 00 | 379 | 0 | 0 | 00 | - 387 | 0 | 0 | 00 | 401 | o | 0 | 00 | 401 |
| Comb. T-R | | 0 | • | | | 0 | , | | | 0 | , | | | 0 | , | | | 0 | , |
| WB Right | 363 | - | 200 | 36 | 399 | | 220 | - | 400 | - | 220 | 33 | 433 | - | 238 | 0 | 433 | - | 238 |
| Comb. L-T-R - | | | | | | - | | | | | | | | | | | | | |
| Crit. Volumes: | | N-S: | 800 | | | N-S: | 880 | | | N-S: | 881 | | | N-S: | 914 | | | N-S: | 914 |
| | | : Х | 344 | | | Е-V: | 379 | | | Ц М | 387 | | | Х- Ш | 401 | | | М | 401 |
| | | SUM: | 1144 | | | SUM: | 1259 | | | SUM: | 1267 | | | SUM: | 1315 | | | SUM: | 1315 |
| No. of Phases: | | | 6 | | | | е | | | | m | | | | ю | | | | n |
| Volume / Capac | city: | Ξ | 0.733 | | | E | 0.813 | | | Ξ | 0.819 | | | E | 0.853 | | | [2] | 0.823 |
| Level of Servict | ii. | | J | | | _ | D | | | | D | | | | D | | | | D |
| | | | | | interest | ouro noire | and C thin | 0031-0 | 1 | 40 47 264 | 10101000 | Incidentia | 0001-00 | | | | | | |
| Assumptions: | N. | | um or Child | al volume. | s (intersex | ction capac | SILVI: Z MUBS | 6=1000°31 | FILASE=14 | 4 4 L L L L L L L L L L L L L L L L L L | ase= / J/ J | Unsignatiz | | | | | | | |

ועפט n unsignation

waxmum sum or unical volumes (intersection Lapacity): 2 ruase=13uu, 3 ruase=142b, 4+ ruase=13/b, Unsig For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of voledapping left turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] v/c ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

Woodman Avenue Ventura Freeway Eastbound Ramps Westfield Fashion Square /1-05-3606-1 CMA14 Accutek

N-S St: E-W St: Project: File Name: Counts by:

Woodman Avenue @ Ventura Freeway Eastbound Ramps Peak Hour: AM AM 2.0% Annual Growth:

CRITICAL MOVEMENT ANALYSIS

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | 2007 EXI | IST. TRA | FFIC | 2012 \ | V/ AMBIE | INT GROW | TH | 2012 \ | V/ OTHEF | ROJEC | CTS | 2012 | W/ PROP | OSED PR | OJECT | 2012 | W/ MITIG/ | VTION | | |
|---------------------------|----------|----------------|---------------|------------|------------|-------------|---------------|------------|----------|------------------|------------|------------|----------|----------------|--------|--------|-----------|----------------|--------|-----|
| | ž | o. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement V ₁ | olume La | anes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | |
| NB Left | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | · | |
| Comb. L-T | | 0 | ı | | | 0 | | | | 0 | , | | | 0 | | | | 0 | • | |
| NB Thru | 786 | ო | 262 | 6/ | 865 | en l | 288 | 44 | 606 | m · | 303 | n | 912 | ი . | 304 | o | 912 | ი. ო | ж : | 2 5 |
| Comb. T-R | | | 359 | ; | | - | 395 | : | | . . | 413 | | | | 413 | C | | - (| 4 | 2 |
| NB Right Comb. L-T-R - | 359 | 00 | 1 | 36 | 395 | 00 | ı | 18 | 413 | 00 | 1 | 5 | 413 | 00 | · | 5 | 413 5 | 00 | | |
| SBLeft | 340 | ŀ | 340 | 34 | 374 | | 374 | 10 | 384 | - | 384 | 5 | 389 | - | 389 | 0 | 389 | - | 36 | 39 |
| Comb. L-T | | 0 | 1 | | | 0 | 1 | | | 0 | | | | 0 | , | | | 0 | | |
| SB Thru | 1093 | 2 | 547 | 109 | 1202 | 5 | 601 | 50 | 1252 | ~ ~ | 626 | Ω | 1257 | CN 0 | 629 | 0 | 1257 | 00 | 6 | 59 |
| Comb. T-R | c | 00 | ı | c | c | 00 | | c | c | э с | | c | C | - c | 1 1 | C | C | | | |
| Comb, L-T-R - | 2 | 00 | ı | 5 | 0 | 00 | ı | 0 |) | 00 | |) |) | 0 | |) | • | 0 | | |
| | | | | | | | | | | | | | | | | | | | | |
| EB Left | 339 | | 186 | 34 | 373 | - · | 205 | 14 | 387 | c | 213 | Ω. | 392 | c | 216 | 0 | 392 | ~- (| έν | 9 |
| Comb. L-T | c | 0 0 | | c | r | - | - 205 | c | r |) (| - 373 | c | " | 5 C | - 374 | c | ٣ | > c | | 14 |
| | ŋ | - | 332 | D | n | - c | CDC - | c | o | | 7/0 - | c | C | o c | t . | C | 2 | | 5, | |
| EB Right | 392 | ⊃ ~ | 216 | 39 | 431 | o ← | 237 | - | 432 |) - - | 238 | 0 | 432 | (| 238 | 0 | 432 |) - | 3 | 38 |
| Comb. L-T-R - | | - | | | | | | | | - | | | | - | | | | - | | |
| WB Left | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | - | o | o | o | | Γ |
| Comb. L-T | | 0 | , | | | 0 | | | | 0 | • | | | 0 | 1 | | | 0 | | |
| WB Thru | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | • | |
| Comb. T-R | | 0 | | | , | 0 | | 1 | | 0 | | | | 0 (| | | 0 | 0 0 | | |
| WB Right | 0 | 0 | 1 | 0 | 0 | 0 | | 0 | D | 0 | • | D | D | 2 | | 0 | Ð | 2 (| 1 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | o | | | | D | | | | 0 | | |
| Crit. Volumes: | | I-S: | 669 | | | N-S: | 769 | | | N-S: | 797 | | | N-S: | 802 | | | N-S: | 8(| 3 |
| | ш | :-N | 332 | | | E-W: | 365 | | | Е-W: | 372 | | | М | 374 | | | З | č | 74 |
| | S | :WD | 1031 | | | SUM: | 1134 | | | SUM: | 1169 | | | SUM: | 1176 | | | SUM: | Ŧ | 76 |
| No. of Phases: | | | ы | | | | 3 | | | | e | | | | 3 | | | | | m |
| Volume / Capaci | ity: | Ξ | 0.654 | | | [2] | 0.696 | | | [2] | 0.720 | | | [2] | 0.725 | | | [2] | 0.7 | 25 |
| Level of Service: | · | | Ē | | | | в | | | | U | | | | υ | | | | с | |
| | | | | | | | | | | | | | | | | | | | | |
| Assumptions: | Ma | ximum Su | um of Critics | al Volumes | s Unterset | ction Capac | citv): 2 Phas | te=1500. 3 | Phase=1. | 425. 4+ Pł | nase=1375. | Unsignaliz | ed=1200. | | | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of voetlapping left turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System Installation. [2] wc ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

Woodman Avenue Ventura Freeway Eastbound Ramps Westfield Fashion Square /1-05-3606-1 CMA14

N-S St: E-W St: Project: File Name:

CRITICAL MOVEMENT ANALYSIS

Woodiman Avenue @ Ventura Freeway Eastbound Ramps Peak Hour: PM Annual Growth: 2.00%

08/04/2008 2007 2012 Date: Date of Count: Projection Year:

| | 2007 | EXIST. TF | REFIC | 2012 | W/ AMBIE | ENT GROV | ΥTH | 2012 | W/ OTHE | R PROJE | CTS |
|-------------|------------|-------------|--------|--------|----------|---------------|--------|--------|---------|---------|-----|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | ž |
| NB Left | 0 | 0 | | 0 | 0 | 0 | ı | 0 | 0 | 0 | |
| Comb. L-T | | 0 | ı | | | 0 | | | | 0 | |
| NB Thru | 1094 | ę | 365 | 109 | 1203 | ы | 401 | 28 | 1231 | e | |
| Comb. T-R | | - | 365 | | | - | 401 | | | - | |
| NB Right | 364 | 0 | 1 | 36 | 400 | 0 | ı | 14 | 414 | 0 | |
| Comb. L-T-R | | 0 | | | | 0 | | | | 0 | |
| SB Left | 287 | F | 287 | 29 | 316 | - | 316 | 0 | 316 | - | |
| Comb. L-T | | 0 | • | | | 0 | • | | | 0 | |
| SB Thru | 1010 | 2 | 505 | 101 | 1111 | 2 | 555 | 45 | 1156 | 2 | |
| Comb. T-R | | 0 | • | | | 0 | | | | 0 | |
| SB Right | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Comb. L-T-R | | 0 | | | | 0 | | | | 0 | |
| EB Left | 467 | + | 257 | 47 | 514 | F | 283 | 0 | 514 | F | |
| Comb. L-T | | 0 | ł | | | 0 | ı | | | 0 | |
| EB Thru | ~ ~ | 0 | 372 | 0 | - | 0 | 409 | 0 | - | 0 | |
| Comb. T-R | | 0 | , | | | 0 | , | | | 0 | |
| EB Right | 357 | - | 196 | 36 | 392 | ~- | 216 | 7 | 394 | - | |
| Comb. L-T-R | | | | | | - | | | | | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.

ന 2

766 418 1184

N-S: E-V: SUM:

766 418 1184

N-S: E-V: SUM:

730 410 1140

N-S: B-W: SUM:

717 409 1126

:: N-S: В М З

652 372 1023

N-S: E-V: SUM:

Crit. Volumes: Comb. L-T-R

ĉ

m 0.700

ო 0.690

m 0.648 œ

Ξ

Volume / Capacity: evel of Service: Assumptions:

lo. of Phases:

0.731

c [2]

œ 2

0.731

2

υ

418

C

0 0

418 217

c 0 C

293

533

293

533

თ C 0

283

410

217

394

394

217

0 0 0

> 0 0 000

> > 0 0

.

0 0

000000

0 0

Comb. L-T **VB** Thru **NB** Left

Comb. T-R WB Right

c

c 0 0

000000

0 0

o

00 000

> 0 0

000000

0 С

0

0 0 0

414 414

0 0 e

0 1242

0 0 0

> 414 414

00 e -

0 1242 414

0

-00

414

00

0

÷

410

414

Lane Volume

No. of Lanes

Added Total Volume

Lane Volume

No. of

Added Total Volume

Lane

Lanes

Volume

Volume

2012 W/ PROPOSED PROJECT

Volume

2012 W/ MITIGATION

352

352

352 593

593

0 1 0 0 0

C

1186

0 0

0 0 0 0 0

1186 0

30 0

578

,

36

316

Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
 [2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

Woodman Avenue Moorpark Street Westfield Fashion Square /1-05-3606-1 CMA15 Accutek N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Moorpark Street Peak Hour: AM AM 2.0% Annual Growth:

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 2007 | EXIST. TR | AFFIC | 2012 V | V/ AMBIE | INT GROW | TH | 2012 V | V/ OTHEF | ROJEC | TS | 2012 V | V/ PROPO | SED PRO | DUECT | 2012 | W/ MITIG/ | ATION | | |
|--------------------------|---------|--------------------------------|-----------------------------------|-----------------------------|---------------------------|---------------------------------|---------------|---------------------------|-------------------------|---------------------------|------------------------|-------------|----------|---------|--------------|--------|-----------|------------------|----------|---|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement | Volume | Lanes | Volume | Volume \ | Volume | Lanes | Volume | Volume V | /olume | Lanes | Volume | Volume V | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Т |
| NB Left | 12 | | 12 | | 14 | - | 14 | 0 | 14 | - | 44 | o | 14 | ~ | 14 | o | 14 | ~ | 14 | |
| Comb. L-T | 007 | 0, | - 245 | 97 | 530 | 0, | 769 | 57 | 205 | 0 0 | - 298 | <i>c</i> | 202 | 0, | - | c | 802 | 0, | - | |
| Comb. T-R | P F | 10 |) | ř | 222 | 10 | - | 5 | 222 | 4 0 | - | 1 | 222 | 4 0 | - | 0 | 222 | 10 | - | |
| NB Right | 24 | - | 24 | 2 | 26 | - | 26 | 2 | 28 | - | 28 | 0 | 28 | - | 28 | 0 | 28 | | 28 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| SB Left | 297 | - | 297 | 30 | 327 | | 327 | 5 | 329 | | 329 | - | 330 | | 330 | 0 | 330 | - | 330 | T |
| Comb. L-T SB Thru | 851 | 0 | - 528 | 85 | 936 | o - | - 581 | 48 | 984 | 0 ~ | - 605 | e | 987 | 0 ~ | - 607 | C | 987 | 0 - | - 607 | |
| Comb. T-R | 3 | • • | 528 | ; | | · - | 581 | 2 | | · • | 605 | • | | | 607 | , | 8 | - - - | 607 | |
| SB Right | 206 | 0 0 | , | 21 | 227 | 0 0 | ı | 0 | 227 | 0 0 | , | 0 | 227 | 0 0 | , | o | 227 | 0 (| | |
| Comb. L-1-K - | _ | 0 | | | | o | | | | Ð | | | | D | | | | 0 | | |
| EB Left | 111 | - | 111 | 11 | 122 | | 122 | 0 | 122 | - | 122 | | 123 | | 123 | 0 | 123 | | 123 | 1 |
| Comb. L-T | 551 | 0 - | 551 | ម | ROR | 0 | , ANA | 78 | 634 | o - | , 634 | c | 634 | 0 - | - 634 | c | 634 | 0 | - 634 | |
| Comb, T-R | 3 | - 0 | 5 | 3 | 200 | - 0 | - - | 7 | + | - 0 | + - | 2 | 100 | - 0 | + 20 , | 2 | 100 | - 0 | - | |
| EB Right | 40 | - | 40 | 4 | 43 | - | 43 | 0 | 43 | - | 43 | 0 | 43 | - | 43 | 0 | 43 | - | 43 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| WB Left | 85 | F | 85 | б | 94 | + | 94 | 2 | 96 | - | 96 | 0 | 96 | | 96 | 0 | 96 | - | 96 | T |
| Comb. L-T | 776 | 0 | - 776 | ۲ ۲ | 700 | 0 - | - 790 | БV | CVB | o + | , 847 | Ŧ | 578 | 0 | - 573 | C | ъля | 0 | - 5/8 | |
| Comb. T-R | | - 0 | 07 | 2 | 222 | - 0 | 22. | 7 f | 740 | - 0 | 740 | - | | - 0 | 2 7 7 | Þ | 240 | - 0 | - | |
| WB Right | 276 | | 276 | 28 | 303 | - | 303 | 4 | 307 | - | 307 | 0 | 307 | - | 307 | 0 | 307 | | 307 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| Crit. Volumes: | | N-S: | 542 | | | N-S: | 597 | | | N-S: | 627 | | | N-S: | 629 | | | N-S: | 629 | T |
| | | E-W: | 837 | | | E-W: | 921 | | | E-W: | 964 | | | Е-W: | 996 | | | E-W: | 996 | |
| | | SUM: | 1380 | | | SUM: | 1518 | | | SUM: | 1591 | | | SUM: | 1595 | | | SUM: | 1595 | |
| No. of Phases: | | | 2 | | | | 2 | | | | 7 | | | | 2 | | | | 2 | 1 |
| Volume / Capa | ncity: | Ξ | 0.850 | | | E | 0.942 | | | [1] | 0.991 | | | Ξ | 0.993 | | | [2] | 0.963 | 1 |
| Level of Servic | , jų | | 0 | | | | ш | | | • | ш | | | • | ш | | | | ш | |
| Assumptions ⁻ | | Maximum | Sum of Critics | Volumes | Intersec | tion Canac | itv). 2 Phase | e=1500 3. | Phase=14 | 425 4+ Ph | ase=1375 | Insignalize | d=1200 | | | | | | | 1 |
| | | For dual tu | im lanes, | 55% (| of volume | is assigned | d to heavier | lane. | | | | | | | | | | | | |
| | | For one ex Right turms | cci. and one c s on red from | pt. turn lan excl. lanes | ц ^л II | 50% 0 | f overlappin, | g left turn. | exciusivi | e lalle. | | | | | | | | | | |
| | | [1] v/c ratic [2] v/c ratic | o includes a C o reflects redu | 0.7 reducti | ion due tc 'ditional 0 | o installatior 0.03 due to 1 | 1 of ATSAC | as part of l n measure | he Victor, consistin | y System I a of the up | Vo. 6. parade to AT | CS. | | | | | | | | |
| | | 2 | | | | | , | | | , | , | | | | | | | | | |

Woodman Avenue Moorpark Street Westfield Fashion Square /1-05-3606-1 CMA15 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Moorpark Street Peak Hour: PM Annual Growth: 2.00%

Date: Date of Count: Projection Year:

08/04/2008 2007 2012 r

| | 2007 5 | EXIST. TRA | VFFIC | 2012 | W/ AMBI | ENT GROV | ΥTH | 2012 \ | W OTHEI | R PROJEC | STS | 2012 \ | NI PROP | OSED PR(| OJECT | 2012 V | V/ MITIG/ | ATION | |
|------------------------------------|-------------|---|---|--|--|--|--|--|--|--|--|---------------------|----------|----------------------|--------------------|----------|-----------|----------------------|--------------------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | Na. of | Lane |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume \ | Volume | Lanes | Volume |
| NB Left | 67 | ÷ | 67 | 7 | 73 | - | 73 | O | 73 | - | 73 | o | 73 | ب | 73 | 0 | 73 | - | 73 |
| Comb. L-T NB Thru | 772 | 0 0 | 386 | 17 | 849 | 0 0 | - 424 | 44 | 893 | 0 0 | - 446 | 80 | 901 | 0 14 | - 450 | 0 | 901 | 00 | - 450 |
| Comb. T-R NB Right | 55 | 0 | - 55 | 9 | 61 | 0 - | - 61 | 2 | 63 | 0 - | - 63 | 0 | 63 | 0 ~ | - 63 | 0 | 63 | 0 | - 63 |
| Comb. L-T-R - | | 0 | | | | o | | | | 0 | | | • | 0 | | | | 0 | |
| SB Left | 263 | - (| 263 | 26 | 289 | ÷- (| 289 | a | 289 | - 0 | 289 | 10 | 299 | c | 299 | 0 | 299 | 0 | 299 |
| Comb. L- I SB Thru | 734 | ⊃ - - | 492 | 73 | 808 | ⊃ - | - 542 | 47 | 855 | ⊃ ← · | 565 | 20 | 875 | ⊃ ~ · | - 575 | o | 875 | ⊃ - · | - 575 1-1-1 |
| Comb. T-R SB Right | 251 | - 0 (| - 492 | 25 | 276 | - 0 1 | | O | 276 | - 0 0 | , 000 | 0 | 276 | - 0 0 | c/c , | 0 | 276 | - 0 (| c/c - |
| Comb. L-T-R - | | 0 | | | | D | | | | D | | | | Ð | | | | þ | |
| EB Left | 205 | - (| 205 | 20 | 225 | - d | 225 | o | 225 | - 0 | 225 | 2 | 227 | c | 227 | 0 | 227 | c | 227 |
| COMD. L-1 EB Thru | 685 | C | - 685 | 69 | 754 | C | - 754 | 35 | 789 | ⊃ - | - 789 | o | 789 | - C | - 789 | 0 | 789 | - כ | - 789 |
| Comb. T-R | 8.7 8.7 | 0. | - 87 | α | UD | 0.+ | - - | c | CB | 0 | - | c | 06 | 0 | , P | c | G | o - | , , |
| Comb, L-T-R - | 40 | - 0 | 40 | 5 | 8 | • 0 | | • | 8 | 0 | } |) | | 0 | | 1 | | 0 | } |
| WB Left | 11 | - | 71 | 7 | 78 | - (| 78 | r N | 81 | | 81 | 0 | 81 | - (| 81 | o | 81 | (| 81 |
| Comb. L-T WB Thru | 551 | o | - 551 | 55 | 606 | o ~ | 606 | 45 | 651 | ⊃ - - | - 651 | 2 | 653 | ⊃ - - | , 653 | 0 | 653 | ⊃ - - | 653 |
| Comb. T-R WB Right | 258 | o - | - 258 | 26 | 284 | 0 ~ | - 284 | o | 284 | 0 - | - 284 | 0 | 284 | 0 - | - 284 | o | 284 | 0 - | - 284 |
| Comb. L-T-R - | | 0 | | | | o | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | | N-S: E-W: SUM: | 649 756 1405 | | | N-S: E-W: SUM: | 714 832 1546 | | | N-S: E-W: SUM: | 736 877 1613 | | | N-S: E-W: SUM: | 750 881 1631 | | | N-S: E-W: SUM: | 750 881 1631 |
| No. of Phases; | | | 2 | | | | 2 | | | | 2 | | | | 5 | | | | 2 |
| Volume / Capac Level of Service | city: 3: | E | 0.867 D | | | [1] | 0.960 E | | | E | 1.005 F | | | Ξ | 1.017 F | | | [2] | 0.987 |
| Assumptions: | | Maximum S ^c or dual tur ^c or one exc Right turns 1] v/c ratio 2] v/c ratio | sum of Criti Tr lanes, cl. and one on red fron includes a reflects rec | cal Volume 55% opt. tum la n excl. lane 0.07 reduc | es (Interse ane, ss = stion due t additional | ection Capa of volume 70% 50% to installatio | city): 2 Pha is assigned of volume is of overlappi in of ATSAC | se=1500, 3 to heavier assigned t ng left turn. as part of on measur | Phase=1 lane. to exclusiv the Victou e consistir | 1425, 4+ Pf /e lane. ry System l rg of the up | hase=1375, No. 6. ograde to A ⁻ | Unsignaliz. TCS. | ed=1200. | | | | | | |

Woodman Avenue Ventura Boulevard Westfield Fashion Square /1-05-3606-1 CMA16 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Boulevard Peak Hour: AM AM 2.0% Annual Growth:

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 2007 | EXIST. TR | AFFIC | 2012 \ | W/ AMBIE | ENT GROW | H | 2012 V | V OTHEF | ROJEC | TS | 2012 V | VI PROPO | DSED PRC | JECT | 2012 V | V/ MITIGA | VTION | |
|----------------------|----------------|--------------|---------------|------------|--------------|----------------|-------------|----------|---------|----------------|-------------|------------|----------|----------------|---------------|--------|-----------|---------------|-------------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume \ | /olume | Lanes | Volume | Volume | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB Left | 51 | I | 51 | 5 | 56 | ÷- (| 56 | 89 | 64 | (| 64 | 0 | 64 | ÷- (| 64 | 0 | 64 | ← (| 64 |
| Comb. L-T NB Thru | 201 | 00 | 1 1 | 20 | 221 | 00 | | 9 | 227 | 00 | | - | 228 | 0 0 | . , | 0 | 228 | 0 0 | |
| Comb. T-R | | | 219 | 1 | Ì | . – | 241 | I | | | 251 | | | | 252 | 1 | | · | 252 |
| NB Right | 19 | 0 | | 2 | 21 | 0 | | 4 | 25 | 0 | | 0 | 25 | 0 | | 0 | 25 | 0 | 1 |
| Comb. L-T-R | | o | | | | 0 | | | | 0 | | | | o | | | | 0 | |
| SB Left | 216 | t | 216 | 22 | 238 | F | 238 | 2 | 245 | - | 245 | 2 | 247 | - | 247 | 0 | 247 | + | 247 |
| Comb. L-T | 366 | 0 + | - | ç | 740 | 0 • | - 747 | ų | 767 | 0 - | 757 | * | 763 | o , | , 253 | c | 763 | o • | - |
| Comb T-R | C77 | - c | c77 - | 77 | 747 | - c | 147 - | n | 707 | - 0 | 707 - | - | 007 | - 0 | °°2, | þ | 007 | - c | rc7 - |
| SB Right | 362 |) | 362 | 36 | 398 | , | 398 | 38 | 436 | - - | 436 | o | 436 |) | 436 | o | 436 |) | 436 |
| Comb. L-T-R | 1 | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| EB Left | 142 | - , | 142 | 14 | 157 | - (| 157 | 41 | 198 | - 0 | 198 | 0 | 198 | (| 198 | 0 | 198 | - (| 198 |
| Comb. L-1 EB Thru | 1082 | c | - 554 | 108 | 1190 | э г | - 609 | 96 | 1286 | c | - 665 | 0 | 1286 | c | - 665 | 0 | 1286 | C | - 665 |
| Comb. T-R | | - | 554 | | | | 609 | | | - | 665 | | | | 665 | | | • •••• | 665 |
| EB Right | 26 | 0 | , | ю | 29 | 0 | | 16 | 45 | 0 | | 0 | 45 | 0 | | o | 45 | 0 | , |
| Comb. L-T-R | 1 | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left | 45 | - | 45 | 4 | 49 | | 49 | ÷ | 50 | - | 50 | o | 50 | ۳- | 50 | 0 | 50 | - | 20 |
| Comb. L-T | | 0 | | | | 0 | | | | 0 | | | | o | , | | | 0 | |
| | 1091 | - 1 | 603 | 109 | 1200 | | 663 | 52 | 1252 | | 695 201 | * | 1253 | •- • | 696 | 0 | 1253 | | 696 |
| WB Right | 114 | - 0 | | 11 | 126 | - 0 | COD - | 12 | 138 | - 0 | CR0 - | • | 139 | - 0 | 0 <u>80</u> - | 0 | 139 | - c | 060 - |
| Comb. L-T-R | | 0 | | | 1 | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes | 2 | N-S: | 436 | | | N-S: | 479 | | | N-S: | 496 | | | N-S: | 499 | | | N-S: | 499 |
| | | E-W: SUM: | 745 1181 | | | E-W: SUM: | 820 1299 | | | E-W: SUM: | 893 1389 | | | E-W: SUM: | 894 1393 | | | E-W: SUM: | 894 1393 |
| | | | G | | | | G | | | | ſ | | | | c | | | | d |
| No. of Phase. | S. | | 2 | | | | 7 | | | | 2 | | | | 2 | | | | N |
| Volume / Cap | acity: ice: | [1] | 0.717 | | | [2] | 0.766 | | | [2] | 0.826 D | | | [2] | 0.829 | | | [2] | 0.829 |
| | | | | | | | | | | | | | | | | | | | |
| Accimentation | ; | Anvimim S | num of Critic | iomilu/i-i | e l'intorenc | The Canad | ind. 9 Dhan | - 1500 3 | Dhaca-4 | 40 77 361 | 1270-1276 | Inciantian | 0001-0 | | | | | | |

1280=1700 Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsign: For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on read from excl. lanes = 50% of voerlapping left. turn [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

Woodman Avenue Ventura Boulevard Westfield Fashion Square /1-05-3606-1 CMA16 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Boulevard Md 2.00% Annual Growth: Peak Hour:

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| No. of Lane Added Tol Movement Volume Lanes Volume | Total No. of Kolume Lanes 65 1 235 0 235 0 137 1 137 1 137 1 2661 0 261 0 261 1 227 1 1202 1 45 0 | Lane Volume V 65 - 241 - 137 - 137 - 177 - 177 - 261 - 261 - 261 - 623 | Added To Volume Volt. -1 -1 4 4 4 40 | tal No. of Imme Lanes 89 1 9 0 136 1 136 1 138 0 181 1 136 1 267 1 267 1 | Lane Volume 249 136 181 181 181 181 181 181 267 674 | Added Volume V 12 12 0 12 | Total N folume Li 89 247 9 9 148 148 187 309 | v of Land | ane lume / | Added Total /olume Volume | No. of Lanes | Lane Volume |
|--|---|---|---|---|---|--|--|---------------|---------------|------------------------------|------------------|----------------|
| Movement Volume Lanes Volume | Volume Lanes 65 1 65 1 235 0 137 1 137 1 137 1 137 1 137 1 137 1 137 1 1202 1 1202 1 45 0 | Volume V 65 - 241 - 137 - 137 - 261 - 261 - 261 - 261 - 261 - 623 | Volume Volt. 24 6 6 7 4 4 4 7 40 | Ime Lanes 89 1 89 1 136 1 136 1 136 1 138 0 308 0 267 1 267 1 | Volume 89 89 249 249 136 181 181 181 181 181 267 457 | Volume v 12 0 0 0 1 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | /olume L¢ 89 89 247 9 9 148 187 187 309 | No 10 1 | 89 | /olume Volume | Lanes | Volume |
| NB Left 59 1 59 6 Comb. L-T 213 0 - 21 NB Thru 213 0 - 21 NB Tight 6 0 - 1 12 Comb. L-T-R 1 - 219 1 Comb. L-T-R 0 - 161 16 Comb. L-T 161 1 161 16 Comb. L-T 8 1 237 24 Comb. L-T - 206 1 237 24 Comb. L-T - 0 - 21 Comb. L-T 8 109 1 Comb. L-T 90 - 4 EB Left 24 1 567 109 1 Comb. L-T 90 - 6 EB Right 24 1 266 21 Comb. L-T 8 0 - 109 1 Comb. L-T 9 0 - 6 Comb. L-T 8 0 - 109 1 Comb. L-T 8 0 - 100 1 Comb. L-T 8 0 0 - 100 0 Comb. L-T 8 0 0 - 100 0 Comb. L-T 8 0 0 0 - 100 0 Comb. L-T 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 65 1 235 0 7 7 137 1 137 1 177 0 261 0 261 0 1202 1 1202 1 45 0 | 65 - 241 - 137 - 177 - 177 - 261 - 261 - 261 - 623 | 24 6 7 4 4 4 4 4 4 4 4 7 2 6 | 89 1 241 0 0 241 0 0 136 1 181 1 181 1 181 1 181 1 181 0 181 0 267 1 267 1 279 | 89 - 249 - 249 - 136 - 181 - 308 - 267 - 267 | 0 7 0 7 0 0 0 | 89 247 9 187 309 | -00-00 | 89 | 00 | | |
| Comb. L-T 0 - 21 NB Thru 213 0 - 21 NB Thru 213 0 - 21 NB Right 6 0 - 21 NB Right 6 0 - 21 Comb. L-T-R 0 - 12 1 Comb. L-T-R 0 - 161 16 1 SB Right 237 1 237 24 24 Comb. L-T-R 0 - 161 16 1 16 SB Right 237 1 237 24 24 24 24 Comb. L-T-R 0 - 0 - 24 24 24 Comb. L-T-R 0 - 567 109 1 267 4 Comb. L-T-R 0 - 567 109 1 267 4 Comb. L-T-R 0 - 0 - < | 235 0 7 7 137 1 137 1 177 1 177 1 177 1 177 1 1202 1 1 1202 1 1 | - 241 - 241 - 137 - 177 - 261 - 261 - 263 | 6 7 7 7 7 0 0 4 7 4 7 4 7 | 241 0 241 0 241 241 241 241 241 241 241 241 241 241 | - 249 - 136 - 181 - 181 - 308 - 267 | 0 7 0 7 0 0 | 247 9 148 309 309 | 00-00 | | 00 | - | 89 |
| NB Thru 213 0 - 21 Comb. T-R 1 219 1 Comb. L-T-R 0 - 1 Comb. L-T-R 0 - 1 Comb. L-T-R 0 - 161 16 Comb. L-T 161 1 161 16 Comb. T-R 161 1 161 16 Comb. L-T 0 - 206 21 Comb. L-T 1093 1 206 21 Comb. L-T 1093 1 567 109 1 Comb. L-T 0 - 4 Comb. L-T 0 - 4 Comb. L-T 0 - 6 Comb. L-T 0 - 7 Comb. L-T 0 - 6 Comb. L-T 0 - 6 Comb. L-T 0 - 6 Comb. L-T 0 - 7 Comb. Comb. L-T 0 - 7 Comb. L-T 0 - 7 Comb. Comb. L-T 0 | 235 0 7 7 1 137 1 177 1 261 1 261 1 1202 1 1202 1 45 0 | - 241 - 137 - 1177 - 261 - 261 - 263 | 0 7 7 4 7 0 0 | 241 0 9 0 0 136 1 136 1 136 0 308 0 267 1 267 1 | - 249 - 249 - 136 - 308 - 308 - 267 - 267 | 0 - 0 0 | 247 9 148 309 309 | 0-00 | | | 0 | ı |
| Comb. T-R 1 219 NB Right 6 0 - 1 Comb. L-T-R. 0 - 125 12 1 SB Left 125 1 125 12 12 12 SB Left 161 161 16 - - 12 12 SB Right 237 1 237 1 24 16 16 SB Right 237 1 237 24 24 24 24 24 24 24 24 24 16 17 24 24 2 16 16 16 16 16 | 7 1 137 1 177 0 261 0 227 1 1202 1 45 0 | 241 - 137 - 177 - 177 - 261 - 261 - 261 - 623 | | 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 249 - 136 - 181 - 308 - 308 - 267 - 267 | 0 7 0 7 0 | 9 148 309 309 | - 0 (| | 0 247 | 0 | 1 |
| NB Right 6 0 - 1 1 Comb. L-T-R. 0 - 125 12 SB Left 125 1 125 12 Comb. L-T 0 - 161 16 SB Right 237 1 237 24 Comb. L-T-R. 0 - 206 1 206 Comb. L-T-R. 0 - 567 109 1 Comb. L-T-R. 0 - 67 109 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - 7 100 1 Comb. L-T 0 - | 7 0 137 1 177 0 261 0 227 1 1202 1 1 227 1 45 0 | - 137 137 177 261 261 227 623 | 4 4 4 4 4 4 | 9 0 136 1 136 1 267 1 278 1 27 | - 136 - 181 - 308 - 267 - 674 | 0 7 0 7 | 9 148 187 309 | , 0 (| 255 | | - | 255 |
| Comb. L-T-R - 0 SB Left 125 1 125 12 SB Left 125 1 125 12 Comb. L-T 161 1 161 16 16 SB Thru 161 1 161 16 16 16 SB Right 237 1 237 24 24 26 21 26 21 26 21 26 21 26 21 26 21 26 21 26 21 26 21 26 21 26 21 26 1 26 21 <td>137 1 137 1 177 0 261 0 227 0 1202 1 1202 1 45 0</td> <td>137 - 177 - 261 - 261 - 227 - 623</td> <td>4 4 4 40</td> <td>0 136 136 181 181 181 267 267 267 285</td> <td>136 - 181 - 181 - 308 - 267 - 267</td> <td>0 7 0 7</td> <td>148 187 309</td> <td>c</td> <td></td> <td>6</td> <td>0</td> <td>,</td> | 137 1 137 1 177 0 261 0 227 0 1202 1 1202 1 45 0 | 137 - 177 - 261 - 261 - 227 - 623 | 4 4 4 40 | 0 136 136 181 181 181 267 267 267 285 | 136 - 181 - 181 - 308 - 267 - 267 | 0 7 0 7 | 148 187 309 | c | | 6 | 0 | , |
| SB Left 125 1 125 12 Comb. L-T 0 - 161 16 16 SB Thru 161 1 161 16 16 SB Thru 161 1 161 16 16 SB Right 237 2 24 23 SB Right 237 1 237 24 Comb. L-T-R- 0 - 23 24 Comb. L-T-R- 0 - 26 109 1 Comb. L-T-R- 0 - 567 109 1 Comb. L-T-R- 0 - 567 109 1 Comb. L-R 1 0 - 4 4 2 4 4 2 4 4 2 4 4 2 4 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 | 137 1 177 1 261 0 227 1 1202 1 1 | 137 - 177 - 261 - 227 - 227 - 623 | 4 | 136 1 181 1 308 1 267 1 286 1 | 136 181 308 267 674 | | 148 187 309 | D | | | 0 | |
| Comb. L-T 0 - SB Thru 161 1 161 16 SB Right 237 0 - - SB Right 237 1 237 24 SB Right 237 1 237 24 Comb. L-T-R- 0 - - 24 Comb. L-T-R- 0 - 267 109 1 Comb. L-T-R- 0 - 667 109 1 Comb. L-T-R- 0 - 667 109 1 Comb. L-T-R- 0 - 677 109 1 Comb. L-T-R- 0 - 677 109 1 Comb. L-T-R- 0 - 677 109 1 WB Left 24 1 0 - 4 2 WB Thru 910 1 515 91 1 | 177 1 177 1 261 1 227 1 1202 1 45 0 | - 177 - 261 - 227 - 227 | 4740 | 181 11 181 11 308 11 267 1 286 1 286 1 286 1 286 1 1 | - 181 - 308 - 267 - | 9 ~ 0 | 187 309 | 1 | 148 | 0 148 | - | 148 |
| SB Thru 161 1 161 161 16 Comb. T-R 0 - 237 24 SB Right 237 1 237 24 Comb. L-T-R 0 - 266 21 Comb. L-T-R 0 - 567 109 1 Comb. L-T 1093 1 567 109 1 Comb. L-T 0 - 4 Comb. L-T 0 - 246 21 Comb. L-T 0 - 515 91 1 WB Left 24 1 24 2 Comb. L-T 0 - 515 91 1 WB Thru 910 1 515 91 1 WB Thru 910 1 515 91 1 | 177 1 261 0 227 1 1202 1 45 0 | 177 - 261 - 227 - 227 - 623 | 4 4 4 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 | 181 1 308 1 267 1 286 4 | 181 - 308 - 267 - 267 | o + o | 187 309 | ' 0 | | | 0 | |
| Comb. T-R 0 - SB Right 237 24 SB Right 237 24 Comb. L-T-R 0 - EB Left 206 1 237 24 Comb. L-T-R 0 - 7 24 EB Left 206 1 205 21 Comb. L-T 1093 1 567 109 1 Comb. L-T 1093 1 567 109 1 Comb. L-T 1093 1 567 109 1 Comb. L-T-R 0 - 7 4 2 WB Left 24 1 24 2 2 WB Thru 910 1 515 91 1 WB Thru 910 1 515 91 1 | 261 0 227 1 1202 1 45 0 | - 261 - 227 - 623 | 47 40 | 308 1 308 1 267 1 286 1 | - 308 267 674 | ⊷ 0 | 309 | ~~ | 187 | 0 187 | - | 187 |
| De Najur. 201 201 201 24 Comb. L-T-R. 0 206 1 206 21 EB Left 206 1 206 21 29 Comb. L-T 1093 1 567 109 1 Comb. L-T-R 0 - 7 4 Comb. L-T-R 0 - 4 Comb. L-T-R 0 - 4 WB Left 24 1 24 2 WB Thru 910 1 515 91 1 WComb. L-R 0 - 515 91 1 | 227 1 227 1 1202 1 45 0 | 227 - 623 | ÷ 04 | 267 1 2 267 1 2 286 4 | 267 - 267 - 674 | - 0 | enc | 0 • | 006 | 000 | 0 1 | , , |
| EB Left 206 1 206 21 Comb. L-T 206 21 EB Thu 1093 1 567 109 1 Comb. T-R 1093 1 567 109 1 Comb. T-R 1 567 4 4 Comb. L-T-R 0 - 4 WB Left 24 1 24 2 Comb. L-T 910 1 515 91 1 WB Thru 910 1 515 91 1 | 227 1 227 1 1202 1 45 0 | 227 - 623 | 40 | 267 1 286 1 | 267 - 674 | o | | - 0 | 202 | 0 | - 0 | EUC |
| EB Left 206 1 206 21 20 21 206 21 20 20 20 21 20 20 20 20 20 20 20 20 20 20 20 20 20 | 227 1 227 1 1202 1 45 0 | 227 - 623 | 40 | 267 1 267 1 овс 1 | - 267 674 | 0 | | | | | | |
| EB Thru: 1093 1 567 109 11 Comb. T-R 1093 1 567 109 11 Comb. L-T-R 4 6 Comb. L-T-R 0 - 4 WB Left 24 1 24 2 Comb. L-T 910 1 515 91 1 WB Thru 910 1 515 91 1 | 1202 45 0 | - 623 | | 286 J | 674 | | 267 | c | 267 | 0 267 | C | 267 |
| Comb. T-R 1 567 EB Right 41 0 - 567 4 Comb. L-T-R - 0 - 24 2 WB Left 24 1 24 2 Comb. L-T 910 1 515 91 1 WB Thru 910 1 515 91 1 | 45 0 | | 84 | | | С | 1286 | , 2 - | 674 | 0 12RG | ⊃ . - | - 67A |
| EB Right 41 0 - 4 Comb. L-T-R- 0 - 4 WB Left 24 1 24 2 Comb. L-T 0 - 515 91 1 WB Thru 910 1 515 91 1 | 45 0 | 623 | | - + | 6/4 | 0 | 004 | | 674 | 001 | | 674 |
| Comb. L-T-R- 0 WB Left 24 1 24 2 Comb. L-T 0 - WB Thru 910 1 515 91 1 WB Thru 1 515 5 | 2 | , | 18 | 63 0 | • | o | 63 | 0 | | 0 63 | 0 | |
| WB Left 24 1 24 2 Comb. L-T 24 1 24 2 WB Thru 910 1 515 91 1 Comb. T-R 1 515 5 | 0 | | | 0 | | | | 0 | | | 0 | |
| Comb. L-T 0 - WB Thru 910 1 515 91 1 Omb. T-R 10 515 21 | 26 1 | 26 | | 27 1 | 27 | 0 | 27 | + | 27 | 0 27 | - | 27 |
| WB Thru 910 1 515 91 11 Comb. T-R 1 515 91 11 Comb. T-R 1 515 1 | 0 | ı | | 0 | ı | | | ' 0 | | | 0 | |
| Comb. T-R 1 515 | 1001 1 | 566 | 86 1 | 087 1 | 609 | 2 | 1089 | - | 611 | 0 1089 | - | 611 |
| | | 566 | | | 609 | | | | 611 | | | 611 |
| | 132 0 | | 0 | 132 0 | 1 | 2 | 134 | , 0 | | 0 134 | 0 | |
| Comb. L-T-R - 0 | o | | | 0 | | | | 0 | | | 0 | |
| Crit. Volumes: N-S: 344 | N-S: | 379 | | N-S: | 386 | | z | -S: | 404 | | N-S: | 404 |
| E-W: 721 | E-W: | 793 | | Е-W: | 876 | | ш | .w. | 878 | | Е-W: | 878 |
| SUM: 1065 | SUM: | 1171 | | SUM: | 1261 | | S | :WL | 1281 | | SUM: | 1281 |
| No. of Phases: 2 | | 2 | | | 2 | | | | 2 | | | N |
| Volume / Capacity: [1] 0.640 | [2] | 0.681 | | [2] | 0.741 | | | [2] | 1.754 | | [2] | 0.754 |
| Level of Service; B | | B | | • | с | | | о | | | 2 | |

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For on an one opt turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of voetlapping left turn. [1] vcr ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] vcr ratios reflect additional 0.03 reduction due to the tuturc citywide ATSAC/ATCS system installation.

Fashion Square Project Driveway-Matilija Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA17 Accutek N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive Peak Hour: AM Annual Growth: 2.0%

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | | 2007 | EXIST. TR | AFFIC | 2012 | W/ AMBIE | ENT GROW | ЧTH | 2012 | W/ OTHE | R PROJEC | CTS | 2012 | WI PROP | OSED PR(| OJECT | 2012 | W/ MITIG | ATION | | |
|--|----------------|--------|----------------|--------|--------|----------|----------|--------|--------|---------|----------------|--------|--------|---------|---------------|--------|--------|----------|------------|--------|-----|
| | | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| NELet 0 <th>Movement</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume</th> <th>Lanes</th> <th>Volume</th> <th></th> | Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | |
| | NB Left | 0 | 0 | , | 0 | 0 | 0 | t | 0 | 0 | 0 | , | 5. | £ | ~~ | S | 0 | 5 | | | 2 |
| | Comb. L-T | | 0 | 1 | | | 0 | | | | 0 | , | | | 0 | | | | 0 | | |
| | NB Thru | 0 | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | • | 0 | 0 | 0 | ı | |
| | Comb. T-R | | 0 | | | | 0 | , | | | 0 | 1 | | | 0 | ۱ | | | 0 | • | |
| | NB Right [3] | 0 | o | ı | 0 | 0 | o | 1 | 0 | 0 | 0 | ı | 52 | 52 | 2 | 28 | 0 | 52 | 2 | | 28 |
| SSLeft 35 0 - 4 39 0 - -37 2 0 - 0 2 0 0 2 0 0 2 1 2 <th< td=""><td>Comb. L-T-R</td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>D</td><td></td><td></td></th<> | Comb. L-T-R | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | D | | |
| | SBLeft | 35 | 0 | | 4 | 39 | 0 | | 0 | 39 | 0 | . | -37 | 2 | 0 | | 0 | 2 | 0 | • | Γ |
| | Comb. L-T | | 0 | ı | | | 0 | • | | | 0 | 1 | | | 0 | • | | | 0 | • | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | SB Thru | 0 | 0 | 59 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| RB Right 24 0 - 2 6 1 7 1 7 7 0 0 26 113 12 23 23 23 26 26 13 25 26 <th26< th=""> <th26< th=""></th26<></th26<> | Comb. T-R | | 0 | | | | 0 | | | ; | 0 | | | | 0, | | C | ć | 0, | | Ę |
| Comb.L-T-R- 1 1 7 7 0 7 7 0 7 1 7 7 0 0 - 11 | SB Right | 24 | 0 | , | 2 | 26 | 0 | , | 0 | 26 | 0 | , | 0 | 97 | | 97 | D | 97 | - (| | 07 |
| EBLeft 6 1 7 1 7 -1 -0 0 1173 2 5 5 5 5 5 0 3 3 1 2 0 3 0 3 0 3 0 3 5 1 3 1 | Comb. L-T-R | 1 | - | | | | ~ | | | | ~ | | | | 0 | | | | 0 | | |
| | FR eff | ę | - | 9 | - | <u> </u> | - | 7 | 0 | 2 | + | 4 | 2- | ę | 0 | • | 0 | ę | 0 | | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Comb. L-T | , | 0 | • | | | 0 | \$ | | | ¢ | ı | | | 0 | • | | | 0 | | |
| | EB Thru | 1017 | 2 | 509 | 102 | 1119 | 2 | 559 | 43 | 1162 | 2 | 581 | 1 | 1173 | 2 | 586 | 0 | 1173 | 2 | ŝ | 386 |
| EB Right 0 0 - 0 0 - 35 35 1 35 0 35 1 35 0 35 1 35 0 35 1 35 0 35 1 35 0 35 1 55 1 0 0 0 0 0 0 0 35 1 35 0 35 1 55 1 0 0 0 0 0 0 0 35 1 65 0 35 1 65 1 1 65 1 1 65 1 1 65 1 1 65 0 35 0 35 1 65 1 65 0 0 0 0 0 0 0 1 65 1 65 1 65 0 1 65 1 65 0 1 65 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Comb. T-R | | 0 | 1 | | | 0 | ; | | | 0 | ı | | 1 | 0 | | | ; | 0 | • | 1 |
| Comb. L-T.R- 0 12 12 16 11 16 16 16 16 16 16 16 16 16 204 2 11 63 0 204 2 1 65 1 1 | EB Right | 0 | 0 | ı | 0 | 0 | 0 | , | 0 | 0 | 0 | 1 | 35 | 35 | · (| 35 | Ð | £ | - (| | £ |
| WB Left 0 0 - 0 - 204 2 112 0 204 2 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 0 - 112 11 611 36 12 612 36 11 63 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 0 - 0 0 - 0 0 - 0 0 <td>Comb. L-T-R</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>D</td> <td></td> <td></td> | Comb. L-T-R | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | D | | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | WB Left | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 204 | 204 | 2 | 112 | 0 | 204 | 2 | - | 112 |
| WB Thru 103 1 556 10 1214 1 611 36 1250 1 629 13 1263 1 656 0 1263 1 65 Comb. T-R 1 556 1 611 36 1 636 0 1263 1 65 Comb. L-T-R 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 1 | Comb. L-T | | 0 | , | | | 0 | 1 | | | 0 | • | | | 0 | , | | | 0 | 1 | |
| Comb. T-R 1 556 1 611 1 629 1 636 9 1 636 9 1 636 9 1 636 9 1 636 9 1 636 9 1 636 1 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 0 9 0 | WB Thru | 1103 | | 556 | 110 | 1214 | • | 611 | 36 | 1250 | - | 629 | 13 | 1263 | - | 636 | 0 | 1263 | ~ · | 6 | 336 |
| WB Right 8 0 - 1 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 9 0 - 0 0 5 0 - 0 5 0 - 0 5 0 - 0 0 5 0 - 0 0 - 0 0 - 0 - 0 10 0 10 0 10 0 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <th< td=""><td>Comb. T-R</td><td></td><td>. .</td><td>556</td><td></td><td>•</td><td> I</td><td>611</td><td>ſ</td><td>c</td><td>- (</td><td>629</td><td>c</td><td>c</td><td> c</td><td>636</td><td>c</td><td>c</td><td>- c</td><td>9</td><td>336</td></th<> | Comb. T-R | | . . | 556 | | • | I | 611 | ſ | c | - (| 629 | c | c | c | 636 | c | c | - c | 9 | 336 |
| Comb. L-T-R- 0 </td <td>WB Right</td> <td>8</td> <td>0</td> <td>,</td> <td>*</td> <td>5</td> <td>0</td> <td>•</td> <td>o</td> <td>5</td> <td>с [,]</td> <td>1</td> <td>C</td> <td>ת</td> <td>5</td> <td>,</td> <td>D</td> <td>π</td> <td></td> <td></td> <td></td> | WB Right | 8 | 0 | , | * | 5 | 0 | • | o | 5 | с [,] | 1 | C | ת | 5 | , | D | π | | | |
| Crit. Volumes: N-S: 59 N-S: 65 N-S: 31 N-S: 32 E-W: 562 E-W: 618 E-W: 636 E-W: 699 E-W: 61 No. of Phases: U V 702 SUM: 730 SUM: 730 SUM: 731 77 No. of Phases: U U U V 3 Multi- 77 3 Multi- 77 700 702 SUM: 730 SUM: 77 703 SUM: 730 SUM: 77 703 704 716 716 </td <td>Comb. L-T-R</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>o</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> | Comb. L-T-R | | 0 | | | | o | | | | 0 | | | | 0 | | | | 0 | | |
| E-W: 562 E-W: 618 E-W: 636 E-W: 689 E-W: 681 E-W: 681 F.W: 681 E-W: 681 T 730 SUM: 730 SUM: 730 SUM: 73 731 | Crit. Volumes | | N-S: | 59 | | | N-S: | 65 | | | N-S: | 65 | | | N-S: | 31 | | | N-S: | | 31 |
| SUM: 621 SUM: 702 SUM: 730 SUM: 73 No. of Phases: U 0 U 3 U 3 U 0.412 [1], [2] 0.4 Volume / Capacity: 0.518 0.570 0.585 [1], [2] 0.4 Level of Service: A <td></td> <td></td> <td>: М:</td> <td>562</td> <td></td> <td></td> <td>Е-V:</td> <td>618</td> <td></td> <td></td> <td>щ-Х:</td> <td>636</td> <td></td> <td></td> <td>Х</td> <td>669</td> <td></td> <td></td> <td>: М</td> <td>G</td> <td>665</td> | | | : М: | 562 | | | Е-V: | 618 | | | щ-Х: | 636 | | | Х | 669 | | | : М | G | 665 |
| No. of Phases: U 3 No. of Phases: U 0 Volume / Capacity: 0.518 0.570 Volume / Capacity: 0.518 0.570 Level of Service: A A | | | SUM: | 621 | | | SUM: | 684 | | | SUM: | 702 | | | SUM: | 730 | | | SUM: | 1 | /30 |
| Volume / Capacity: 0.518 0.570 0.585 [1], [2] 0.41 Level of Service: A A A A | No. of Phase: | s: | | D | | | | | | | | 5 | | | | ы | | | | | б |
| Level of Service: A A A A A A | Volume / Can | acity. | | 0.518 | | | | 0.570 | | | | 0.585 | | | [1]. [2] | 0.412 | | | [1]. [2] | 0.4 | 112 |
| Level of Service: A A A | | damp. | | | | | | | | | | | | | | ~ | | | | | |
| | Level of Serv. | ice; | | A | | | | A | | | | A | | | | A | | | | A | |

maximum sum of critical volumes (intersection capacity). I criase-1900, 3 mass-1420, 4 criase-1910, orisignance-1200, For dual turn lanes, 55% of volume is assigned to heavier lane. For one soci and from excl. Iamas = 50% of overlapping left. turn. [3] Northbound right turn has an overlapping phase with the westbound left-turn movement. [1] Intersection will be signalized as part of the proposed project. [2] vic ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.

Fashion Square Project Driveway-Matilija Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA17 Accutek N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive Peak Hour: Annual Growth: 2.00%

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | | 2007 | EXIST. TR | AFFIC | 2012 V | VI AMBIE | ENT GROM | H | 2012 \ | W/ OTHE | R PROJE | CTS | 2012 | WI PROP | OSED PRO | DJECT | 2012 | W/ MITIG | ATION | | |
|---|-------------------------|--------|-----------|--------|--------|----------|--------------|----------|----------------|---------|--------------|------------|--------|---------|-------------|--------|--------|----------|----------|-------|-----|
| | | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| | Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volum | e |
| Interface Interface <t< td=""><td>NB Left</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td>o</td><td>•</td><td>o</td><td>0</td><td>0</td><td>,</td><td>46</td><td>46</td><td>-</td><td>46</td><td>0</td><td>46</td><td>*</td><td></td><td>46</td></t<> | NB Left | 0 | 0 | | 0 | 0 | o | • | o | 0 | 0 | , | 46 | 46 | - | 46 | 0 | 46 | * | | 46 |
| | Comb. L-T | • | 0 | , | | | 0 | • | | | 0 | , | | | 0 | , | | | 0 | | |
| Comb. I:R; 0 | NB Thru | 0 | 0 | ı | 0 | 0 | D | , | 0 | 0 | 0 | | 0 | o | 0 | , | 0 | 0 | 0 | ı | |
| QMB Right 0 - 0 0 - 0 - 0 - 0 0 - 0 10 0 10 0 10 0 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <th1< td=""><td>Comb. T-R</td><td></td><td>0</td><td>•</td><td></td><td></td><td>0</td><td>•</td><td></td><td></td><td>0</td><td>ł</td><td></td><td></td><td>0</td><td></td><td></td><td></td><td>0</td><td>•</td><td></td></th1<> | Comb. T-R | | 0 | • | | | 0 | • | | | 0 | ł | | | 0 | | | | 0 | • | |
| | NB Right [3] | 0 | 0 | ı | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 573 | 573 | 2 | 315 | 0 | 573 | 2 | ., | 315 |
| SB Left 27 0 - - - - - - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0 - 0 1 0< | Comb. L-T-R - | | 0 | | | | o | | | | 0 | | | | D | | | | 0 | | |
| Comb. L:T 0 - 0 - 0 - 0 - 0 - 0 - 0 0 - 0 0 - 0 0 - 0 | SB Left | 27 | 0 | | ъ | 30 | 0 | | 0 | 30 | 0 | 1 | -29 | - | 0 | | 0 | - | 0 | | |
| SBThul 0 0 46 0 0 50 0 0 - 0 0 - 0< | Comb. L-T | | 0 | , | | | 0 | | | | 0 | 1 | | | 0 | | | | 0 | | |
| Comb. T-R bit 0 - 2 1 0 - 0 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 < | SB Thru | 0 | 0 | 46 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | | 0 | 0 | 0 | , | |
| SB Reint 10 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 2 1 2 2 1 2 2 1 1 2 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 | Comb. T-R | : | 0 | • | ı | ä | 0 | • | Ċ | 2 | 0 0 | • | c | č | 0 1 | , , | c | 2 | 0 1 | 1 | 2 |
| Comb.L-T.R. 1 1 23 1 23 23 1 23 23 1 23 23 1 23 23 1 23 23 1 23 23 1 23 23 1 23 23 1 23 23 105 111 21 23 23 105 111 23 23 10 1 27 0 1 0 2 632 2 23 10 27 0 27 0 27 0 27 0 27 0 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 0 27 | SB Right | 6 | 0 | | 7 | 21 | 0 · | ı | þ | 12 | э · | ł | c | 17 | - 0 | 17 | Þ | 7 | c | | Ň |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Comb. L-T-R - | | - | | | | | | | | - | | | | þ | | | | C | | |
| | EB Left | 21 | 1 | 21 | 2 | 23 | - | 23 | 0 | 23 | - | 23 | -22 | - | 0 | t | 0 | - | 0 | , | Ι |
| EB Thu 1046 2 523 105 1151 2 575 39 1190 2 595 75 126 2 632 0 1265 2 632 Comb. L-T-R - 0 0 - 0 0 - 2 0 27 1 27 1 27 0 27 1 27 0 27 1 27 0 27 1 27 0 2 168 0 27 1 27 0 2 168 0 27 1 27 0 27 1 27 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 2 168 0 | Comb. L-T | | 0 | ı | | | 0 | | | | 0 | | | | 0 | | | | 0 | 1 | |
| | EB Thru | 1046 | 7 | 523 | 105 | 1151 | 7 | 575 | 6 6 | 1190 | 2 | 595 | 75 | 1265 | 2 | 632 | 0 | 1265 | 21 | - | 632 |
| EB Right 0< | Comb. T-R | | 0 | | ı | | 0 1 | | C | C | 0 0 | | ľ | 1 | 0, | 1 6 | c | Г С | 0 1 | 1 | 1 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | EB Right | 0 | 0 1 | | Þ | 0 | 0 0 | 1 | 5 | þ | - | • | 17 | 17 | - c | 17 | 2 | 17 | - 0 | | Ż |
| Wa Left 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 0 - 0 - 0 - 168 0 - 306 2 168 0 - 306 2 168 0 - 168 0 | Comb. L-T-R - | | 0 | | | | Ð | | | | D | | | | þ | | | | D | | |
| Comb. L-T 0 - 0 - 0 - 0 - 707 0 182 1 707 0 - 147 Nor - 147 - | WB Left | 0 | 0 | • | 0 | 0 | 0 | - | 0 | 0 | 0 | , | 306 | 306 | 2 | 168 | 0 | 306 | 5 | | 168 |
| WB Thru 1168 1 599 117 1285 1 659 44 1329 1 681 53 1382 1 707 0 1382 1 707 Comb. T-R 1 599 3 3 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 33 0 - 0 30 0 - 0 0 3 0 - | Comb. L-T | | 0 | • | | | 0 | , | | | 0 | 1 | | | 0 | | | | 0 | , | |
| Comb. T-R15993165916591 0^{11} $0^{$ | WB Thru | 1168 | - | 599 | 117 | 1285 | . | 659 | 44 | 1329 | . | 681 | 53 | 1382 | · | 107 | 0 | 1382 | | | 707 |
| Wa Hight Ju U Ju | Comb. T-R | 0 | - (| 599 | c | Ċ | c | 629 | c | ĉ | - c | 189 | c | 66 | - c | 20 | c | 66 | - c | | Ś |
| Crift Volumes: N-S: 46 N-S: 50 N-S: 147 N-S: 147 Crift Volumes: N-S: 620 E-W: 682 E-W: 704 E-W: 801 E-W: 801 No. of Phases: U 732 SUM: 754 SUM: 948 SUM: 948 No. of Phases: U U U 0 0 0 3 3 3 Volume / Capacity: 0.555 0.610 0.628 11, 12 0.565 11, 12 0.565 11, 12 0.565 0.565 Level of Service: A B B B A A A A | WB Kight Comb L_T_P_ | 06 | - c | • | ņ | ŝ | - C | | Þ | ŝ | | • | 5 | ŝ | 00 | • | 5 | 5 | 00 | | |
| Crif. Volumes: N-S: 46 N-S: 50 N-S: 147 N-S: 147 <t< td=""><td></td><td></td><td>,</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | | | , | | | | | | | | | | | | | | | | | | |
| E-W: 620 E-W: 682 E-W: 682 E-W: 601 E-W: 601 No. of Phases: U 732 SUM: 754 SUM: 754 SUM: 948 SUM: 948 No. of Phases: U U 0 0 0 0 0 0 0 0 0 Volume / Capacity: 0.555 0.610 0.628 [1], [2] 0.565 [1], [2] 0.565 Level of Service: A B B A A A | Crit. Volumes: | | N-S: | 46 | | | N-S: | <u>6</u> | | | N-S: | 20 | | | is : Z | 147 | | | S-Z | | 147 |
| SUM: 666 SUM: 732 SUM: 749 SUM: 740 No. of Phases: U U 3 3 3 Volume / Capacity: 0.555 0.610 0.628 [1], [2] 0.565 [1], [2] 0.565 Level of Service: A B B A A | | | Х | 620 | | | М | 682 | | | Х Ц | 407 704 | | | Малана С | 108 | | | | | 500 |
| No. of Phases: U 3 3 Volume / Capacity: 0.555 0.610 0.628 [1], [2] 0.565 [1], [2] 0.565 Level of Service: A B B A A A | | | SUM: | 666 | | | SUM: | /32 | | | SUM: | 40/ | | | SUMI | 242 | | | SUN: | | 240 |
| Volume / Capacity: 0.555 0.610 0.628 (11, [2] 0.565 (11, [2] 0.565 [11, [2] 0.565 | No. of Phases: | | | ∍ | | | | | | | | 5 | | | | ო | | | | | m |
| Level of Service: A B B A A A | Volume / Capa | icity: | | 0.555 | | | | 0.610 | | | | 0.628 | | | [1], [2] | 0.565 | | | [1]. [2] | ö | 565 |
| | Level of Servic | e. | | A | | | | в | | | | в | | | | A | | | | A | |
| | | | | | | | | | | | | | | | | | | | | | |

 For dual tum lanes,
 55%
 of volume is assigned to heavier lane.

 For one excl. and one opt. tum lane,
 70% of volume is assigned to exclusive lane.

 Right turns on red from excl. lanes =
 50% of overlapping left turn.

 [1] Intersection will be signalized as part of the proposed project.
 [3] Northbound right turn has an overlapping phase with the westbound left-turn movement.

 [2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6.
 Note:

Fashion Square New Project Driveway (Tunnel Access) Westfield Fashion Square /1-05-3606-1 Riverside Drive CMA18 Accutek File Name: Counts by: N-S St: E-W St: Project:

08/04/2008 2007 2012

Date of Count: Projection Year:

Date:

Fashion Square New Project Driveway (Tunnel Access) @ Riverside Drive

AM 2.0%

Annual Growth: Peak Hour:

CRITICAL MOVEMENT ANALYSIS

ω 5 587 90 86 639 673 681 0.378 Volume Lane 4 0 00 - 0 00000 o NO C 0 0 0 0 0 2] No. of N-S: E-V: SUM: Lanes 2012 W/ MITIGATION ΈJ, œ 0 5 0 C 0 1175 8 86 1277 0 Total Volume Volume Added 0 С a C 0 0 0 0 0 0.378 ന 8 86 639 673 681 2 587 Lane Volume 2012 W/ PROPOSED PROJECT ∢ 00 n С 0 0 0 00 0 0 C 0 2 0 [2] No. of Lanes N-S: F-V: SUM: [1], 1175 œ c 0 0 30 0 5 0 a 86 1277 Total Volume Volume Added 0 0 g 5 С 90 0 α 86 584 638 638 638 0.532 Volume Lane 2012 W/ OTHER PROJECTS ⊐ < No. of 00 0 000 00 000 0 1 0 0 0 000000 Lanes N-S: E-W: SUM: 0 0 0 0 0 1169 0 c 1276 0 Total Volume Volume Added 0 0 o 0 0 43 0 36 0 563 620 620 620 0.517 Volume Lane 2012 W/ AMBIENT GROWTH < 00 00 000000 0 00 0 0 0 No. of 0 0 C 2 Lanes :: К-N-К-N-К-N-0 0 0 0 0 0 0 1126 1240 Total Volume Volume 113 Added 0 0 0 0 0 102 0 0 512 0.470 564 564 Lane Volume 2007 EXIST. TRAFFIC _ < 00 000 0 2 000 000000 No. of o 0 ¢ Lanes N-S: E-W: SUM: 0 0 0 0 1023 0 1127 0 Volume Volume / Capacity: -evel of Service: NB Right Comb. L-T-R -EB Right Comb. L-T-R -Vo. of Phases: Crit. Volumes: omb. L-T-R tomb. L-T-R Movement SB Thru Comb. T-R SB Right NB Thru Comb. T-R Comb. L-T WB Thru Comb. T-R Comb. T-R comb. L-T comb. L-T Comb. L-T **WB Right** EB Thru WB Left **NB** Left B Left EB Left

Waximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. Assumptions:

55% of volume is assigned to heavier lane. turn lane, 70% of volume is assigned to exclusive lane. Is lanes = 50% of overlapping left turn. For dual turn lanes, 55% of w For one excl. and one opt. turn lane, Right turns on red from excl. lanes =

Fashion Square New Project Driveway (Tunnel Access) Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA18 Accutek

N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Date: Date of Count: Projection Year: Fashion Square New Project Driveway (Tunnel Access) @ Riverside Drive Peak Hour: PM PM 2.00% Annual Growth:

08/04/2008 2007 2012

| No. of Lane Added Movement Volume Lanes Volume Added NB Left 0 2 0 <th>J Total No. of Ø Volume Lanes 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Volume V</th> <th>Added Tol Jolume Volu 0 0 0</th> <th>tal No. of ime Lanes</th> <th>Lane Volume</th> <th>Added Volume</th> <th>Total N Volume L</th> <th>o.of anes V</th> <th>Lane</th> <th>Added Tota</th> <th>al No. of</th> <th>Lane</th> | J Total No. of Ø Volume Lanes 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Volume V | Added Tol Jolume Volu 0 0 0 | tal No. of ime Lanes | Lane Volume | Added Volume | Total N Volume L | o.of anes V | Lane | Added Tota | al No. of | Lane |
|--|---|----------|---|-------------------------|----------------|-----------------|---------------------|----------------|--------|--------------|-----------|--------|
| Movement Volume Volu Volu <th></th> <th></th> <th></th> <th>ime Lanes</th> <th>Volume</th> <th>Volume</th> <th>Volume L</th> <th>anes V</th> <th></th> <th></th> <th></th> <th></th> | | | | ime Lanes | Volume | Volume | Volume L | anes V | | | | |
| NB Left 0 - 0 - 0 </th <th></th> <th></th> <th>0 0 0 0</th> <th>0</th> <th></th> <th></th> <th></th> <th></th> <th>/olume</th> <th>Volume Volur</th> <th>ne Lanes</th> <th>Volume</th> | | | 0 0 0 0 | 0 | | | | | /olume | Volume Volur | ne Lanes | Volume |
| Comb. L-T 0 - 0 NB Thru 0 - 0 NB Right 0 - 0 NB Right 0 - 0 Comb. L-T-R 0 - 0 SB Left 0 - 0 Comb. L-T-R 0 - 0 SB Left 0 0 - 0 Comb. T-R 0 0 - 0 SB Right 0 0 - 0 Comb. T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 - 0 | | | 0 0 0 | c | • | 77 | 77 | ÷ | 17 | 0 | 77 1 | 77 |
| NB Thru 0 - 0 - 0 0 - 0 </td <td></td> <td></td> <td>o o o</td> <td></td> <td>,</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> | | | o o o | | , | | | 0 | | | 0 | |
| Comb. T-R 0 - NB Right 0 0 - 0 Comb. L-T-R. 0 - 0 - 0 SB Left 0 - 0 - 0 0 SB Left 0 0 - 0 0 0 0 SB Right 0 0 - 0< | | | 0 0 | 0 | 1 | 0 | o | 0 | | 0 | 0 | , |
| NB Right 0 - 0 - 0< | | | o 0 | 0 | , | | | 0 | , | | 0 | , |
| Comb. L-T-R- 0 - 0 <t< td=""><td>· · · · ·</td><td></td><td>0</td><td>0</td><td>ı</td><td>206</td><td>206</td><td>-</td><td>206</td><td>0</td><td>06 1</td><td>206</td></t<> | · · · · · | | 0 | 0 | ı | 206 | 206 | - | 206 | 0 | 06 1 | 206 |
| SB Left 0 - 0 - 0 0 - 0 </td <td>0 0 0 0 0 0 0 0</td> <td></td> <td>0</td> <td>0</td> <td>_</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> | 0 0 0 0 0 0 0 0 | | 0 | 0 | _ | | | 0 | | | 0 | |
| Comb. L-T 0 - 0 0 SB Thru 0 0 - 0 0 SB Thru 0 0 - 0 0 SB Right 0 0 - 0 0 SB Right 0 0 - 0 0 Comb. L-T-R- 0 0 - 0 0 Comb. L-T-R- 0 - 0 0 0 Comb. L-T-R 0 - 0 0 0 Comb. L-T-R 0 - 0 0 0 Comb. L-T-R 0 - 0 0 0 WB Left 0 0 - 0 | 0 0 0 0 0 0 | | | 0 | - | 0 | 0 | 0 | | 0 | 0 | - |
| SB Thru 0 - 0 Comb. T-R 0 - 0 Comb. L-T-R 0 - 0 Comb. L-T-R 0 - 0 EB Left 0 - 0 Comb. L-T 0 - 0 EB Thru 1067 2 534 107 Comb. L-T 0 - 0 0 Comb. L-T-R 0 - 0 0 MB Left 0 0 - 0 WB Left 0 0 - 0 Comb. L-T-R 0 - 0 0 WB Thru 1187 2 593 119 WB Right 0 - 0 0 0 WB Right 0 0 - 0 0 0 VB Right 0 0 - 0 0 0 0 Comb. L-T-R 0 - < | 0 0 0 0 0 | | | 0 | • | | | 0 | , | | 0 | , |
| Comb. T-R 0 - SB Right 0 0 - 0 Comb. L-T-R 0 - 0 0 EB Left 0 0 - 0 0 EB Left 0 0 - 0 0 EB Thru 1067 2 534 107 Comb. L-T 0 - 0 0 Comb. L-T-R 0 - 0 0 Comb. L-T-R 0 - 0 0 VB Left 0 0 - 0 0 VB Thru 1187 2 593 119 WB Thut 1187 0 - 0 0 WB Thut 0 0 - 0 0 0 WB Thut 1187 2 593 119 0 0 WB Thut 0 - 0 - 0 0 0 0 0 | 0 0 0 0 | , , | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | |
| SB Right 0 - 0 - 0 Comb. L-T-R. 0 - 0 - 0 EB Left 0 0 - 0 0 Comb. L-T 0 0 - 0 0 Comb. L-T 0 0 - 0 0 Comb. L-T-R 0 0 - 0 0 Comb. L-T-R 0 0 - 0 0 WB Left 0 0 - 0 0 0 WB Left 0 0 - 0 | 00 | | | 0 | ı | | | 0 | , | | 0 | ı |
| Comb. L-T-R- 0 EB Left 0 - 0 Comb. L-T 0 - 0 0 Comb. L-T 0 - 0 0 0 EB Thru 1067 2 534 107 Comb. L-T 0 - 0 0 Comb. T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 WB Left 0 0 - 0 WB Left 0 0 - 0 WB Right 0 - 0 0 WB Right 0 - 0 0 Comb. L-T-R 0 - 0 0 Comb. L-T-R 0 - 0 0 | 0 | | 0 | 0 | • | 0 | 0 | 0 | | 0 | 0 | 1 |
| EB Left 0 - 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 </td <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> | | | | 0 | | | | 0 | | | 0 | |
| Comb. L-T 0 - EB Thru 1067 2 534 107 Comb. T-R 0 - 534 107 Comb. T-R 0 - 0 - 0 Comb. T-R 0 - 0 0 0 0 Comb. L-T-R 0 0 - 0 | 0 0 0 | | 0 | 0 | * | 0 | 0 | 0 | . | 0 | 0 | . |
| EB Thru 1067 2 534 107 Comb. T-R 0 - 0 - 0 Comb. L-T-R 0 2 - 0 Comb. L-T-R 0 0 - 0 WB Left 0 0 - 0 WB huu 1187 2 - 593 119 Comb. T-R 0 - 0 WB Right 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. Chit. Volumes: N-S: 0 | 0 | ı | | 0 | • | | | 0 | , | | 0 | |
| Comb. T-R 0 - EB Right 0 0 - 0 Comb. L-T-R 0 0 - 0 WB Left 0 0 - 0 0 WB Left 0 0 - 0 0 0 Comb. L-T 0 0 - 0 - 119 0 Comb. L-T 0 0 - 0 - 0 0 WB Right 0 0 - 0 - 0 0 Comb. L-T-R 0 0 - 0 - 0 0 Crift. Volumes: N-S: 0 - 0 0 0 0 | 7 1174 2 | 587 | 39 1 | 213 21 | 606 | 39 | 1252 | 2 | 626 | 0 12 | 52 2 | 626 |
| EB Right 0 0 - 0 - 0 Comb. L-T-R- 0 0 - 0 WB Left 0 0 - 0 Comb. L-T 0 1187 2 593 119 WB Thru 1187 2 593 119 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 | 0 | , | | 0 | , | | | 0 | | | 0 | |
| Comb. L-T-R - 0 WB Left 0 0 - 0 Comb. L-T 0 - 10 WB Thru 1187 2 593 119 Comb. T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. Columes: N-S: 0 | 0 0 | 1 | 0 | 0 | , | 114 | 114 | | 114 | 0 | 14 14 | 114 |
| WB Left 0 0 - 0 - 0 Comb. L-T 0 - 0 Comb. L-T 0 - 1 - 0 - 0 - 0 - 0 - 0 WB Thru 1187 2 593 119 Comb. T-R 0 - 0 - 0 - 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 - 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 Comb. L-T-R 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 0 Comb. L-T-R 0 Comb. C-T-R 0 Comb. Comb. L-T-R 0 Comb. C-T-R 0 Comb. | 0 | | | 0 | | | | 0 | | | 0 | |
| Comb. L-T 0 - WB Thru 1187 2 593 119 Comb. T-R 0 - WB Right 0 0 - 0 Comb. L-T-R 0 0 Cont. Volumes: N-S: 0 | 0 0 0 | 1 | 0 | 0 | | 364 | 364 | - | 364 | 0 | 64 1 | 364 |
| WB Thru 1187 2 593 119 Comb. T-R 0 - WB Right 0 0 - 0 Comb. L-T-R 0 0 Crift. Volumes: N-S: 0 | 0 | , | | 0 | 1 | | | 0 | | | 0 | , |
| Comb. T-R 0 WB Right 0 0 - 0 - 0 Comb. L-T-R 0 0 Comb. L-T-R - 0 0 Crit. Volumes: N-S: 0 | 9 1305 2 | 653 | 44 1 | 349 2 | 675 | ო | 1352 | 2 | 676 | 0 13 | 52 2 | 676 |
| WB Right 0 0 - 0 Comb. L-T-R 0 0 Crit. Volumes: N-S: 0 | 0 | | | 0 | , | | | 0 | | | D | • |
| Comb. L-T-R - 0 Crit. Volumes: N-S: 0 | 0 0 | | 0 | 0 | • | 0 | 0 | 0 | | 0 | 0 | 1 |
| Crit. Volumes: N-S: 0 | o | | | 0 | _ | | | 0 | | | 0 | |
| | N-S: | 0 | | N-S: | 0 | | | -S: | 17 | | N-S: | 11 |
| E-W: 593 | E-W: | 653 | | E-W: | 675 | | ш | :-W: | 066 | | E-W: | 066 |
| SUM: 593 | SUM: | 653 | | SUM: | 675 | | S | UM: | 1067 | | SUM: | 1067 |
| No. of Phases: U | | | | | D | | | | ю | | | ю |
| | | | | | | | | | | | | |
| Volume / Capacity: 0.494 | | 0.544 | | | 0.562 | | 1 | 1], [2] | 0.649 | | [1], [2] | 0.649 |
| Level of Service: A | 4 | ٩ | | | ٩ | | | 8 | | | | В |
| | | | | | | | | | | | | |

nsignalized=1200.

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, U For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. (11) Intersection will be signalized as part of the proposed project. [2] vcr ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. Note: Pass-by reductions not applied to this intersection per LADOT standards.

APPENDIX D-2

CMA DATA WORKSHEETS WEEKEND MID-DAY PEAK HOUR

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Riverside Drive Peak Hour: Saturday Mid-Day Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/05/2008 2007 2012

Hazelftine Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA7 City Traffic Counters N-S St: E-W St: Project: File Name: Counts by:

| | 2007 | EXIST. TR | AFFIC | 2012 | W/ AMBI | ENT GRO | MTH | 2012 \ | W OTHE | R PROJEC | SIS | 2012 | W/ PRUF | OSED PR | OJECT | 2012 | W/ MITIG | ATION | |
|-------------------------|--------|---------------|-----------|--------|-------------|----------|--------|--------|--------|-----------|----------|--------|---------|---------|--------|--------|----------|--------------|---------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| B Left | 173 | - | 173 | 17 | 190 | - | 190 | o | 190 | - | 190 | 20 | 210 | - | 210 | 0 | 210 | - | 210 |
| omb. L-T | | 0 | | | | 0 | | | | 0 | ı | | | o | | | | 0 | • |
| B Thru | 668 | 5 | 334 | 67 | 735 | 2 | 367 | 23 | 758 | 2 | 379 | 7 | 769 | 7 | 384 | 0 | 769 | 7 | 384 |
| omb. T-R | | 0 | | č | 6 1 0 | 0 | | | | 0 | , | | | 0 | | | | 0 | |
| в кідпі omb. L-T-R - | 627 | - 0 | 677 | 53 | 262 | - 0 | 797 | 0 | 797 | - 0 | 797 | Ð | 262 | - 0 | 262 | D | 262 | - 0 | 262 |
| 3 Left | 178 | F | 178 | 18 | 196 | F | 196 | 5 | 201 | - | 201 | 27 | 228 | - | 228 | 0 | 228 | - | 228 |
| omb. L-T | | 0 | | | | 0 | | | | 0 | , | | | 0 | | | | 0 | |
| B Thru | 662 | . | 391 | 66 | 728 | - | 430 | 26 | 754 | · | 444 | 39 | 793 | | 463 | 0 | 793 | - | 463 |
| omb. T-R | | - 0 | 391 | | | c | 430 | • | | - (| 444 | c | 007 | - (| 463 | c | | - (| 463 |
| в кіди omb. L-T-R - | | 00 | | 2 | 132 | 00 | • | - | 551 | 00 | • | D | 551 | 00 | • | 5 | 133 | 00 | , |
| 3 Left | 39 | - | 39 | 4 | 43 | - | 43 | 2 | 45 | - | 45 | 0 | 45 | - | 45 | 0 | 45 | | 45 |
| omb. L-T | | 0 | • | i | | 0 | • | | | 0 | , | | | 0 | 1 | | | 0 | 1 |
| B Thru | 519 | ·- · | 345 | 52 | 571 | | 379 | 52 | 623 | - · | 405 | 45 | 668 | • • | 436 | 0 | 668 | - - · | 436 |
| amo, I-K a Richt | 170 | - c | . 45 1 | 17 | 187 | - c | 3/9 | c | 187 | - c | 4U4 | ά α | 205 | - c | 436 | C | 205 | - 0 | 436 |
| mbiri u - T-T-D - | 2 | | | - | | о с | ŧ | 0 | |) C | • | 2 | 202 | | • | 2 | 502 | | |
| | | > | | | | 2 | | | | 2 | | | | 5 | | | | 5 | |
| /B Left | 223 | | 223 | 22 | 245 | | 245 | 13 | 258 | - (| 258 | 0 | 258 | - 1 | 258 | 0 | 258 | - | 258 |
| отр. с- I 'в Тhar | 358 | 2 ° | 170 | 36 | 105 | 2 0 | - 107 | 57 | 751 | э r | - 718 | Ę3 | 480 | 5 r | | c | 001 | 5, | - |
| omb. T-R | 200 | 10 | - | 3 | | 10 | 5. | 7 | Ď | 10 | <u>,</u> | 10 | | 4 0 | - - | 0 | 224 | N C | ţ, , |
| 'B Right | 111 | - | 111 | ÷ | 122 | | 122 | 5 | 127 | | 127 | 32 | 159 | - | 159 | 0 | 159 | • • | 159 |
| omb. L-T-R - | | 0 | | | | 0 | | | | o | | | | 0 | | | | 0 | |
| it. Volumes: | | N-S: | 564 | | | N-S: | 620 | | | N-S: | 634 | | | N-S: | 673 | | | N-S: | 673 |
| | | Е-V: | 568 | | | Е-W: | 624 | | | E-W: | 663 | | | E-W: | 695 | | | E-W: | 695 |
| | | SUM: | 1132 | | | SUM: | 1245 | | | SUM: | 1297 | | | SUM: | 1368 | | | SUM: | 1368 |
| o. of Phases | | | 2 | | | | 2 | | | | 2 | | | | 2 | | | | 2 |
| olume / Caps | acity: | Ξ | 0.684 | | | Ξ | 0.760 | | | [1] | 0.795 | | | E | 0.842 | | | [2] | 0.812 |
| ivel of Servic | | | ш | | | | υ | | | | с | | | | Δ | | | | ۵ |

For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of volume is assigned the Wictory System No. 6. [1] Vc ratio includes a 0.07 reduction due to installation of ATSAD as part of the Victory System No. 6. [2] Vc ratio reflects reduction due to installation of the miligation measure consisting of the upgrade to ATCS. Note: Pass-by reductions not applied to this intersection per LADOT standards.

CRITICAL MOVEMENT ANALYSIS

Hazelitine Avenue @ Fashion Square Lane Peak Hour: Saturday Mid-Day Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

Hazeltine Avenue Fashion Square Lane Westfield Fashion Square /1-05-3606-1 CMA8 City Traffic Counters N-S St: E-W St: Project: File Name: Counts by:

| | | 2007 E | XIST. TR. | AFFIC | 2012 V | N/ AMBI | ENT GROW | ЯΗ | 2012 V | V/ OTHE | R PROJE | crs | 2012 | W/ PROP | OSED PR | OJECT | 2012 | W/ MITIG/ | ATION | |
|---|------------------|-------------|---------------|--------|--------|---------|----------|--------|--------|---------|----------|--------|--------|---------|----------|--------|--------|-----------|---------------|--------|
| | | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | NB Left | ß | * | сı | | 9 | ~ | 9 | 0 | Q | - | 9 | 0 | 9 | - | 9 | o | 9 | ~ | 9 |
| | Comb. L-T | | 0 | , | | | 0 | ı | | | 0 | ŀ | | | 0 | • | | | 0 | |
| | NB Thru | 688 | • | 432 | 69 | 757 | • | 475 | 33 | 790 | | 491 | 7 | 797 | - | 509 | 0 | 797 | ~ | 509 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Comb. T-R | | ~- | 432 | | | • | 475 | | | - | 491 | | | * | 509 | | | - | 509 |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | NB Right | 175 | 0 | , | 18 | 193 | 0 | , | 0 | 193 | 0 | , | 29 | 222 | 0 | | o | 222 | 0 | , |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | SB Left | 437 | - | 437 | 44 | 481 | - | 481 | 0 | 481 | - | 481 | 57 | 538 | - | 538 | 0 | 538 | - | 538 |
| | Comb. L-T | | 0 | ı | | | 0 | | | | 0 | ı | | | 0 | | | | 0 | I |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | SB Thru | 625 | - | 315 | 63 | 688 | - | 346 | 39 | 727 | | 365 | 0 | 727 | | 365 | 0 | 727 | - | 365 |
| SB Right 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 4 0 - 0 1< | Comb. T-R | | - | 315 | | | - | 346 | | | ~ | 365 | | | ~ | 365 | | | - | 365 |
| | SB Right | 4 | 0 | , | 0 | 4 | 0 | , | 0 | 4 | 0 | , | 0 | 4 | 0 | , | 0 | 4 | 0 | , |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | EB Left | 5 | - | 5 | | 9 | - | 9 | 0 | 9 | Ļ | 9 | 0 | 9 | F | 9 | 0 | 9 | - | 9 |
| | Comb. L-T | | 0 | , | | | 0 | , | | | 0 | ı | | | 0 | , | | | 0 | ī |
| Comb. T-R EB Right10171717171Comb. L-T-R- Comb. L-T-R-0-00-040-040Comb. L-T-R- Comb. L-T-R-0-00-00-040-135Comb. L-T-R- Comb. L-T-R-00-00-00-00-00-13501351135Comb. L-T-R- Comb. L-T-R-00-00-00-00-1351135Comb. L-T-R- Comb. L-T-R-00-00-01460-114501351135Comb. L-T-R- Comb. L-T-R-00-11460-11460-1631163Comb. L-T-R- Comb. L-T-R-00-11460-116311631163Comb. L-T-R- Comb. L-T-R-00-11460-114516311631163Comb. L-T-R- Comb. L-T-R-01111460-116311631164Comb. L-T-R- Comb. L-T-R-1111111 <td>EB Thru</td> <td>2</td> <td>0</td> <td>·</td> <td>0</td> <td>2</td> <td>0</td> <td>ı</td> <td>0</td> <td>7</td> <td>0</td> <td>1</td> <td>¢</td> <td>2</td> <td>0</td> <td>ı</td> <td>0</td> <td>2</td> <td>0</td> <td>1</td> | EB Thru | 2 | 0 | · | 0 | 2 | 0 | ı | 0 | 7 | 0 | 1 | ¢ | 2 | 0 | ı | 0 | 2 | 0 | 1 |
| | Comb. T-R | | - | 9 | | | • | 7 | | | - | 7 | | | - | 7 | | | - | 7 |
| Comb. L-T·R- D <thd< th=""> <thd< th=""> <thd< th=""> <thd< td=""><td>EB Right</td><td>4</td><td>0</td><td>1</td><td>0</td><td>4</td><td>0</td><td>1</td><td>0</td><td>4</td><td>0</td><td>,</td><td>0</td><td>4</td><td>0</td><td>,</td><td>0</td><td>4</td><td>0</td><td>•</td></thd<></thd<></thd<></thd<> | EB Right | 4 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | , | 0 | 4 | 0 | , | 0 | 4 | 0 | • |
| WB Left 101 1 101 101 101 101 101 101 101 101 101 101 101 101 101 101 101 101 101 111 1 111 24 135 0 135 1 135 0 1 1 115 0 1 <td>Comb. L-T-R -</td> <td></td> <td>o</td> <td></td> <td></td> <td></td> <td>o</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> | Comb. L-T-R - | | o | | | | o | | | | 0 | | | | 0 | | | | 0 | |
| Comb. L-T 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 163 1 163 | WB Left | 101 | - | 101 | 10 | 111 | F | 111 | 0 | 111 | F | 111 | 24 | 135 | - | 135 | 0 | 135 | - | 135 |
| WB Thru 0 163 1 163 0 163 1 163 0 1 163 0 1 163 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Comb. L-T | | 0 | , | | | 0 | , | | | 0 | , | | | 0 | ı | | | 0 | 1 |
| Comb. L-T 1 133 0 - 145 1 145 1 145 0 - 1 163 0 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 - 163 0 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 163 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1< | | o | 0 . | - | D | D | 0, | | Þ | 0 | 0 1 | , | 0 | 0 | 0 0 | | 0 | 0 | 0 (| ı |
| Warking Name Nam Nam Name Name | Comp. 1-K | CC 7 | - c | 133 | ç | | c | 140 | c | | c | 140 | 1 | | C | , , | C | 5 | | |
| Cit: Volumes: N-S: 869 N-S: 955 N-S: 1047 N-S: 1047 N-S: 1047 E-W: 138 E-W: 152 E-W: 152 E-W: 142 E-W: 142 SUM: 1007 SUM: 1107 SUM: 1124 SUM: 1189 SUM: 1189 No. of Phases: 3 3 3 3 3 3 3 3 3 Volume / Capacity: [1] 0.636 [1] 0.707 [1] 0.719 [1] 0.764 [2] 0.734 | comb. L-T-R - | 3 | 00 | ı | 2 | | 00 | I | þ | 2 | 00 | , | 2 | 2 | - 0 | 2 | 2 | 3 | - 0 | 6 |
| E-W: 138 E-W: 152 E-W: 152 E-W: 142 E-W: 142 No. of Phases: SUM: 1007 SUM: 1107 SUM: 1124 SUM: 1189 SUM: 1189 No. of Phases: 3 <td>Crit. Volumes:</td> <td></td> <td>N-S:</td> <td>869</td> <td></td> <td></td> <td>S-N</td> <td>955</td> <td></td> <td></td> <td>N-S:</td> <td>972</td> <td></td> <td></td> <td>.s-N</td> <td>1047</td> <td></td> <td></td> <td>i S-1 Z</td> <td>1047</td> | Crit. Volumes: | | N-S: | 869 | | | S-N | 955 | | | N-S: | 972 | | | .s-N | 1047 | | | i S-1 Z | 1047 |
| SUM: 1007 SUM: 1124 SUM: 1189 SUM: 1189 <th< td=""><td></td><td></td><td>E-W:</td><td>138</td><td></td><td></td><td>Е-W:</td><td>152</td><td></td><td></td><td>E-W:</td><td>152</td><td></td><td></td><td>Ш-М.</td><td>142</td><td></td><td></td><td>М-Ш</td><td>142</td></th<> | | | E-W: | 138 | | | Е-W: | 152 | | | E-W: | 152 | | | Ш-М. | 142 | | | М-Ш | 142 |
| No. of Phases: 3 4 1 0.0 | | | SUM: | 1007 | | | SUM: | 1107 | | | SUM: | 1124 | | | SUM: | 1189 | | | SUM: | 1189 |
| Volume / Capacity: [1] 0.636 [1] 0.707 [1] 0.719 [1] 0.754 [2] 0.734 Level of Service: B C C C | No. of Phases: | | | e | | | | 9 | | | | б | | | | 3 | | | | 3 |
| Level of Service: B C C C C C | Volume / Capac | ity: | E | 0.636 | | | Ξ | 0.707 | | | E | 0.719 | | | Ξ | 0.764 | | | [2] | 0.734 |
| | Level of Service | | | В | | | | U | | | | с | | | | с | | | | U |
| | | | | | | | | | | | | | | | | | | | | |

For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] Vic ratio includes as 0.07 readiction due to installation of ATSAC as part of the Victory System No. 6. [2] Vic ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS. Note: Pass-by reductions not applied to this intersection per LADOT standards.

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Riverside Drive Peak Hour: Saturday Mid-Day Annual Growth: 2.0%

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

Woodman Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA12 City Traffic Counters N-S St: E-W St: Project: File Name: Counts by:

| | | | | | | | | | | | | | | | | 0.000 | | |
|-------------------------------|---------------|---------------|---------------|-------------|--------------|---------------|-----------|----------|----------------|-------------|-------------|----------|-------------|----------|--------|--------|--------|------------|
| | 2007 EXIST | . TRAFFIC | 2012 | W/ AMBI | ENT GROW | HL | 2012 V | W OTHEF | K PROJEC | s | 2012 | W PROP | USED PRO | | 2102 | | | |
| | No. 6 | of Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| Movement V | folume Lane | s Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| NB Left | 484 | 2 266 | 48 | 532 | 0 | 293 | - | 533 | 7 | 293 | 102 | 635 | 2 | 349 | 0 | 635 | Ŋ | 349 |
| Comb. L-T NR Thru | 674 | 0 - 2 337 | 67 | 741 | 0 ~ | - 371 | 32 | 773 | 0 0 | - 387 | a | 773 | 0 0 | - 387 | C | 773 | 0 0 | - 387 |
| Comb. T-R | | | i | | 0 | , | ! | | 0 | | | | 0 | , | | | 0 | , |
| NB Right [2] Comb. L-T-R - | 209 | 1 209 0 | 21 | 230 | - 0 | 230 | /1 | 247 | - 0 | 247 | D | 247 | - 0 | 247 | D | 247 | - 0 | 247 |
| SB Left | 66 | 1 99 | 10 | 109 | - | 109 | сı | 114 | 1- | 114 | 0 | 114 | - | 114 | 0 | 114 | | 114 |
| Comb. L-T | | - 0 | | | o | 1 | | | 0 | | ! | | 0 | , | 1 | 1 | 0 | • |
| SB Thru | 842 | 2 421 | 84 | 926 | NC | 463 | 33 | 959 | ~ ~ | 480 | 15 | 974 | ~ ~ | 487 | 0 | 974 | ∾ +- | 405 405 |
| SB Right [2] | 200 | 1 200 | 20 | 220 | C | 220 | ю | 223 |) - | 223 | 18 | 241 | | 241 | D | 241 | - 0 | · |
| Comb. L-T-R - | | 0 | | | 0 | | | | o | | | | 0 | | | | 0 | |
| EB Left | 197 | 1 197 1 | 20 | 217 | - (| 217 | 4 | 221 | - 0 | 221 | 11 | 232 | - 0 | 232 | 0 | 232 | ۰ – | 232 |
| Comb. L-1 FR Thai | 753 | 0 - 0 277 | 75 | 828 | | - 414 | 64 | 892 | - | - 446 | 44 | 936 | 2 ~ | - 468 | C | 936 | 2 ~ | - 468 |
| Comb. T-R | 3 | | | | 0 | • | , | | 0 | | | | 0 | | ı | | 10 | |
| EB Right | 389 | 1 389 | 39 | 428 | ~ | 428 | - | 429 | ~ | 429 | 174 | 603 | - | 603 | 0 | 603 | - | 603 |
| Comb. L-T-R - | | 0 | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| WB Left Comh 1_T | 234 | 1 234 0 - | 23 | 257 | - c | 257 | 28 | 285 | - c | - 285 | 0 | 285 | - c | - 285 | 0 | 285 | - c | 285 |
| WB Thru | 591 | 2 296 | 59 | 650 | 2 12 | 325 | 56 | 706 | 001 | 353 | 67 | 773 | 0 0 0 | 387 | 0 | 773 | | 387 |
| Comb. T-R WB Right | 134 | 0 - 1 134 | 13 | 147 | 0 - | - 147 | ო | 150 | 0 ~ | 150 | 0 | 150 | 0 | - 150 | 0 | 150 | 0 - | - 150 |
| Comb. L-T-R - | | 0 | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Crit. Volumes: | N-S-N | : 687 | | | N-S: N | 756 | | | N-S: | 773 | | | :S-N | 837 | | | N-S: | 755 |
| | <u>х</u> Ш | · 611 | | | н- М. | 672 | | | Б-W: | 732 | | | : М Ш | 754 | | | щ М | 754 |
| | | 1,230 | | | SUM: | 1741 | | | SUM: | enel | | | SUM: | DRCI | | | SUM: | anel |
| No. of Phases: | | 4 | | | | 4 | | | | 4 | | | | 4 | | | | 4 |
| Volume / Capac | ity: | [1] 0.874 | | | E | 0.968 | - | | E | 1.024 | | | [1] | 1.086 | | | [£] | 0.997 |
| Level of Service | | ٥ | | | | ш | | | | u. | | | | Ŀ. | | | | Ш |
| Assumptions: | Maxim | num Sum of Cr | itical Volume | is (Interse | sction Capac | sitv): 2 Phas | e=1500. 3 | Phase=14 | 425. 4+ Ph | ase=1375. I | Insionalize | ed=1200. | | | | | | |

For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of vovelapping left turn. I J Wc ratio inclusion and one opt. turn the section of ATSAC as part of the Victory System No. 6. [2] Northbound right turn has an overlapping has with the westbound left-turn movement. [3] Wc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATGS.

Woodman Avenue Ventura Freeway Westbound Ramps Westfield Fashion Square /1-05-3606-1 CMA13 City Traffic Counters N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Westbound Ramps Peak Hour: Saturday Mid-Day Annual Growth: 2.0%

08/04/2008 2007 2012 Date: Date of Count: Projection Year:

| | 2007 E | XIST. TRA | VEFIC | 2012 | W/ AMBIE | INT GROW | F | 2012 V | V/ OTHER | ROJEC | TS | 2012 V | VI PROP(| DSED PRO | DJECT | 2012 | W/ MITIG/ | ATION | | |
|-----------------|----------|----------------|---------------|------------|------------|----------------|--------------|------------|----------|-------------|------------|-------------|----------|------------|--------|--------|-----------|--------|--------|---|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement | Volume 1 | anes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | |
| NB Left | 416 | - | 416 | 42 | 458 | - | 458 | 5 | 460 | | 460 | 0 | 460 | - | 460 | 0 | 460 | - | 46 | 0 |
| Comb. L-T | | 0 | • | | | 0 | | | | 0 | ı | | | 0 | | • | | 0 | ı | |
| NB Thru | 991 | ო | 330 | 66 | 1090 | ю | 363 | 48 | 1138 | с | 379 | 44 | 1182 | ო | 394 | 0 | 1182 | n | 39 | 4 |
| Comb. T-R | | 0 | , | | | 0 | | | | 0 | | | | 0 | , | | | 0 | ŀ | |
| NB Right | 0 | 0 | ı | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | 1 | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| - 40 | ¢ | d | | c | c | d | | c | c | c | | c | C | c | | | ¢ | C | | Τ |
| | c | 5 0 | | c | D | - c | | 5 | 5 | - c | | 2 | þ | | | 2 | 2 | | | |
| COMD. L-1 | 1062 | P 4 | - 266 | 106 | 1168 | 0 4 | 666 | 57 | 1225 | 2 4 | 306 | 82 | 1307 | 9 4 | 327 | 0 | 1307 | 4 | 32 | 2 |
| Comb T-R | 3001 | r c | | 2 | 8 | - 0 | 40.4 | 5 | | 0 | , | | | 0 | | | | 0 | 1 | |
| SB Right | 493 | , . | 493 | 49 | 542 | - | 542 | с, | 547 | | 547 | 41 | 588 | | 588 | 0 | 588 | - | 58 | œ |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| FR eff | С | c | | C | C | 0 | - | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Comb. L-T | • | 0 | , | • | • | 0 | | | | 0 | | | | 0 | | | | 0 | ı | |
| EB Thru | 0 | 0 | , | 0 | 0 | 0 | ı | 0 | 0 | 0 | | 0 | 0 | 0 | , | 0 | 0 | 0 | • | |
| Comb. T-R | | 0 | | | | 0 | | | | 0 | , | | | 0 | • | | | 0 | , | |
| EB Right | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | o | | 0 | 0 | 0 | , | 0 | 0 | 0 | ŀ | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | o | | | | 0 | | | | 0 | | |
| WB Left | 318 | - 0 | 175 | 32 | 350 | c | 192 | 32 | 382 | c | 210 | 0 | 382 | - c | 210 | 0 | 382 | c | 21 | 0 |
| WB Thru | ю | 00 | 270 | 0 | ю | 00 | - 297 | 0 | ຕ | 00 | 312 | 0 | ო | 00 | 334 | 0 | ю | 00 | 33 | 4 |
| Comb. T-R | | 0 | | | | 0 | | | | 0 | ı | | | 0 | | | | 0 | | |
| WB Right | 275 | | 151 | 28 | 303 | . . | 166 | 7 | 305 | - · | 167 | 48 | 353 | . , | 194 | 0 | 353 | •- • | 15 | 4 |
| Comb. L-T-R - | | - | | | | - | | | | - | | | | - | | | | - | | |
| Crit. Volumes: | | N-S: | 606 | | | N-S: | 1000 | | | N-S: | 1007 | | | N-S: | 1048 | | | N-S: | 104 | ω |
| | | E-W: | 270 | | | E-W: | 297 | | | E-W: | 312 | | | Е-W; | 334 | | | Е-W: | 35 | 4 |
| | | SUM: | 1179 | | | SUM: | 1297 | | | SUM: | 1319 | | | SUM: | 1382 | | | SUM: | 136 | 2 |
| No. of Phases: | | | 9 | | | | ε | | | | e | | | | 3 | | | | | 3 |
| Volume / Capa | city: | E | 0.757 | | | Ξ | 0.840 | | | Ξ | 0.856 | | | Ξ | 0.900 | | | [2] | 0.87 | 0 |
| Level of Servic | | | o | | | - | 0 | | | | ۵ | | | | D | | | | ٥ | |
| | | | | | | | | | | | | | | | | | | | | |
| Assumptions: | Ā | faximum S | Sum of Critic | cal Volume | s (Interse | ction Capac | ity). 2 Phas | se=1500, 3 | Phase=1. | 425, 4+ Ph | nase=1375, | Unsignalizu | 3d=1200. | | | | | | | |

Maximum sum of Critical Volumes (intersection Capacity): 2 Phase=1300, 3 Phase=1426, 4+ Phase=1375, Unsign For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] V/C ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

Woodman Avenue Ventura Freeway Eastbound Ramps Westfield Fashion Square /1-05-3606-1 CMA14 City Traffic Counters N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Eastbound Ramps Peak Hour: Saturday Mid-Day Annual Growth: 2.0% Peak Hour: Annual Growth:

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | | 2007 EXI | ST. TRA | FFIC | 2012 M | VI AMBIE | NT GROW | ΠН | 2012 V | V/ OTHEF | ROJEC | TS | 2012 | W/ PROP | OSED PR | OJECT | 2012 | W/ MITIG/ | ATION | |
|--|---------------------|-----------|----------------|------------|----------|----------|------------|------------|--------|----------|-----------------|------------|--------|---------|------------|--------|--------|-----------|----------------|--------|
| | | No | . of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane |
| NB Left 0 110 0 10 100 10 100 10 10 100 10 100 10 100 100 100 100 100 100 100 100 100 100 100 100 | Movement Vo | olume Lar | nes | Volume | Volume \ | /olume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume |
| | NB Left | o | 0 | , | 0 | 0 | 0 | , | 0 | o | o | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 |
| | Comb. L-T | | 0 | | | | 0 | , | | | 0 | , | : | | 0 | , | | | 0 | , |
| Methodistication Second Lick | NB Thru | 951 | ლ , | 262 262 | 95 | 1046 | ω - | 288 288 | 48 | 1094 | ი) , | 306 306 | 16 | 1110 | ю т | 310 | o | 1110 | ი - | 310 |
| | NB Right | 96 | - c | 707 - | 10 | 106 | - 0 | - T | 26 | 132 | - 0 | , , | 0 | 132 | - 0 | 20.1 | 0 | 132 | - 0 | 2 |
| | Comb. L-T-R - | } | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | SB Left | 333 | - | 333 | 33 | 366 | - | 366 | 9 | 372 | - | 372 | 45 | 417 | - | 417 | 0 | 417 | - | 417 |
| | Comb. L-T | | 0 | | | | 0 · | 1 | 1 | | 0 | | ! | | 0 | | 4 | | 0 | |
| Strength Comb.L-T-R2 0 | SB Thru Comb T_D | 1027 | N C | 514 | 103 | 1130 | NC | 565 | 82 | 1212 | ~ ~ | 606 | 37 | 1249 | | 624 | 0 | 1249 | | 624 |
| | SB Right | 0 | 00 | | 0 | 0 | 00 | • | 0 | 0 | 00 | • | 0 | 0 | 00 | | 0 | 0 | 00 | . 1 |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $ | Comb. L-T-R - | | 0 | | | | o | | | | 0 | | | | 0 | | | | 0 | |
| Comb.L-T 0 - - 0 - 385 0 10 - 385 0 10 0 - 385 0 10 0 - 385 0 11 113 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 1 193 0 3<5 <td>EB Left</td> <td>432</td> <td>-</td> <td>238</td> <td>43</td> <td>475</td> <td>-</td> <td>261</td> <td>-</td> <td>476</td> <td>-</td> <td>262</td> <td>28</td> <td>504</td> <td>-</td> <td>277</td> <td>0</td> <td>504</td> <td>-</td> <td>277</td> | EB Left | 432 | - | 238 | 43 | 475 | - | 261 | - | 476 | - | 262 | 28 | 504 | - | 277 | 0 | 504 | - | 277 |
| EB Thu 9 0 346 1 10 0 381 0 10 0 335 0 10 0 335 0 10 0 335 0 10 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 335 1 133 0 351 1 133 0 351 1 133 0 351 1 133 0 351 1 133 WB Left 0 0 1 10 0 0 1 133 0 351 1 133 Comb L-T 0 0 1 0 0 1 10 0 1 133 Comb L-T 0 0 | Comb. L-T | | 0 | | | | 0 | , | | | • | r | | | 0 | | | | 0 | , |
| | EB Thru | თ | 0 | 346 | - | 10 | 0 | 381 | 0 | 10 | 0 | 382 | 0 | 1 | 0 | 395 | 0 | 10 | o | 395 |
| EB Rgm 31 1 14 32 34 1 122 2 33 1 133 | Comb. T-R | r c | 0 1 | | Ċ | | 0, | - | c | | 0, | , | c | , L | 0, | , , | c | r L C | 0, | 1 |
| WB Left 0< | EB KIGNI | 115 | - + | 1/4 | 32 | 349 | | 76L | N | l cr | - • | 581 | D | LCC | | 681 | C | LCS | | 193 |
| WB Left 0 </td <td>COMD. L-1-K -</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> | COMD. L-1-K - | | - | | | | - | | | | - | | | | - | | | | - | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | WB Left | 0 | 0 | | 0 | 0 | 0 | - | 0 | 0 | 0 0 | | 0 | 0 | 0 (| | o | 0 | 0 | 1 |
| Comb.Lu-T.R. 0 <t< td=""><td>Comb. L-T</td><td>c</td><td>0 0</td><td>ı</td><td>c</td><td>c</td><td>0 0</td><td>•</td><td>c</td><td>c</td><td>) (</td><td></td><td>c</td><td>c</td><td>ə c</td><td></td><td>c</td><td>c</td><td>0 0</td><td>,</td></t<> | Comb. L-T | c | 0 0 | ı | c | c | 0 0 | • | c | c |) (| | c | c | ə c | | c | c | 0 0 | , |
| WB Right 0< | Comb T-R | 5 | o c | | 2 | 2 | o c | | þ | 5 | | | 2 | C |) C | | 5 | 2 | о с | |
| Comb. L-T.R- 0 0 0 0 0 0 0 Crit. Volumes: N-S: 595 N-S: 654 N-S: 679 N-S: 728 N-S: 395 N-S | WB Right | 0 | 0 | • | 0 | 0 | 0 | | 0 | 0 | 0 | ı | 0 | 0 | 0 | 1 | 0 | 0 | 0 | , |
| Crit. Volumes: N-S: 595 N-S: 564 N-S: 728 N-S: 728 N-S: 728 E-W: 345 E-W: 381 E-W: 382 E-W: 395 E-W: 395 No. of Phases: 3 SUM: 1061 SUM: 1061 SUM: 1122 SUM: 1122 No. of Phases: 3 3 3 3 3 3 3 3 3 Vo. of Phases: 3 | Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| E-W: 346 E-W: 382 E-W: 395 E-W: 395 No. of Phases: 941 5UM: 1035 5UM: 1061 1122 5UM: 1122 No. of Phases: 3 3 3 3 3 3 3 Void of Phases: 3 3 3 3 3 3 3 Void me / Capacity: [1] 0.590 [2] 0.626 [2] 0.644 [2] 0.688 [2] 0.688 Level of Service: A B B B 8 8 8 8 | Crit. Volumes: | Ż | ķ | 595 | | | N-S: | 654 | | | N-S: | 679 | | | N-S: | 728 | | | N-S: | 728 |
| SUM: 941 SUM: 1051 SUM: 1122 SUM: 1122 No. of Phases: 3 | | ŵ | W: | 346 | | | E-W: | 381 | | | Е-И: | 382 | | | E-V: | 395 | | | E-W: | 395 |
| No. of Phases: 3 3 3 3 Volume / Capacity: [1] 0.590 [2] 0.626 [2] 0.644 [2] 0.688 Volume / Capacity: [1] 0.590 [2] 0.626 [2] 0.644 [2] 0.688 Level of Service: A B B B B B | | าร | :W | 941 | | | SUM: | 1035 | | | SUM: | 1061 | | | SUM: | 1122 | | | SUM: | 1122 |
| Volume / Capacity: [1] 0.590 [2] 0.626 [2] 0.64 [2] 0.688 [2] 0.68 | No. of Phases: | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | ю |
| Level of Service: A B B B B | Volume / Capacit | Ly: | Ξ | 0.590 | | | [2] | 0.626 | | | [2] | 0.644 | | | [2] | 0.688 | | | [2] | 0.688 |
| | Level of Service: | | ٩ | | | | | в | | | | в | | | | в | | | | 8 |
| | | | | | | | | | | | | | | | | | | | | |

b. נ ז

maximum sum or chncal volumes (mensection) capacity). Z mase-1420, 47 mase-1420, 47 mase-1420, 47 mase-1410, 5 For dual turn lanes, 55% of volume is assigned to heavier lane assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] w/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] V/C ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

Fashion Square Project Driveway-Matilija Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA17 City Traffic Counters N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive Peak Hour. Saturday Mid-Day Annual Growth: 2.0% Peak Hour: Annual Growth:

08/04/2008 2007 2012

Date: Date of Count: Projection Year:

| | 2007 E | XIST. TR | AFFIC | 2012 \ | <i>NI</i> AMBIE | ENT GROW | E | 2012 | NI OTHEF | ROJEC | CTS | 2012 | WI PROP | OSED PR | DJECT | 2012 | W/ MITIG/ | ATION | | |
|------------------|--------|----------|----------------|------------|-----------------|----------|--------|--------|----------|-------------|--------|--------|---------|------------------|--------|--------|-----------|-----------|--------|----------|
| | | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | |
| NB Left | 0 | 0 | 1 | 0 | 0 | 0 | ı | 0 | 0 | 0 | 1 | 58 | 58 | + | 58 | 0 | 58 | - | | 58 |
| Comb. L-T | | 0 | , | | | 0 | , | | | 0 | | | | 0 | , | | | 0 | | |
| NB Thru | 0 | 0 | ı | 0 | 0 | 0 | , | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | |
| Comb. T-R | | 0 | , | | | 0 | ı | | | 0 | ı | | | 0 | 1 | | | 0 | , | |
| NB Right [3] | 0 | 0 | , | 0 | 0 | 0 | ł | 0 | 0 | 0 0 | | 520 | 520 | N 1 | 286 | 0 | 520 | 0 0 | 2 | 86 |
| Comb. L-T-R - | | o | | | | D | | | | D | | | | D | | | | D | | |
| SB Left | 3 | 0 | , | 0 | m | 0 | | 0 | 9 | 0 | | 'n | 0 | 0 | , | 0 | 0 | 0 | | |
| Comb. L-T | | 0 | , | | | 0 | | | | 0 | | | | 0 | , | | | 0 | | |
| SB Thru | 0 | 0 | 20 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 0 | o | 0 | | 0 | o | o | , | |
| Comb. T-R | | 0 | • | | | 0 | • | | | 0 | | | | o | | | | 0 | • | |
| SB Right | 17 | 0 | • | 2 | 19 | 0 | | 0 | 19 | 0 | , | 0 | 19 | Ŧ | 19 | 0 | 19 | - | | <u>5</u> |
| Comb. L-T-R - | | - | | | | • | | | | - | | | | 0 | | | | 0 | | |
| EB Left | 24 | - | 24 | 2 | 26 | - | 26 | 0 | 26 | - | 26 | -26 | 0 | 0 | | 0 | 0 | 0 | • | |
| Comb. L-T | | 0 | • | | | 0 | | | | 0 | , | | | 0 | | | | 0 | 1 | |
| EB Thru | 1092 | N | 546 | 109 | 1201 | 2 | 601 | 67 | 1268 | 2 | 634 | 92 | 1360 | 2 | 680 | 0 | 1360 | 2 | 9 | 80 |
| Comb. T-R | | 0 | , | | , | 0 | | • | | 0 | , | | | 0 | • | | | 0 | • | |
| EB Right | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 124 | 124 | 1 | 124 | 0 | 124 | ~ | | 24 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| WB Left | 0 | 0 | - | 0 | 0 | 0 | | P | 0 | 0 | , | 455 | 455 | 2 | 250 | 0 | 455 | 2 | 2 | 50 |
| Comb. L-T | | 0 | ł | | | 0 | ı | | | 0 | ı | | | 0 | , | | | 0 | , | |
| WB Thru | 1013 | | 512 | 101 | 1114 | - | 563 | 61 | 1175 | • | 593 | 11 | 1252 | - | 632 | 0 | 1252 | - | 9 | 32 |
| Comb. T-R | : | | 512 | | | I | 563 | • | : | I | 593 | | | ، - ، | 632 | 1 | : | 1 | Ð | 32 |
| WB Right | 6 | 0 (| , | * | | 0 0 | , | 0 | 1 | 0 1 | | 0 | : | 0 1 | , | 0 | ÷ | 0 (| | |
| Comb. L-1-R - | | D | | | | þ | | | | þ | | | | Ð | | | | Ð | | |
| Crit. Volumes: | | N-S: | 20 | | | N-S: | 22 | | | N-S: | 22 | | | N-S: | 76 | | | N-S: | | 76 |
| | | З Ш | 546 | | | Х Ш | 601 | | | : А Ш | 634 | | | : Х Ш | 930 | | | : А́- | 6 | 8 |
| | | SUM: | 566 0 | | | SUM: | 623 | | | SUM: | 929 | | | SUM: | /001 | | | SUM: | 01 | ò |
| No. of Phases: | | | 5 | | | | | | | | 5 | | | | ю | | | | | m |
| Volume / Capac | atv: | | 0.472 | | | | 0.519 | | | | 0.547 | | | 111. 121 | 0.606 | | | 111. [2] | 0.6 | 99 |
| Level of Service | | | A | | | | A | | | | A | | | | В | | | | ш | |
| | | | | | | | | | | | | - | | | | | | | |] |
| Accumutione' | × | Acvimum | Or the Control | activity 1 | | | | 0011 | | Ĩ | | | | | | | | | | |

maximum sum of critical volumes (intersection Capacity). 2 Friasse=1920, 3 Friasse=1920, 4F Friasse=1920, Clisignaized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one and row opt. turn lane, 70% of overlapping left turn. Right turns con red from excl. lanes = 50% of overlapping left turn. [1] Intersection will be signalized as part of the proposed project. [2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. Note: Pass-by reductions not applied to this intersection per LADOT standards.

Fashion Square New Project Driveway Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA18 Accutek N-S St: E-W St: Project: File Name: Counts by:

CRITICAL MOVEMENT ANALYSIS

Fashion Square New Project Driveway @ Riverside Drive Peak Hour: Saturday Mid-Day Annual Growth: 2.0% Peak Hour: Annual Growth:

Date: Date of Count: Projection Year:

08/04/2008 2007 2012

| | 2007 EXIS | ST. TRAF | :FIC | 2012 V | V/ AMBIE | INT GROW | Ŧ | 2012 \ | W OTHE | R PROJEC | CTS | 2012 V | V/ PROP(| DSED PRC | JECT | 2012 | W/ MITIG/ | ATION | | |
|--------------------|------------|----------|---------------|------------|-------------|-------------|---------------|------------|---------|-----------|------------|-------------|----------|----------|--------|--------|-----------|----------|--------|----------|
| | No. | . of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | Added | Total | No. of | Lane | |
| Movement V | olume Lar. | ues / | /olume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volume | Volume | Volume | Lanes | Volumo | |
| NB Left | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | o | ı | 96 | 96 | - | 96 | 0 | 96 | - | | 96 |
| Comb. L-T | | 0 | | | | 0 | , | | | o | | | | 0 | , | | | 0 | , | |
| NB Thru | 0 | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | ı | 0 | 0 | 0 | , | 0 | 0 | 0 | 1 | |
| Comb. T-R | | 0 | , | | | 0 | , | | | 0 | ı | 1 | ļ | 0 | • | | | 0 | • | |
| NB Right | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 258 | 258 | (| 258 | 0 | 258 | (| | 28 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | 5 | | | | 5 | | |
| SB Left | 0 | 0 | , | 0 | 0 | 0 | - | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Comb. L-T | | 0 | | | | 0 | 1 | | | 0 | , | | | 0 | , | | | 0 | | |
| SB Thru | 0 | 0 | 1 | 0 | 0 | 0 | ı | 0 | 0 | 0 | , | 0 | 0 | 0 | • | 0 | 0 | 0 | , | |
| Comb. T-R | | 0 | | | | 0 | | | | 0 | | | | 0 | , | | | 0 | · | |
| SB Right | 0 | 0 | | 0 | 0 | o | \$ | 0 | 0 | 0 | , | 0 | 0 | 0 | | 0 | 0 | 0 | ۱ | |
| Comb. L-T-R - | | o | | | | 0 | | | | o | | | | 0 | | | | 0 | | |
| EB Left | 0 | 0 | , | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | Τ |
| Comb. L-T | | 0 | | | | 0 | 1 | | | o | | | | 0 | | | | 0 | , | |
| EB Thru | 1116 | 2 | 558 | 112 | 1228 | 2 | 614 | 67 | 1295 | 2 | 647 | 47 | 1342 | 2 | 671 | 0 | 1342 | 2 | G | 571 |
| Comb. T-R | | 0 | | | | 0 | | | | 0 | , | | | 0 | , | 4 | | 0 | | |
| EB Right | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | ' | 303 | 303 | · 1 | 303 | 0 | 303 | - 1 | | 203 |
| Comb. L-T-R - | | 0 | | | | 0 | | | | 0 | | | | o | | | | D | | |
| WB Left | 0 | 0 | , | 0 | 0 | 0 | • | 0 | 0 | 0 | • | 452 | 452 | t- | 452 | 0 | 452 | - | Ā | t52 |
| Comb. L-T | | 0 | 1 | | | 0 | , | | | 0 | | | | 0 | , | | | 0 | | |
| WB Thru | 1030 | 2 | 515 | 103 | 1133 | 5 | 567 | 61 | 1194 | 2 | 597 | 4 | 1198 | 2 1 | 599 | 0 | 1198 | 21 | 4) | 665 |
| Comb. T-R | | 0 | | | ¢ | 0 0 | | Ċ | c | 0 0 | | c | c | 00 | | c | c | - c | • | |
| WB Right | 0 | 0 | | D | 0 | 0 | , | Э | C | 5 (| | C | C | 5 0 | 1 | Э | C | | | |
| Comb. L-T-R - | | 0 | | | | 0 | | | | o | | | | D | | | | 0 | | |
| Crit. Volumes: | Ż | ij | 0 | | | N-S: | 0 | | | N-S: | 0 | | | N-S: | 96 | | | N-S: | | 96 |
| | <u>г</u> ш | Ň: | 558 | | | E-W: | 614 | | | : М-Ш | 647 | | | Е-W: | 1123 | | | М | 11 | 123 |
| | SU | IM: | 558 | | | SUM: | 614 | | | SUM: | 647 | | | SUM: | 1219 | | | SUM: | | 19 |
| No. of Phases: | | ſ | | | | | | | | | ∍ | | | | ε | | | | | en en |
| Volume / Capaci | tv: | | 0.465 | | | | 0.512 | | | | 0.539 | | | [1]. [2] | 0.755 | | | [1], [2] | 0.7 | 755 |
| I evel of Service: | • . | A | | | | | A | | | | A | | | | U | | | | с | |
| | | | | | | | | | | | | | | | | | | | |] |
| Assumptions: | Maxi | imum Su | im of Critics | al Volumes | s (Intersec | ction Capac | city): 2 Phas | :e=1500, 3 | Phase=1 | 425, 4+ P | hase=1375, | Unsignalize | ed=1200. | | | | | | | |

1200 13/b, Unsignalizeu-

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, U, For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. (1) Intersection will be signalized as part of the proposed project. [2] v/c ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. Note: Pass-by reductions not applied to this intersection per LADOT standards.

APPENDIX **E**

TRAFFIC SIGNAL WARRANT WORKSHEETS

| Appendix Table E-1 | WEEKDAY HOURLY TRAFFIC VOLUMES [1] | Matilija Avenue-Proposed Fashion Square Project Driveway/Riverside Drive Intersec |
|--------------------|------------------------------------|---|
|--------------------|------------------------------------|---|

ion

| | | | | Маj | or Street | | | | | Minor | Street | |
|----------|---------|-----------------|----------|---------|------------|----------|----------|--------------|-------------|------------------|------------------|--------------|
| Begin | | | | River | side Drive | | | | Prop(| osed Fashion Squ | are Project Driv | eway |
| 0 | | | | | | | | Major Street | | | Minor Street | Minor Street |
| | EB | | EB | | WB | | WB | Approach | | | Approach | Approach |
| Time | Through | EB Right | Approach | WB Left | Through | WB Right | Approach | Total [2] | NB Left [3] | NB Right [3] | Total [4] | Total [5] |
| 11:00 AM | 669 | 133 | 832 | 518 | 816 | 12 | 1346 | 1660 | 36 | 457 | 1012 | 554 |
| 12:00 PM | 751 | 169 | 920 | 657 | 880 | 6 | 1546 | 1809 | 39 | 487 | 1183 | 696 |
| 1:00 PM | 800 | 98 | 898 | 598 | 863 | 14 | 1475 | 1775 | 46 | 569 | 1213 | 644 |
| 2:00 PM | 872 | 106 | 978 | 531 | 854 | 11 | 1396 | 1843 | 43 | 536 | 1110 | 574 |
| 3:00 PM | 864 | 104 | 968 | 546 | 1107 | 15 | 1668 | 2090 | 44 | 551 | 1142 | 590 |
| 4:00 PM | 886 | 110 | 966 | 524 | 1093 | 17 | 1634 | 2106 | 40 | 506 | 1071 | 564 |
| 5:00 PM | 854 | 110 | 964 | 567 | 1207 | 21 | 1795 | 2192 | . 43 | 536 | 1146 | 610 |
| 6:00 PM | 773 | 104 | 877 | 499 | 1156 | 4 | 1659 | 2037 | 43 | 538 | 1080 | 542 |

 Traffic count data collected by City Traffic Counters on Thursday, January 17, 2007.
 Based on the California MUTCD document, the major street volume is the sum of both approaches for the major street (Riverside Drive) excluding the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume).

[3] Reflects a portion of the vehicles currently utilizing the existing Fashion Square Project Driveways and Riverside Shopping Center Driveway

[4] Based on the California MUTCD document, the minor street volume is the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume) plus the higher volume minor street approach. on Riverside Drive.

[5] Based on the California MUTCD document, the minor street volume is the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume) plus the higher volume minor street approach. In addition, per the LADOT Manual of Policies and Procedures document, the minor street approach volume does not include right-turn volumes (i.e., the northbound right-turn volumes).

Proposed Fashion Square Westerly Project Driveway/Riverside Drive Intersection (Tunnel Access) WEEKDAY HOURLY TRAFFIC VOLUMES [1] Appendix Table E-2

| | | | | | Major Sti | ·eet | | | Minor Street | |
|----------|---------|----------|----------|---------|--------------------|----------|--------------------------|---------------------|---------------------|--------------------------|
| Begin | | | | | Riverside I | Drive | | Proposed Fas | hion Square Pro | ject Driveway |
| | ач | | КR | | WB | WR | Major Street Annroach | | | Minor Street Annroach |
| Time | Through | EB Right | Approach | WB Left | Through | Approach | Total [2] | NB Left [3] | NB Right [3] | Total [4] |
| 11:00 AM | 683 | 114 | 797 | 364 | 786 | 1150 | 1583 | 51 | 150 | 415 |
| 12:00 PM | 732 | 114 | 846 | 364 | 849 | 1213 | 1695 | 56 | 164 | 420 |
| 1:00 PM | 789 | 114 | 903 | 364 | 827 | 1191 | 1730 | 71 | 204 | 435 |
| 2:00 PM | 853 | 114 | 967 | 364 | 813 | 1177 | 1780 | 65 | 188 | 429 |
| 3:00 PM | 852 | 114 | 966 | 364 | 1086 | 1450 | 2052 | 67 | 196 | 431 |
| 4:00 PM | 869 | 114 | 983 | 364 | 1061 | 1425 | 2044 | 59 | 174 | 423 |
| 5:00 PM | 850 | 114 | 964 | 364 | 1176 | 1540 | 2140 | 65 | 188 | 429 |
| 6:00 PM | 757 | 114 | 871 | 364 | 1117 | 1481 | 1988 | 65 | 189 | 429 |

[1] Traffic count data collected by City Traffic Counters on Thursday, January 17, 2007.

[2] Based on the California MUTCD document, the major street volume is the sum of both approaches for the major street (Riverside Drive) excluding the higher volume of the major street left-turn volume (i.e., the westbound left-turn volume).

[3] Reflects a portion of the vehicles currently utilizing the existing Fashion Square Project Driveways.
[4] Based on the California MUTCD document, the minor street volume is the higher volume of the major street left-turn volume (i.e., the

westbound left-turn volume) plus the higher volume minor street approach. In addition, per the LADOT Manual of Policies and Procedures document, the minor street approach volume does not include right-tum volumes (i.e., the northbound right-turn volumes) O:\UOB_FILE\3606\Report\3606tahles.doc

Appendix Table E-3 SUMMARY OF CONTROL DELAY AND LEVELS OF SERVICE

| | | | | [1] EXIST |] TNG |
|-----|----------------------------|-----------|-------------|--------------|----------|
| | | | | WITH PR | OJECT |
| NO. | INTERSECTION | HOUR | MOVEMENT | DELAY | LOS |
| | | | | | |
| 1 | Matilija Avenue- | 11 AM | NB Approach | 122.2 | F |
| | Easterly Project Driveway/ | | NB Left | 1390.0 | F |
| | Riverside Drive | | NB Right | 22.4 | С |
| | | | | | - |
| | | 12 PM | NB Approach | 446.2 | F |
| | | | NB Left | 5671.0 | F |
| | | | NB Right | 27.8 | D |
| | | 1 PM | NB Approach | 3587 | F |
| | | 1 1 1 1 1 | • NB Left | 4183.0 | F |
| | | | NB Right | 49.5 | Ē |
| | | | 1.2 1.6. | ., | - |
| | | 2 PM | NB Approach | 294.0 | F |
| | | | NB Left | 3338.0 | F |
| | | | NB Right | 49.8 | E |
| | | | | | |
| | | 3 PM | NB Approach | 413.4 | F |
| | | | NB Left | 4915.0 | F |
| | | | NB Right | 53.9 | F |
| | | | ND Approach | 212.0 | F |
| | | 41111 | NB Left | 3731.0 | т न |
| | | | NB Right | 42.8 | Ē |
| | | | The regin | .2.0 | 2 |
| | | 5 PM | NB Approach | 498.5 | F |
| 1 | | | NB Left | 6126.0 | F |
| | | | NB Right | 47.1 | E |
| | | | | | |
| 1 | | 6 PM | NB Approach | 220.8 | F |
| | | | NB Left | 2513.0 | F |
| | | | NB Right | 37.6 | Е |
| | | | | | |

[1] Control delay reported in seconds based on HCM method of analysis.

Appendix Table E-3 (Continued) SUMMARY OF CONTROL DELAY AND LEVELS OF SERVICE

| | | | | [1] EXIST | ING |
|-----|----------------------------|--------|----------------|--------------|--------|
| NO | τρητίο οτο αυτί αρχ | HOID | NACONTENATENTA | WITH PR | OJECT |
| NO. | INTERSECTION | HOUR | MOVEMENT | DELAY | LOS |
| 2 | Westerly Project Driveway/ | 11 AM | NB Approach | 104.4 | F |
| | Riverside Drive | | NB Left | 376.1 | F |
| | | | NB Right | 12.1 | В |
| | | 10.110 | | 140.5 | |
| | | I2 AM | NB Approach | 148.5 | F |
| | | | NB Len | 546.6 | r D |
| | | | NB Kight | 12.0 | В |
| | | 1 PM | NB Approach | 233.1 | F |
| | | | NB Left | 863.1 | F |
| | | | NB Right | 13.8 | В |
| | | 2 PM | NB Approach | 254.5 | F |
| | | 21111 | NB Left | 949 7 | F |
| | | | NB Right | 14.1 | B |
| | | 2 D1 4 | | 220.1 | F |
| | | 3 PM | NB Approach | 339.1 | r F |
| | | | ND Leit | 1289.0 | г о |
| | | | ND Right | 14.5 | Ы |
| | | 4 PM | NB Approach | 314.8 | F |
| | | | NB Left | 1202.0 | F |
| | | | NB Right | 13.9 | В |
| | | 5 PM | NB Approach | 373.2 | F |
| | | 01101 | NB Left | 1412.0 | F |
| | | | NB Right | 14.1 | B |
| | | (1)(| | | |
| | | 6 PM | NB Approach | 252.9 | F |
| | | | NB Left | 949.7 | F |
| | | | NE Right | 13.2 | В |

[1] Control delay reported in seconds based on HCM method of analysis.

File Name : matriver Site Code : 00000000 Start Date : 1/17/2007 Page No : 1

| r | | | | | | Groups | Printeo- | Unshine | | | | | | | |
|-------------|--------|----------------|--------|--------|--------|--------|-------------|----------|--------------|-------|------|--------|--------|-------------|------------|
| | V | ∕latilija Av | е | | Rivers | ide Dr | | N | tatilija Ave | e | | Rivers | ide Dr | | |
| | S | outhboun | d | | West | oound | | N | orthboun | d | | Eastb | ound | | |
| Start Time | Leit | Thru | Right | Left | Thru | Right | U- Turns | Lefi | Thru | Right | Left | Thru | Right | U- Turns | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 11:00 AM | 2 | 0 | 10 | 0 | 197 | 3 | 0 | 0 | 0 | 0 | 3 | 156 | 0 | 0 | 371 |
| 11-15 AM | 1 | 0 | 4 | 0 | 185 | 3 | 0 | 0 | 0 | 0 | 4 | 160 | 0 | 2 | 359 |
| 11-30 AM | n | ů N | 1 | 0 | 185 | 3 | ñ | 0 | ō | ñ | 2 | 159 | Ň | Â | 354 |
| 11:45 ANA | 1 | 0 | , L | 0 | 106 | 3 | ñ | ň | ň | ñ | 2 | 1/0 | 0 | 2 | 350 |
| | | 0 | | | 130 | 12 | 0 | | | 0 | | 604 | 0 | | 1443 |
| 10131 | 4 | U | 20 | U | 703 | 12 | U | | U | U | 11 | 024 | 0 | 9 | 1443 |
| 12:00 PM | 0 | . 0 | 2 | 0 | 209 | 2 | 0 | 0 | 0 | 0 | 4 | 175 | 0 | 2 | 394 |
| 12:15 PM | 0 | 0 | 5 | 0 | 202 | 3 | 0 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 386 |
| 12:30 PM | 2 | 0 | 6 | 0 | 196 | 2 | 0 | 0 | 0 | 0 | 5 | 148 | 0 | 2 | 361 |
| 12-45 PM | 1 | 0 | 6 | 0 | 220 | 2 | 0 | 0 | 0 | 0 | 3 | 177 | 0 | 1 | 410 |
| Total | 3 | 0 | 19 | 0 | 827 | 9 | 0 | 0 | 0 | 0 | 12 | 676 | 0 | 5 | 1551 |
| | | | | 0 | 010 | | | | 0 | | | 470 | 0 | | |
| 01:00 PM | 1 | 0 | 5 | 0 | 218 | 3 | U | 0 | U | 0 | 3 | 179 | 0 | 3 | 412 |
| 01:15 PM | 1 | 0 | 2 | 0 | 209 | 4 | 1 | 0 | 0 | 0 | 0 | 188 | 0 | 3 | 408 |
| 01:30 PM | 2 | 0 | 3 | 0 | 171 | 4 | 0 | 0 | 0 | 0 | 4 | 178 | 0 | 4 | 366 |
| 01:45 PM | 1 | 0 | 4 | 0 | 211 | 3 | 0 | 0 | 0 | 0 | 4 | 180 | 0 | 4 | 407 |
| Total | 5 | 0 | 14 | 0 | 809 | 14 | 1 | 0 | 0 | 0 | 11 | 725 | 0 | 14 | 1593 |
| 02-00 PM | n | 0 | 01 | 0 | 201 | 5 | 0 | 0 | 0 | 0 | 1 | 205 | 0 | 1 | 413 |
| 02:15 PM | ñ | Ō | 2 | 0 | 202 | 2 | ō | 0 | 0 | 0 | 2 | 186 | õ | 1 | 395 |
| 02-30 PM | n N | 0 0 | 5 | ñ | 203 | 2 | õ | Ō | ñ | õ | Â | 195 | õ | 3 | 412 |
| 02.307 M | 1 | 0 | 2 | n N | 105 | 2 | 0 | l ñ | ň | 0 | 1 | 211 | 0 | 2 | 416 |
| Total | | 0 | | 0 | 801 | | 0 | <u> </u> | <u>0</u> | 0 | 10 | 707 | 0 | | 1636 |
| i Utal | 1 | U | | U | 001 | | 0 | | U | U | | 191 | U | 1 | 1030 |
| 03:00 PM | 0 | 0 | 8 | 0 | 222 | 4 | 0 | 0 | 0 | 0 | 8 | 218 | 0 | 2 | 462 |
| 03:15 PM | 2 | 0 | 12 | 0 | 270 | 7 | 0 | 0 | 0 | 0 | 2 | 193 | 0 | 4 | 490 |
| 03:30 PM | 2 | 0 | 3 | 0 | 263 | 1 | 0 | 0 | 0 | 0 | 2 | 207 | 0 | 2 | 480 |
| 03:45 PM | 1 | 0 | 6 | 0 | 299 | 3 | 0 | 0 | 0 | 0 | 3 | 171 | 0 | 1 | 484 |
| Total | 5 | 0 | 29 | 0 | 1054 | 15 | 0 | 0 | 0 | 0 | 15 | 789 | 0 | 9 | 1916 |
| 04:00 PM | 0 | 0 | 5 | 0 | 249 | 4 | 1 | 1 0 | 0 | 0 | 2 | 194 | 0 | 1 | 456 |
| 04:15 PM | 2 | 0 | 5 | 0 | 275 | 4 | 0 | 0 | 0 | 0 | 6 | 204 | 0 | 1 | 497 |
| 04:30 PM | 0 | n. | 4 | 0 | 255 | 6 | 0 | 0 | 0 | 0 | 3 | 207 | Ó | 4 | 479 |
| 04·45 PM | 2 | ñ | | ň | 258 | 3 | 2 | 0 | ñ | Ő | l õ | 206 | ů. | 2 | 477 |
| Total | 4 | 0 | 18 | 0 | 1037 | 17 | 3 | 0 | 0 | 0 | 11 | 811 | 0 | 8 | 1909 |
| 05:00 PM | n | n | 7 | 0 | 286 | 7 | 0 | 0 | 0 | 0 | 1 7 | 191 | 0 | 3 | 501 |
| 05·15 PM | 1 | n | .∆ | ี ก | 273 | 6 | ñ | i n | ñ | ñ | 7 | 184 | õ | 5 | 480 |
| 05:30 PM | n | ň | 4 | l õ | 313 | 4 | õ | l ñ | ñ | ñ | 5 | 210 | ň | 2 | 538 |
| 05-45 DM | 1 | 0 | | 0 | 282 | ۲ ۸ | 0 | | 0 | 0 | | 104 | 0 | 2 | 188 |
| Total | 2 | 0 | 19 | 0 | 1154 | 21 | 0 | 0 | 0 | 0 | 20 | 779 | 0 | 12 | 2007 |
| 06-00 PM | n | 0 | 3 | 1 0 | 288 | 1 | 0 | 1 0 | 0 | n | l e | 174 | · O | 1 | 1 473 |
| 06:15 PM | 0 | 0 | 3 | 0 | 200 | , 2 | 0 | Ň | 0 | 0 | | 107 | 0 | ז | 1/0 |
| 00.13 FM | 0 | 0 | 4 | | 247 | 2 | 0 | | 0 | U | 3 | 101 | 0 | ງ 1 | 440 |
| 00.30 PM | 0 | 0 | 1 | 0 | 282 | 0 | 0 | | 0 | 0 | 3 | 1/1 | 0 | 3 | 400 |
| 06:45 PM | 0 | 0 | 3 | 0 | 286 | 1 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 1 | 45/ |
| Total | 0 | 0 | 11 | 0 | 1103 | 4 | 0 | 0 | 0 | 0 | 12 | 698 | 0 | 8 | 1836 |
| Grand Total | 24 | 0 | 139 | 0 | 7548 | 103 | 4 | 0 | 0 | 0 | 102 | 5899 | 0 | 72 | 13891 |
| Apprch % | 147 | ົດກັ | 85.3 | 0.0 | 98.6 | 1.3 | 0.1 | 0.0 | 0.0 | 0_0 | 1.7 | 97.1 | 0.0 | 1.2 | |
| Total % | 0.2 | - 0.0 - 0.0 | 1 0 | | 54.3 | 07 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 42 5 | 0.0 | 0.5 | |
| | 0.2 | 0.0 | 1.0 | 1 0.0 | 07.0 | 0.7 | 0.0 | 1 0.0 | 0.0 | 0.0 | | 74.5 | 0.0 | 5.0 | 1 |

Printed Linchifted

· · ·

| File Name | : matriver |
|------------|-------------|
| Site Code | : 00000000 |
| Start Date | : 1/17/2007 |
| Page No | : 2 |

| | | Matil Sout | lija Ave hbound | | | R V | iverside Vestboi | e Dr und | | Matilija Ave Northbound | | | | Riverside Dr Easlbound | | | | | |
|--------------------|---------|---------------|--------------------|---------------|----------|--------|---------------------|-----------------|-----------------|----------------------------|-------|-----------|---------------|--|-------------|------------|-----------------|---------------|---------------|
| Slart Time | Left | Thru | Righ t | App. Total | Left | Thru | Righ I | U- Turn s | App. Total | Left | Thru | Righ I | App. Total | Left | Thru | Righ t | U- Turn s | App. Total | Int. Total |
| Peak Hour Fro | om 11:0 | DO AM I | 10 11:45 | AM - Pe | eak 1 of | 1 | | | | | | | | | | 4 | | I | |
| Intersection | 11:00 | AM | 20 | 24 | | 763 | 10 | 0 | שרר | | 0 | 0 | 0 | | 604 | 0 | 0 | C 1 1 | |
| Percent | 4 | 0 | ∠บ คาา | 24 | 0 | 98.5 | 15 | 00 | 115 | 00 | 00 | 00 | U | 17 | 024 96.9 | 0 | 9 1/1 | 644 | 1443 |
| 11:00 | ว | 0.0 | 40 | 10 | 0.0 | 107 | | 0.0 | 200 | 0.0 | 0.0 | 0.0 | 0 | | 450 | 0.0 | ,., | 450 | 174 |
| Volume | 2 | 0 | 10 | 12 | | 197 | .3 | U | 200 | U | Ū | 0 | 0 | 3 | 156 | 0 | 0 | 159 | 3/1 |
| Peak | | | | | | | | | | | | | | | | | | | 0.972 |
| Factor High Int | 11.00 | ΔM | | | 11-00 | ΔNA | | | | 10.45. | 00 AM | | | 11.15 | A N.4 | | | | |
| Volume | 2 | 0 | 10 | 12 | 0 | 197 | 3 | 0 | 200 | 0 | 0 | 0 | 0 | 4 | 160 | 0 | 2 | 166 | |
| Peak | | | | 0.500 | | | | | 0.060 | | | | - | | | 0 | - | 0.070 | |
| Factor | | | | 0.500 | | | | | 0.505 | | · | | | | | | | 0.970 | |
| | | | | | | | | | | | | | | | | | | | |
| • | | | | | | | | | Matilija J | Ave | | | | | | | | | |
| | | | | | | | | 2 | 3 2 | | 47 | | | | | | | | |
| | | | | | | | | | rl |] | | | • | | | 1 | | | |
| | | | | | | | | | 20 | 3 4 |) | | | | | | | | |
| | | | | | | , | | H H | gni inni I I | Len | | | | | | | | | |
| | | | | | | | | • • | . 1 | _ | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | • | | | |
| | | | | | | | | | | | | 1 | | | | | | | |
| | | | | | | | | | | | | l | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | 121 127 | _=== | ţ. | | | • | ↑ | | | | | t_₽ | П. г | | | | |
| | | | 우린 | | | | | | | | | | | 1 1 1 1 | | By | | | |
| | | | م م | 12.24 | } | | | | Noni | 1 | | | | <u>ج</u> | | 의 적 | | | |
| | | | 97 <u>-</u> | | , | | | 1/17/2 | 2007 11:00 | MA 001 | | | | . 5 | 63 | Vers | | | |
| | | | | 140 | - | | | 1/17/2 | 2007 11:45 | :00 AM | | | | | | de 1 | | | |
| | | | а – [8] | I I R . | Ť | | | Unsh | ifted | | | | | ↓ ⊅ | е г | ٦.٩ | | | |
| | | | ő: | L | | | | | | | | | | -1 | | Tota | | | |
| | | | | US. | | | | | | | | | | £U.J. | | ш <u>–</u> | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | - | | | | | | | |

Thru

0

Lett 0

Right

•

) (_____0) (____0) In Total Matilija Ave

File Name : matriver Site Code : 0000000 Start Date : 1/17/2007 Page No : 3



File Name : drvwy1rivers Site Code : 00000000 Start Date : 1/17/2007 Page No : 1

.

| [| Groups Printed- Unshifted | | | | | | | | | | | | | |
|-------------|---------------------------|----------|-------|----------|---------|----------|-------------|----------|-----------|-------|--------|-----------|------------|------------|
| | Un | veway #1 | | | Riversi | de Dr | | Di | riveway # | 1 | R |) | | |
| | | | | | Westb | ound | | N | orthbound | I | | Easlbound | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | U- Turns | Left | Thru | Right | Lefi | Thru | Right | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 10 | 10 | |
| 11:00 AM | 0 | 0 | 0 | 57 | 155 | 0 | 0 | 0 | 0 | 37 | 0 | 1.32 | 21 | 402 |
| 11:15 AM | 0 | 0 | 0 | 58 | 136 | 0 | 1 | 1 | 0 | 35 | Ő | 1.38 | 21 | 302 |
| 11:30 AM | 0 | 0 | 0 | 63 | 124 | 0 | 0 | 0 | 0 | 43 | ñ | 103 | 20 | 352 |
| 11:45 AM | 0 | 0 | 0 | 64 | 139 | 0 | 0 | 1 | 0 | 37 | Ő | 124 | 20 | 305 |
| lotal | 0 | 0 | 0 | 242 | 554 | 0 | 1 | 2 | 0 | 152 | 0 | 497 | 94 | 1542 |
| 12-00 PM | 0 | 0 | 01 | 70 | 400 | | | | | | - | | 54 | 1042 |
| 12-15 PM | 0 | 0 | 0 | 79 | 129 | 0 | 0 | 0 | 0 | 59 | 0 | 126 | 28 | 421 |
| 12:10 PM | 0 | 0 | | 87 | 125 | 0 | 0 | 0 | 0 | 43 | 0 | 123 | 27 | 405 |
| 12.30 F M | 0 | 0 | 0 | 70 | 138 | 0 | 0 | 0 | 0 | 44 | 0 | 115 | 32 | 399 |
| Total | <u>U</u> | 0 | 0 | 120 | 147 | 0 | 0 | 0 | 00 | 63 | 0 | 120 | 27 | 441 |
| 10121 | U | U | υj | 320 | 539 | 0 | 0 | 0 | 0 | 209 | 0 | 484 | 114 | 1666 |
| 01:00 PM | 0 | 0 | 0 | 82 | 142 | 0 | 01 | 2 | 0 | 74 | Π | 104 | 151 | 410 |
| 01:15 PM | 0 | 0 | 0 | 72 | 143 | 0 | 1 | 2 | õ | 75 | 0 | 104 | 10 | 419 |
| 01:30 PM | 0 | 0 | 0 | · 61 | 119 | 0 | 0 | 4 | Õ | 84 | 0 | 103 | 24 | 420 |
| 01:45 PM | 0 | 0 | 0 | 64 | 148 | O | 0 | 3 | Ō | 76 | 0 0 | 100 | 10 | 391 |
| lotal | 0 | 0 | 0 | 279 | 552 | 0 | 1 | 11 | 0 | 309 | 0 | 429 | 70 | 1651 |
| 02:00 PM | 0 | 0 | 01 | 61 | 150 | 0 | 21 | A | 0 | 7.1 | _ | | | |
| 02:15 PM | 0 | Ō | ō | 71 | 136 | 0 | | | 0 | 74 | 0 | 129 | 16 | 436 |
| 02:30 PM | 0 | 0 | ō | 73 | 144 | 0 | ő | 1 | 0 | 54 | 0 | 137 | 27 | 426 |
| 02:45 PM | 0 | 0 | 0 | 51 | 152 | õ | ol | 3 | 0 | 62 | 0 | 121 | 15 | 427 |
| Total | 0 | 0 | 0 | 256 | 582 | 0 | 2 | 9 | 0 | 263 | 0 | 542 | 11 | 434 |
| 02.00 014 | 0 | | | | | | , | | | 2001 | U | 542 | <u>0</u> 9 | 1723 |
| 03:00 PM | 0 | 0 | 0 | 55 | 181 | 0 | 0 | 1 | 0 | 77 | 0 | 144 | 16 I | 474 |
| 03.13 PM | 0 | 0 | 0 | 65 | 221 | 0 | 0 | 1 | 0 | 64 | 0 | 152 | 26 | 529 |
| 03:30 PM | 0 | 0 | | 60 70 | 210 | 0 | 1 | 2 | 0 | 73 | 0 | 141 | 11 | 498 |
| Total | 0 | 0 | | 250 | 233 | <u> </u> | 0 | <u> </u> | 0 | 63 | 0 | 115 | 17 | 511 |
| 1010 | U | U | 01 | 200 | 040 | 0 | 1 | 9 | 0 | 277 | 0 | 552 | 70 | 2012 |
| 04:00 PM | 0 | 0 | 0 | 56 | 206 | 0 | 01 | 1 | 0 | 631 | 0 | 100 | 121 | 17.1 |
| 04:15 PM | 0 | 0 | 0 | 74 | 221 | 0 | 0 l | 2 | õ | 60 | 0 | 1.32 | 13 | 4/1 |
| 04:30 PM | 0 | 0 | 0 | 55 | 207 | 0 | ō | 2 | ñ | 52 | 0 | 149 | 17 | 523 |
| 04:45 PM | 0 | 0 | 0 | 62 | 204 | 0 | Ó | 2 | Ő | 49 | 0 | 161 | 20 | 202 |
| Total | 0 | 0 | 0 | 247 | 838 | 0 | 0 | 7 | 0 | 224 | 0 | 602 | 68 | 1986 |
| 05:00 PM | 0 | 0 | nl | 57 | 241 | 0 | • 1 | | | | | | | |
| 05:15 PM | Ő. | ñ | ñ | 60 | 291 | 0 | 1 | 2 | 0 | 54 | .0. | 148 | 21 | 524 |
| 05:30 PM | · 0 | ñ | ñ | 76 | 243 | 0 | | 1 | 0 | 41 | 1 | 141 | 16 | 482 |
| 05:45 PM | õ | ñ | ő | 78 | 240 | 0 | 0 | 3 | 0 | 68 | 0 | 155 | 19 | 564 |
| Total | 0 | 0 | 0 | 271 | 917 | <u> </u> | 2 | - 2 | 1 | 65 | 0 | 133 | 16 | 507 |
| | | | - 1 | | ••• | 0 | 21 | U | I | 220] | 1 | 5// | 72 | 2077 |
| 06:00 PM | 0 | 0 | 0 | 70 | 218 | 0 | 0 | 7 | 0 | 65 | 0 | 118 | 22 | 500 |
| 00.13 FM | 0 | 0 | 0 | 53 | 206 | 0 | 0 | 5 | 0 | 51 | 0 | 137 | 15 | 467 |
| DEAL DU | 0 | 0 | 0 | 73 | 210 | 0 | 0 | 2 | 0 | 66 | 0 | 119 | 15 | 485 |
| 00.40 PM | | <u> </u> | 0 | 60 | 226 | 0 | 0 | 4 | 0 | 56 | 0 | 105 | 14 | 465 |
| 10131 | U | U | 0 | 256 | 860 | 0 | 0 | 18 | 0 | 238 | 0 | 479 | 66 | 1917 |
| Grand Total | 0 | 0 | 01 | 2129 | 5687 | Ο | 71 | 64 | - | 10001 | | 1100 | coa l | |
| Apprch % | 0.0 | 0.0 | 0.0 | 27.2 | 72.7 | 0.0 | 0.1 | 33 | 01 | 067 | 1 | 4162 | 120 | 745/4 |
| Total % | 0.0 | 0.0 | 0.0 | 14.6 | 39.0 | 0.0 | 0.0 | 04 | 0.1 | 1201 | 0.0 | 87.0 | 13.0 | |
| | | | 1 | | 2010 | 0.0 | 0.0 | 0.4 | 0.0 | 13.0 | 0.0 | 28.6 | 4.3 | |

| File Name | : drvwy1rivers |
|------------|----------------|
| Site Code | : 00000000 |
| Start Date | : 1/17/2007 |
| Page No | : 2 |

| | Driveway #1 Riverside Dr Southbound Westbound | | | | | | | | | Drive North | way #1 bound | | | | | | | |
|---------------|--|---------|-------|---------------|----------|------|-------|-----------------|---------------|----------------|-----------------|-------|---------------|-------|------|-------|---------------|---------------|
| Slart Time | Left | Thrυ | Right | App. Total | Lefi | Thru | Right | U- Turn s | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | int. Total |
| Peak Hour Fro | m 11:00 | D AM to | 11:45 | AM - Pea | k 1 of 1 | | | | | | | | | | | | | |
| Intersection | 11:00 | AM | | |] | | | | | | | | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 242 | 554 | 0 | 1 | 797 | 2 | 0 | 152 | 154 | 0 | 497 | 94 | 591 | 1542 |
| Percent | 0.0 | 0.0 | 0.0 | | 30.4 | 69.5 | 0.0 | 0.1 | | 1.3 | 0.0 | 98.7 | | 0.0 | 84.1 | 15.9 | | |
| 11:00 | 0 | 0 | 0 | n | 57 | 155 | 0 | Δ | 212 | 0 | Δ | 37 | 75 | 0 | 100 | 24 | 153 | 400 |
| Volume | U | 0 | 0 | U | 57 | 100 | 0 | U | 212 | U U | | 57 | 57 | U | 132 | 21 | 155 | 402 |
| Peak Factor | | | | | | | | | | | | | | | | | | 0.959 |
| High Int. | 10:45:00AM | | | | 11:00 AM | | | | | 11:30 | AM | | | 11:15 | | | | |
| Volume | 0 | 0 | 0 | 0 | 57 | 155 | 0 | 0 | 212 | 0 | 0 | 43 | 43 | 0 | 138 | 23 | 161 | |
| Peak Factor | | | | | | | | | 0.940 | | | | 0.895 | | | | 0.918 | |



File Name: drvwy1riversSite Code: 00000000Start Date: 1/17/2007Page No: 3

| Driveway #1 Southbound | | | | | | R | iverside Vesthou | Dr Ind | | | Drive | way #1 | | | River | side Dr | | |
|------------------------------------|-------------------|----------------|------------------------------|---------------|-------------|-------------|---------------------|-------------------------------------|---|---|----------|-------------|---------------|--------------|---|------------|---------------|---------------|
| Slart Time | ′ Left | Thru | Right | App. Total | Left | Thru | Right | U- Turn s | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | int. Total |
| Peak Hour Fro | m 12:00 | D PM to | 06:45 | PM - Pea | k 1 of 1 | | | | | L <u></u> L | | L | | 1 <u></u> 1 | | | I | |
| Intersection Volume Percent | 05:00 0 0.0 | PM 0 0.0 | 0 0.0 | 0 | 271 22.8 | 917 77.1 | 0 0.0 | 2 0.2 | 1190 | 8 3.4 | 1 0.4 | 228 96.2 | 237 | 0.2 | 577 88.8 | 72 11.1 | 650 | 2077 |
| 05:30 | 0 | 0 | 0 | 0 | 76 | 243 | 0 | 0 | 319 | 3 | 0 | 68 | 71 | 0 | 155 | 19 | 174 | 564 |
| Volume Peak Factor | | | - | - | | | | | | | | | | | | | | 0.921 |
| High Int. Volume Peak Factor | 0 | 0 | 0 | 0 | 05:30 76 | PM 243 | 0 | 0 | 319 0.933 | 05:30 J 3 | ⊃M 0 | 68 | 71 0.835 | 05:30 I 0 | PM 155 | 19 | 174 0.934 | 0.021 |
| | | | | | | | | Dri Qut 2) [Right | veway #1 <u>n</u> <u>0</u> Thru L <u>1</u> | Total | | | | | | | | |
| | | Diverside Dr | Out In Total 925 650 1575 | | • | | _ | 1/17/2007 1/17/2007 Unshifted | 1 North 7 5:00:00 F 7 5:45:00 F | M M | | | t_ + ↓ | | Riverside Dr Out In Total 605 1190 1995 | | | |
| | | | | | | | | •] Lett | 1 1 1 1 237) 1 1 1 1 1 1 1 1 1 1 1 1 1 | ight 228]] [580] Total | | | | | | | | |

File Name : drvwy3river Site Code : 00000000 Start Date : 1/17/2007 Page No : 1

| r | | | | | G | oups Prir | nted- Unsh | ifted | | | | | | |
|-------------|------------|------------|----------|------|-------------|-----------|------------|--------|-----------|------------|----------|-------|--------|------------|
| | Dri | veway #3 | | Ri | verside D | r I | | Drivev | vay #3 | | R | | | |
| | So | uthbound | | W | estbound | J | | North | bound | | E | | | |
| | | | | T | | | | | | R- | 1 | | | |
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Drive# | left | Thru | Diable | Int Total |
| | | | J | | | | 2.2.1 | | | Diriven | Len | 1000 | Right | 111. 10181 |
| Factor | 10 | 1.0 | 1.0 | 10 | 10 | 10 | 10 | 10 | 1.0 | 4 | | | | |
| 11:00 004 | 1.01 | 1.0 | | 1.01 | 101 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 11.00 AM | U | U | U | 37 | 194 | 0 | U | U | 40 | 0 | 0 | 140 | 6 | 417 |
| 11:15 AM | 0 | 0 | 0 | 29 | 191 | 0 | 0 | 0 | 39 | 0 | 0 | 148 | 5 | 412 |
| 11:30 AM | 0 | 0 | 0 | 31 | 190 | 0 | 0 | 0 | 20 | 0 | 0 | 128 | 6 | 375 |
| 11:45 AM | 0 | 0 | 0 | 35 | 197 | 0 | 0 | 0 | 29 | 0 | ñ | 128 | 11 | 400 |
| Total | 0 | 0 | 0 | 132 | 772 | 0 | 0 | 0 | 128 | 0 | | 544 | 20 | 1604 |
| | - | • | - 1 | | | 01 | 0 | Ŭ | 120 | 01 | U | 044 | 20 | 1004 |
| 12-00 DM | 0 | 0 | 01 | 10 | 202 | | 0 | 0 | ~ ~ ~ | | - | | | |
| 12.00 F M | U | 0 | 0 | 42 | 202 | U U | 0 | U | 24 | U | 0 | 157 | 5 | 430 |
| 12.15 PM | U | 0 | 0 | 48 | 201 | 0 | 0 | 0 | 29 | 0 | 0 | 151 | 10 | 439 |
| 12:30 PM | 0 | 0 | 0 | 41 | 198 | 0 | 0 | 0 | 36 | 0 | 0 | 130 | 9 | 414 |
| 12:45 PM | 0 | 0 | 0 | 40 | 222 | 0 | 0 | 0 | 37 | 2 | 0 | 158 | 20 | 479 |
| Total | 0 | 0 | 0 | 171 | 823 | 0 | 0 | 0 | 126 | 2 | 0 | 596 | 44 | 1762 |
| | | | , | | | • | | | | ~ 1 | 0 | 550 | ן ייי | 1102 |
| 01:00 PM | 0 | Ο | nl | 45 | 223 | ٥١ | Ω | ٥ | 43 | 21 | 0 | 101 | 21 | 100 |
| 01-15 PM | õ | 0 | 0 | 25 | 217 | ő | 0 | 0 | 40 | 2 | 0 | 164 | 3 | 480 |
| 01:30 DM | 0 | 0 | | 20 | 470 | 0 | 0 | 0 | 33 | 2 | 0 | 161 | 5 | 453 |
| | 0 | 0 | U | 30 | 1/3 | 0 | 0 | 0 | 37 | 0 | 0 | 172 | 3 | 415 |
| UI:45 PM | <u> </u> | 0 | 0 | 37 | 222 | 01 | 0 | 0 | 38 | 2 | 0 | 164 | 6 | 469 |
| lotal | 0 | 0 | 0 | 147 | 835 | 0 | 0 | 0 | 151 | 6 | 0 | 661 | 17 | 1817 |
| | | | | | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0] | 32 | 208 | 0 | 0 | 0 | 31 | 2 | 0 | 186 | 8 | 467 |
| 02:15 PM | 0 | 0 | 0 | 28 | 194 | 0 | 0 | 0 | 43 | 2 | 0 | 170 | 4 | 441 |
| 02:30 PM | 0 | 0 | 0 | 27 | 202 | 0 | 0 | 0 | 28 | 2 | ñ | 186 | 5 | 450 |
| 02:45 PM | 0 | 0 | 0 | 25 | 205 | 0 | 0 | 0 | 40 | õ | ő | 201 | 0 | 480 |
| Total | 0 | 0 | 0 | 112 | 809 | 0 | 0 | 0 | 142 | | | 743 | 26 | 1930 |
| | - | Ū | - 1 | | 000 | 01 | ų | 0 | 172 | 01 | U | 143 | 20 | 1050 |
| 03-00 PM | 0 | 0 | 10 | 35 | 233 | ٥١ | Ω | n | 43 | 01 | 0 | 105 | c 1 | 500 |
| 03:00 PM | Ő | 0 | | 21 | 233 | | 0 | 0 | 43 | U | U | 185 | 0 | 502 |
| 03-30 PM | 0 | 0 | | 31 | 274 | | 0 | 0 | 40 | 0 | · 0 | 187 | 4 | 536 |
| | 0 | 0 | U | 37 | 200 | U | 0 | 0 | 29 | 3 | 0 | 182 | 8 | 527 |
| 03:45 PM | <u> </u> | 0 | 0 | 2/ | 306 | 0 | 0 | 0 | 46 | 1 | 0 | 164 | 5 | 549 |
| 10131 | 0 | 0 | 0 | 130 | 1081 | 0 j | 0 | 0 | 158 | 4 | 0 | 718 | 23 | 2114 |
| | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 26 | 254 | 0 | 0 | 0 | 30 | 1 | 0 | 180 | 7 | 498 |
| 04:15 PM | 0 | 0 | 0 | 26 | 271 | 0 | 0 | 0 | 42 | 2 | 0 | 180 | 7 | 528 |
| 04:30 PM | 0 | 0 | 0 | 23 | 255 | 0 | 0 | 0 | 41 | 1 | ō | 184 | 5 | 509 |
| 04:45 PM | 0 | 0 | ol | 29 | 259 | 0 | 0 | 0 | 24 | ń | ŏ | 195 | 12 | 500 |
| Total | 0 | 0 | 0 | 104 | 1039 | 0 | 0 | 0 | 137 | | 0 | 720 | 21 | - 2044 |
| | 0 | Ū | 01 | | | 01 | U | U | .57 | - 1 | U | 129 | 31 | 2044 |
| 05-00 PM | 0 | 0 | 01 | 20 | 204 | 01 | 0 | 0 | 17 | a 1 | - | | 1 | |
| | <u>,</u> , | 0 | ů, | 30 | 294 | U | 0 | U | 47 | -2- | 0 | 178 | 11 | 562 |
| 05.15 PM | U | 0 | 0 | 21 | 211 | U | U | 0 | 44 | 3 | 0 | 172 | 3 | 526 |
| 05:30 PM | 0 | 0 | 0 | 28 | 305 | 0 | 0 | 0 | 48 | 1 | 0 | 184 | 6 | 572 |
| 05:45 PM | 0 | 0 | 0 | 34 | 284 | 0 | 0 | 0 | 38 | 3 | 0 | 179 | 7 | 545 |
| Total | 0 | 0 | 0 | 119 | 1160 | 0 | 0 | 0 | 177 | 9 | 0 | 713 | 27 | 2205 |
| | | | | | | , | | | | - 1 | • | | 1 | |
| 06:00 PM | 0 | 0 | 10 | 44 | 289 | 01 | 0 | 0 | 44 | 11 | 0 | 105 | БÌ | 560 |
| 06-15 PM | õ | ñ | ň | 20 | 247 | ő | 0 | 0 | | | 0 | 185 | 0 | 009 |
| 06-30 01 | 0 | 0 | | 10 | 277 | v l | U C | U | 50 | 3 | 0 | 165 | 9 | 503 |
| | U | 0 | <u>v</u> | 10 | 213 | U | U | 0 | 35 | 2 | 0 | 161 | 6 | 493 |
| 05:45 PM | 0 | 0 | 0 | 27 | 285 | 0 | 0 | 0 | 36 | 1 | 0 | 144 | 6 | 499 |
| Total | 0 | 0 | 0 | 116 | 1094 | 0 | 0 | 0 | 165 | 7 | 0 | 655 | 27 | 2064 |
| | | | | | | | | | | , | - | | , | - |
| Grand Total | 0 | 0 | 0 | 1031 | 7613 | 01 | 0 | 0 | 1184 | 381 | n | 535 O | 223 | 15448 |
| Apprch % | 0.0 | 0.0 | 0.0 | 11.9 | 88 1 | 0.01 | ٥n | ۸Ň | 0.20 | 21 | 0 0 0 | 0000 | 10 | 10,40 |
| Total % | 0.0 | 0.0 0.0 | 0.0 | 67 | <u>40</u> 7 | 0.0 | 0.0 n n | 0.0 | ט.ט לל | 3.1 | 0.0 | 90.0 | 4.0 | |
| 1 (16) 78 | 0.0 | 0.0 | 0.0] | 0.7 | 49.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.2 [| 0.0 | 34.7 | 1.4 | |

.

s Printed, Unrhitted Gro

File Name : drvwy3river Site Code : 00000000 Start Date : 1/17/2007 Page No : 2

| | | Drive Soul | way#3 1bound | | | River Wes | side Dr tbound | | | Driveway #3 Northbound | | | | | Riverside Dr Eastbound | | | |
|--------------------------|---------|---------------|-----------------|---------------|----------|--------------|-------------------|---------------|-------|---------------------------|-----------|-------------------|---------------|-------|---------------------------|-------|---------------|---------------|
| Start Time | Left | Thru | Right | App. Total | Lefi | Thru | Right | App. Total | Left | Thru | Right | R- Drive #4 | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Fro | m 11:00 | D AM to | 11:45 A | AM - Peal | k 1 of 1 | | | | | | | | | I | | | |] |
| Intersection | 11:00 | AM | | | | | | | | | | | 1 | | | | 1 | |
| Volume | 0 | 0 | 0 | 0 | 132 | 772 | 0 | 904 | 0 | 0 | 128 | 0 | 128 | 0 | 544 | 28 | 572 | 1604 |
| Percent | 0.0 | 0.0 | 0.0 | | 14.6 | 85.4 | 0.0 | | 0.0 | 0.0 | 100. 0 | 0.0 | | 0.0 | 95.1 | 4.9 | | |
| 11:00 Volume | 0 | 0 | 0 | 0 | 37 | 194 | 0 | 231 | 0 | 0 | 40 | 0 | 40 | 0 | 140 | 6 | 146 | 417 |
| Peak Factor High Int. | 10:45:0 | 00AM | | | 11:45 | ٩M | | | 11:00 | AM | | | | 11:15 | M | | | 0.962 |
| Volume Peak Factor | 0 | 0 | 0 | 0 | 35 | 197 | 0 | 232 0.974 | 0 | 0 | 40 | 0 | 40 0.800 | 0 | 148 | 5 | 153 0.935 | |


File Name: drvwy3riverSite Code: 00000000Start Date: 1/17/2007Page No: 3

| | | Drive South | way #3 | 3 | | River Wes | side Dr Ibound | | | D | riveway | / #3 | | | River | side Dr |] | |
|---------------|---------|----------------|--------------------------|---------------|----------|--------------|-------------------|---|---|------------------------------------|---------|-------------------|---------------|--------------|--|---------|---------------|---------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Tolal | Left | Thru | Right | R- Drive #4 | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Fro | m 12:00 | PM to | 06:45 | PM - Pea | k 1 of 1 | | | | L | | | | | <u></u> | | | | <u> </u> |
| Volume | 05:15 | -M N | 0 | 0 | 133 | 1155 | 0 | 1000 | | ~ | 474 | | | _ | | | | |
| Percent | 0.0 | 0.0 | 0.0 | U | 10.3 | 89.7 | 00 | 1200 | | 0 | 1/4 | 8 | 182 | 0 | 720 | 22 | 742 | 2212 |
| 05:30 | 0 | | 0.0 | 0 | 10.0 | 205.7 | 0.0 | 000 | 0.0 | 0.0 | 33.0 | 4.4 | | 0.0 | 97.0 | 3.0 | | |
| Volume | 0 | U | U | U | 28 | 305 | 0 | 333 | 0 | 0 | 48 | 1 | 49 | 0 | 184 | 6 | 190 | 572 |
| Peak Factor | | | | | | ~ | | | | | | | | ļ | | | | 0.967 |
| Volume | n | 0 | 0 | 0 | 05:301 | -M 205 | 0 | 222 | 05:301 | РМ | 4.0 | | | 06:00 | РМ | | | |
| Peak Factor | U | U | U | U | 20 | 303 | U | 0 967 | U | U | 48 | T | 49 | 0 | 185 | 6 | 191 | |
| | | | | | 1 | | | 0.007 | | | | | 0.929 | 1 | | | 0.971] | |
| | | Riverside Dr | In Total 5 742 (1897) | 22 720 0 | | | | Driv Oul 0 (0 Right + 1/17/2007 8 | eway #3 | $\frac{\text{Total}}{0}$ | | | 1 | Right Thru L | Out Riverside Dr Out In 894 1288 | | | |
| | | | | | | |] | Unshifled | |] | [| | | Let 33 | r Total 2182 | | | |
| | | | | | | | | 0 155 Out Drive | RightR 0 174 182 [1n eway #3 | -Drive#4 8 337] Totai | | | | | | | | |

File Name : drvwy4river Site Code : 00000000 Start Date : 1/17/2007 Page No : 1

| | | | | | | | | • | | | Р | ade No | : 1 | |
|---|-------------|----------|----------|----------|---------|------------|------------|--------|----------|--------|------|------------|-------|------------|
| | | | | | | Group | s Printed- | Bank 1 | | | | - 3 | | |
| | | Dri | veway #4 | | Riv | verside Dr | | Dri | veway #4 | | Ri | verside Dr | 1 | |
| | | <u> </u> | uthbound | - D' 1 1 | <u></u> | estbound | | No | rthbound | | E | astbound | | |
| | Start Time | Left | | Right | Left | | | Left | | Right | Left | Thru | Right | Int. Total |
| L | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.01 | 1.0 | 1.0 | 1.0 | 1.0 | |
| | 11-15 AM | 0 | 0 | 0 | 10 | 230 | 0 | ו כ | 0 | 12 | 0 | 164 | 14 | 439 |
| | 11.13 AM | U N | 0 | 0 | 10 | 219 | 0 | 2 | 0 | o a | 0 | 108 | 19 | 434 |
| | 11:45 AM | 0 | 0 | 0 | 10 | 213 | 0 | 2 | 0 | 7 | 0 | 139 | 10 | 394 |
| | Total | <u> </u> | 0 | 0 | 68 | 808 | 0 | 5 | 0 | 35 | 0 | <u> </u> | 61 | 1677 |
| | 10181 | U | U | 01 | 00 | 000 | ٩ | J | U | 33 | U | 010 | 011 | 1077 |
| | 12:00 PM | 0 | 0 | 01 | 19 | 245 | 01 | 0 | 0 | 81 | 0 | 164 | 17 | 453 |
| | 12:15 PM | 0 | 0 | 0 | 25 | 249 | o | 0 | Ō | 10 | õ | 166 | 13 | 463 |
| | 12:30 PM | 0 | 0 | 0 | 22 | 237 | 0 | 2 | 0 | 12 | 0 | 153 | 14 | 440 |
| | 12:45 PM | . 0 | 0 | 0 | 24 | 261 | 0 | 0 | 0 | 21 | 0 | 185 | 10 | 501 |
| | Total | 0 | 0 | 0 | 90 | 992 | 0 | 2 | 0 | 51 | 0 | 668 | 54 | 1857 |
| | | | | | | | | | | • | | | | |
| | 01:00 PM | 0 | 0 | 0 | 23 | 266 | 0 | 1 | 0 | 17 | 0 | 196 | 11 | 514 |
| | 01:15 PM | 0 | 0 | 0 | 28 | 253 | 0 | 0 | 0 | 6 | 0 | 177 | 18 | 482 |
| | 01:30 PM | 0. | 0 | 0 | 23 | 199 | 0 | 5 | 0 | 13 | 0 | 199 | 10 | 449 |
| | 01:45 PM | 0 | 0 | 0 | 22 | 257 | 0 | 0 | 0 | 13 | 0 | 188 | 15 | 495 |
| | 10(3) | U | Û | 0] | 96 | 975 | 0 | b | U | 49 | 0 | 760 | 54 | 1940 |
| | 02:00 PM | 0 | 0 | 0 | 23 | 241 | 01 | 1 | 0 | 14 | 0 | 207 | 91 | 495 |
| | 02:15 PM | 0 | 0 | 0 | 25 | 220 | 0 | 2 | 0 | 8 | õ | 199 | 15 | 469 |
| | 02:30 PM | 0 | 0 | 0 | 19 | 229 | 0 | 0 | 0 | 10 | 0 | 203 | 11 | 472 |
| | 02:45 PM | 0 | 0 | 0 | 20 | 228 | 0 | 2 | 0 | 11 | 0 | 230 | 11 | 502 |
| | Total | 0 | 0 | 0 | 87 | 918 | 0 | 5 | 0 | 43 | 0 | 839 | 46 | 1938 |
| | 03-00 DM | 0 | 0 | 0.1 | 27 | 267 | 01 | 4 | 0 | 101 | | 0.15 | 401 | For |
| | 03.00 PM | 0 | 0 | 0 | 15 | 207 | | ן ר | 0 | 12 | 0 | 215 | 13 | 535 |
| | 03:30 PM | 0 | 0 | ň | 24 | 304 | | 2 D | 0 | 14 | 0 | 210 | 10 | 553 |
| | 03:45 PM | 0 | 0 | ő | 16 | 333 | ő | 1 | Ő | 5 | 0 | 199 | 12 | 566 |
| | Total | 0 | 0 | 0 | 82 | 1207 | 0 | 4 | 0 | 48 | 0 | 825 | 51 | 2217 |
| | | | | | | | | | | | | | | |
| | 04:00 PM | 0 | 0 | 0 | 28 | 280 | 0 | 0 | 0 | 10 | 0 | 195 | 16 | 529 |
| | 04:15 PM | 0 | 0 | 0 | 23 | 299 | 0 | 0 | 0 | 23 | 0 | 205 | 16 | 566 |
| | 04:30 PM | 0 | 0 | 0 | 27 | 278 | U | 0 | 0 | 14 | 0 | 211 | 13 | 543 |
| | 04:45 PM | 0 | 0 | | 19 | 285 | | 1 | 0 | - 14 | 0 | 199 | | 530 |
| | 10181 | U | U | υļ | 97 | 1143 | U I | 1 | 0 | ניס | U | 810 | 20 | 2100 |
| | 05.00 PM | 0 | 0 | 0 | 27 | 324 | 0 | 0 | 0 | 13 | 0 | 212 | 13 | 589 |
| | 05:15 PM | 0 | 0 | 0 | 29 | 303 | 0 | 1 | Ō | 9 | õ | 206 | 11 | 559 |
| | 05:30 PM | 0 | 0 | 0 | 16 | 330 | 0 | 1 | 0 | 18 | Õ | 213 | 19 | 597 |
| | 05:45 PM | 0 | 0 | 0 | 29 | 320 | 0 | 0 | 0 | 7 | 0 | 211 | 6 | 573 |
| | Total | 0 | 0 | 0 | 101 | 1277 | 0 | 2 | 0 | 47 | 0 | 842 | 49 | 2318 |
| | | | | - 1 | | | - 1 | | | | | | | |
| | 06:00 PM | 0 | 0 | 0 | 14 | 334 | 0 | 0 | 0 | 16 | 0 | 220 | 7 | 591 |
| | 06:15 PM | 0 | 0 | 0 | 9 | 277 | 0 | 0 | 0 | 7 | 0 | 204 | 13 | 510 |
| | 06:30 PM | 0 | 0 | 0 | 12 | 289 | 0 | 0 | 0 | 6 | 0 | 187 | 8 | 502 |
| · | 06:45 PM | 0 | 0 | 0 | 16 | 310 | 0 | 0 | 0 | 13 | 0 | 171 | 11 | 521 |
| | 10131 | U | U | υĮ | 51 | 1210 | υĮ | 0 | U | 42 | 0 | 782 | 39 | 2124 |
| | Grand Total | 0 | n | ٥l | 672 | 8620 | ٥l | 25 | 0 | 376 | ٥ | 6136 | 410 | 16239 |
| | Apprch % | 0.0 | 0.0 | 0.0 | 7.2 | 92.8 | 0.0 | 6.2 | 00 | 93.8 | 0.0 | 0130 | 6.3 | 10200 |
| | Total % | 0.0 | 0.0 | 0.0 | 4.1 | 53.1 | 0.0 | 0.2 | 0.0 | 2.3 | 0.0 | 37.8 | 2.5 | |
| | | | | , | | | , | | | | | | 1 | |

-

| File Name | : drvwy4river |
|------------|---------------|
| Site Code | : 00000000 |
| Start Date | : 1/17/2007 |
| Page No | : 2 |

·

| | | Drive South | way #4 abound | | | River West | side Dr | | | Drive | way #4 | | | River | side Dr |] | |
|------------------------------------|--------------|------------------------------|------------------|---------------|---------------|---------------|-----------------------|--|----------------------------|----------|------------|---------------|-----------------|------------------------------|-----------|--------------|---------------|
| Start Time | Left | Thru | Right | App. Tolal | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. | Int. Total |
| Peak Hour From | n 11:00 | AM to 1 | 1:45 AM | 1 - Peak | tof 1 | | | | I. | | | 10101 | L [| | <u>.</u> | 10101 | 10.21 |
| Volume Percent | 0 0.0 | 0.0 | 0 0.0 | 0 | 68 7.0 | 898 93.0 | 0 0.0 | 966 | 5 12.5 | 0 0.0 | 35 87.5 | 40 | 0 0.0 | 610 90.9 | 61 9.1 | 671 | 1677 |
| 11:00 Volume Peak Factor | 0 | 0 | 0 | 0 | 18 | 230 | 0 | 248 | 1 | 0 | 12 | 13 | 0 | 164 | 14 | 178 | 439 0.955 |
| High Int. Volume Peak Factor | 10:45:(0 | МА 00 0 | 0 | 0 | 11:00 A 18 | AM 230 | 0 | 248 0.974 | 11:00 A 1 | M 0 | 12 | 13 0.769 | 11:15 A 0 | M 168 | 19 | 187 0.897 | |
| | | | | | | | Out R + | Driveway | #4 Total |] | | | | | | | |
| | | Rverside Dr Ouil In Inlai | | | | | 1/17/ 1/17/ Ban | North 2007 11:00: 2007 11:45: k 1 | 00 AM 00 AM | | | t 1 | Rignt Thru Left | Cut In Total 645 966 1611 | | | |
| | | | | | | | + [| 7 1 .ett Thru 5 0 | Right 35 Total #4 | 9 | | | | | | | |

File Name : drvwy4river Site Code : 00000000 Start Date : 1/17/2007 Page No : 3

.

.

| | | Drive South | way #4 hound | | | River | side Dr thound | | | Drive | way #4 | | | River | side Dr | · | |
|-----------------|---------|----------------|-----------------|---------------|---------|-------|-------------------|---------------|---------|-------|--------|---------------|---------|-------|---------|-------|---------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Lefi | Thru | Right | App. | Int. Total |
| Peak Hour From | n 12:00 | PM Io O | 6:45 PM | I - Peak 1 | of 1 | | I | | | I | | | | | aL | 10101 | |
| Intersection | 05:15 F | PM | | | | | | | | | | | | | | 1 | |
| Volume | 0 | 0 | 0 | 0 | 88 | 1287 | 0 | 1375 | 2 | 0 | 50 | 52 | 0 | 850 | 43 | 893 | 2320 |
| Percent | 0.0 | 0.0 | 0.0 | | 6.4 | 93.6 | 0.0 | | 3.8 | 0.0 | 96.2 | | 0.0 | 95.2 | 4.8 | | |
| 05:30 Volume | 0 | 0 | 0 | 0 | 16 | 330 | 0 | 346 | 1 | 0 | 18 | 19 | 0 | 213 | 19 | 232 | 597 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.972 |
| High Int. | | | | | 05:45 F | M | | | 05:30 F | M | | | 05:30 F | M | | | |
| Volume | 0 | 0 | 0 | 0 | 29 | 320 | 0 | 349 | t | 0 | 18 | 19 | 0 | 213 | 19 | 232 | |
| Peak Factor | | | | | | | | 0.985 | | | | 0.684 | | | | 0.962 | |
| | | | | | | | | | | | | | | | | | |



| PAGE 2 | DATE 10/2005 | SECTION 353 | SUB | JECT | WARRAN | IS FOR TRA | FFIC SIGNA | LS | | Depa MANUAL C | ertment of Tra | nsportation & PROCEDU | RES |
|-------------------------------|---|-----------------------------|----------------------------|----------------------------|---------------------------------------|-------------------|------------------|--------------------|--------------------------|----------------------------|-----------------------|--------------------------|-------|
| | | | | TRAF | FIC SI | GNAL | WARI | RANTS | 5 | | | | |
| Major St: _ | RIVERS 1 | DE PR | IVE | Cr | itical Aj | pproacl | n Spee | CALC CHK d | 35 | <i>∃₿</i> n | DA DA | ATE <u>5/</u> ATE | 7/08 |
| Criti In bi Loca | cal speed uilt up are ation is | of majo a of iso SHER | or stree lated c MAN | et traffic ommur AKS | > 40 m hity of < | nph 🗆 F 10,000 | RURAL) pop. | |)mpht ALor> _®) [2 | ⊠ URB/ > 10,00 ⊈URBA | AN 0 🗷 UR N (U) | BAN | |
| VARRAN Condilion / | T 1 - Eig | ht - Ho Im Vehi | cle Vol | hicula ume | r Volu | me 1 | 00% S/ 80% S/ | ATISFII ATISFII | ED Ye ED Ye | es⊠ es⊠o | No 🗆 No 🗆 | | |
| | (80% SHOWN IN BRACKETS) Right Turn Reduction application Minor Street = $\frac{100}{\%}$ | | | | | | | | | | | | |
| APPROACH LANES | | 1 | 2 (MO | DR DR DRE | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | | | | нои |
| Both Apprchs Major Street | . 500 (400) | 350 (280) | (480) | 420 (336) | 1660 | 1809 | 1775 | 1843 | 2090 | 2/06 | 2/92 | 2037 | |
| Highest Appro Minor Street | :h. (150 (120) | 105 (84) | 200 (160) | 140 (112) | 554 | 696 | 644 | 574 | 59 0 | 564 | 610 | 542 | |
| Condition E | 3 - Interruj | otion of | Contin | uous T | raffic | 11 | 00% SA | TISFIE | ED Ye | s 🖾 🛛 | | L | |
| | M | inimum Re | quiremen | ots | | Pich | Turn De | duction | | | | | |
| | (80) U | & SHOWN I | N BRACKI U | ETS) R | | Righ | TUTIRE | | аррисати | on Minor | Street = | 100 % | |
| APPROACH LANES | | 1 | 2 (MC | OR)RE | 1 HI 1 HC | | | | | | | |) нои |
| Both Apprchs Major Street | . 750 (600) | 525 (420) | (900 (720) | 630 (504) | 1660 | 1809 | 1775 | 1843 | 2090 | 2106 | 2/92 | 2037 | |
| Highest Appr Minor Street | ch. 75 (60) | 53 (42) | 100 (80) | 70 (56) | 554 | 696 | .644 | 574 | 59D | 564 | 610 | 542 | |

Combination of Conditions A & B SATISFIED YES D NO D

| REQUIREMENT | WARRANT | V | FULFILLED |
|-------------------------------|--|---|------------|
| TWO WARRANTS SATISFIED 80% | 1. MINIMUM VEHICULAR VOLUME | | |
| | 2. INTERRUPTION OF CONTINUOUS TRAFFIC | | Yes 🗆 No 🗇 |

| Department of Transportation MANUAL OF POLICIES & PROCEDURES | SUBJECT WARRANTS FOR TRAFFIC SIGNALS | SECTION 353 | DATE 10/2005 | PAGE | ļ |
|---|---|----------------|-----------------|------|---|
| | | | | - | 1 |

MATILLIA AVENNE - EASTERLY PROTECT DRIVEWAY/RIVERSIDE DRIVE WARRANT 2 - Four - Hour Vehicular Volume

> SATISFIED * Yes 2 No 🗆

> > * (2090, 574

Right Turn Reduction application Minor Street = 100 %

| Approach Lanes | One | 2 or more | "al | | | er an | HOUR |
|--------------------------------|----------|--------------|------|------|------|-------|------|
| Both Approaches, Major Street | | X | 1775 | 1843 | 2090 | 2192 | |
| Highest Approach, Minor Street | \times | | 696 | 644 | 574 | 564 | |

* Refer to Fig. A (URBAN AREAS) OR Fig. B (RURAL AREAS) to determine if this warrant is satisfied.



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

| PAGE | DATE 10/2005 | SECTION 353 | | Department of Transportation |
|------|-----------------|----------------|-----------------------------|---------------------------------|
| | | | MARANTS FOR TRAFFIC SIGNALS | MANUAL OF POLICIES & PROCEDURES |

MATILNIA AVENUE - EASTERLY PROJECT DRIVEWAY/RIVERSIDE DRIVE



NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour

PART A OR PART B SATISFIED Yes No D

Yes 🗆

Yes 🗆

PARTA

(All parts 1, 2, and 3 below must be satisfied)

- The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; <u>AND</u>
- 2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
- The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

| Yes 🗆 🕴 | 10 🗆 |
|---------|------|
|---------|------|

SATISFIED* Yes 🛛

SATISFIED Yes

No 🗆

No 🗆

No 🗆

No \square

PART B

| Approach Lanes | One | 2 or more | Su al | 1/ ight | HOUR |
|--------------------------------|-----|--------------|-------|---------|------|
| Both Approaches, Major Street | | X | 2090 | 2192 | |
| Highest Approach, Minor Street | X | | 574 | 564 | |

* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

Estimated peak hour volumes based on accepted trip generation rates and traffic assignment may be used when evaluating the installation of a traffic signal to mitigate the impacts of near-term development.

WARRANTS FOR TRAFFIC SIGNALS

SECTION DATE

MATILITA AVENUE - EASTERLY PROTECT DRIVEWAY/RIVERSIDE DRIVE



NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.



MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

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

PAGE

| Department of Transportation MANUAL OF POLICIES & PROCEDURES | SUBJECT WARRANTS FOR TRAFFIC SIGNALS | SECTION 353 | DATE 10/2005 | PAGE 7 |
|---|---|----------------|-----------------|-----------|
| | | | | |

MATILITA AVENUE-EASTERLY PROTECT PRIVEWAY / RIVERSIDE DRIVE School Area Traffic Signal (Both parts must be satisfied)

| | Minimu | ım Require | ements | | |
|-----------------------------------|--------------------|------------|--------|--|------|
| part a | | υ | R | | HOUR |
| Vehicle Volume | Each of 2 hours | 500 | 350 | | |
| School Age Pedestrian Crossing | Each of 2 hours | 100 | 70 | | |
| Street | or per day | 500 | 350 | | |

SATISFIED Yes No D

No 🗆

SATISFIED Yes

AND

PART B Is nearest controlled crossing more than 600 feet away?

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes X No 🗆

SATISFIED Yes D No D

| MINIMUM REQUIREMENTS | FULFI | LLED |
|--|-------|------|
| > 1000 FEET | Yes 🛛 | No 🗆 |
| ON ISOLATED ONE WAY STREET OR S ADJACENT SIGNALS ARE SO FAR APA CONTROL WOULD BE LOST | য | |
| ON 2-WAY STREET WHERE ADJACEN PLATOONING & SPEED CONTROL, PR PROGRESSIVE SIGNAL SYSTEM | ط | |

WARRANT 7 - Crash Experience

100% SATISFIED Yes No 🗆

(All parts must be satisfied)

| REQUIREMENT | WARRANT | ~ | FULFILLED |
|---|--|------------|-----------|
| ONE WARRANT 1 - MINIMUM VEHICULAR VOLUME | | | |
| SATISFIED 80% | OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC | | Yes No D |
| ADEQUATE TRIAL OF L COLLISION FREQUENC | | Yes 🛛 No 🗆 | |
| COLLISIONS WITHIN A CORRECTION | 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO | | |
| MINIMUM REQUIREMENT | | Yes□ No□ | |
| 3 OR MORE DURING MOST RECENT 3-YEAR | | | |

| PAGE DAT 2 | 'E 10/2005 | SECTION 353 | SUE | JECT | WARRAN | TS FOR TRA | FFIC SIGNA | LS | | Depa MANUAL C | of Tra | nsportation & PROCEDU | RES |
|---|------------------------------|---------------------------|-----------------------------|-----------------------------|---------------------|-----------------------------|-------------------------|---------------------------|-------------------------|----------------------------|------------------------|--------------------------|-------|
| | | | | TRAF | FIC SI | GNAL | WARI | RANT | 5 | | | | |
| Major St: _ R Minor St: _ E | VERSIA STERLY | DE DRI 1 PR DI | IVE ECT A | CI | itical A Y - M | pproacl (77/L/ <i>T/</i> | h Spee I <i>A VE</i> | CALC CHK d | 35 | n | D/ D/ | ATE <u>5</u>] ATE | 17/08 |
| Critica In buil Locati | l speed l up are on is | of maj a of isc いれま | or stree blated c MAN | et traffic ommur OAKS | > 40 n hity of < | 10,000 | RURAL) pop. 🗆 | or ≤ 4(□ RUR RURAI |)mph⊉ ALor> _®) 座 | ∆URB/ > 10,00 I URBA | AN 0 ⊠ UR ∖N (U) | BAN | |
| WARRANT Condilion A - | 1 - Eig Minimu | ht - H m Veh | our Ve icle Vo | hicula lume | r Volu | me 1 | 00% S/ 80% S/ | ATISFII ATISFII | ED Ye ED Ye | s⊠ s⊠ | No 🗆 No 🗖 | | |
| Minimum Requirements (80% SHOWN IN BRACKETS) Right Turn Reduction application Minor Street = $\frac{b}{3}$ % | | | | | | | | | | | | | |
| URUR | | | | | | | | | | | | | |
| APPROACH LANES | | 1 | 2 MC | OR DRE | // An | I2PN | inai | 2010 | 304 | Hen | 2 mil | 6 mg | HOUF |
| Both Apprchs. Major Street | 500 (400) | 350 (280) | (480) | 420 (336) | 1660 | 1809 | 1775 | 1843 | 2090 | 2/06 | 2192 | 2037 | |
| Highest Apprch. Minor Street | 150 (120) | 105 (84) | (160) (160) | 140 (112) | 10/2 | 1183 | 1213 | 10 | /142 | 1071 | 146 | 1080 | |
| Condition B - | Interru | otion of | Contin | uous T | raffic | 1(| 00% SA 30% SA | TISFIE | ED Ye ED Ye | s⊠3 l s⊠3 l | | <u>I</u> | |
| | M | inimum R (SHOWN | equirements IN RRACK | its ETE I | | Right | l Turn Re | duction | annlicatio | on Minor | Street - | b v | |
| | U | R | U | R | | | | | օրբուցու | | | 70 | |
| APPROACH LANES | | 1 | 2 MC | OR DRE | 1411 | 12pry | [[Pu | 24n | 394 | t bu | 5pm | 6PN | |
| Both Apprchs. Major Street | 750 (600) | 525 (420) | (720) (720) | 630 (504) | 1660 | 1809 | 1715 | 1843 | 2090 | 2406 | 2192 | 2037 | |
| Highest Apprch. Minor Street | 75 (60) | 53 (42) | (100 (80) | 70 (56) |] 012. | 1183 | 1213 | 1/10 | 1142 | 1071 | 1146 | 1080 | |

Combination of Conditions A & B

SATISFIED YES NO

| REQUIREMENT | WARRANT | | FULFILLED |
|---------------|--|--|------------|
| TWO WARRANTS | 1. MINIMUM VEHICULAR VOLUME | | |
| SATISFIED 80% | 2. INTERRUPTION OF CONTINUOUS TRAFFIC | | Yes 🗆 No 🗆 |

| | | T | | | |
|---------------------------------|------------------------------|---------|---------|--------|----|
| Department of Transportation | SUBJECT | SECTION | DATE | D.C.C. | ŧ |
| MANUAL OF POLICIES & PROCEDURES | WARRANTS FOR TRAFFIC SIGNALS | 353 | DATE | PAGE | İ. |
| | | 333 | 10/2005 | 3 | Ĺ |

MATILIJA AVENUE - EASTERLY PROTECT DRIVEWAY/ RIVERSIDE DRIVE WARRANT 2 - Four - Hour Vehicular Volume

SATISFIED * Yes Ø No □

| | | Riç | ght Turn Red | luction applie | cation Minor | Street = $-l$ | % |
|--------------------------------|-----|--------------|--------------|----------------|--------------|---------------|-----------|
| Approach Lanes | One | 2 or more | (bu) | × 3 | A A | i no | N HOUR |
| Both Approaches, Major Street | | Х | 1775 | 1843 | 2090 | 2192 | ł |
| Highest Approach, Minor Street | | Х | /213 | ///0 | 1142 | 1146 | |

* Refer to Fig. A (URBAN AREAS) OR Fig. B (RURAL AREAS) to determine if this warrant is satisfied.



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

| PAGE | DATE | SECTION | SUBJECT | D |
|------|---------|---------------------------------------|------------------------------|----------------------------------|
| 4 | 10/2005 | 353 | WARRANTS FOR TRAFFIC SIGNALS | MANUAL OF POLICIES & PROCEEDURES |
| | | · · · · · · · · · · · · · · · · · · · | | MANUAL OF FOLICIES & PROCEDURES |

MATTLIJA AVENUE - EASTERLY PROTECT DRIVEWAY/RIVERSIDE DRIVE



NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour

PART A OR PART B SATISFIED Yes D No D

Yes \square

PART A

(All parts 1, 2, and 3 below must be satisfied)

- The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; <u>AND</u>
 Yes
- 2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
- 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

| | Yes | | No | |
|--|-----|--|----|--|
|--|-----|--|----|--|

SATISFIED* Yes

SATISFIED Yes □

No 🗆

No 🗆

No 🗆

No 🗆

<u>PART B</u>

| Approach Lanes | One | 2 or more | N. | er la | HOUR |
|--------------------------------|-----|--------------|------|-------|------|
| Both Approaches, Major Street | | Х | 2090 | 2/92 | |
| Highest Approach, Minor Street | | × | 1142 | 1146 | |

* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

Estimated peak hour volumes based on accepted trip generation rates and traffic assignment may be used when evaluating the installation of a traffic signal to mitigate the impacts of near-term development.

SECTION DATE 353 10/2005

MATILIJA AVENUE/EASTERLY PROJECT DRIVEWAY/ & VERSIDE DRIVE





NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.



VEHICLES PER HOUR (VPH) • NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES

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

PAGE

5

| Department of Transportation | SUBJECT | SECTION | DATE | PAGE |
|---------------------------------|--------------------------------------|-----------|---------|------|
| MANUAL OF POLICIES & PROCEDURES | WARRANTS FOR TRAFFIC SIGNALS | 353 | 10/2005 | 7 |
| MATILIJA AVEN | UE-EASTERLY PROTECT _RIVEWAY / RIVER | SIDE ARIU | E | |

School Area Traffic Signal (Both parts must be satisfied)

| | Minimu | ım Regulr | ements | | |
|----------------------------------|--------------------|-----------|--------|--|------|
| pairt a | | υ | R | | HOUR |
| Vehicle Volume | Each of 2 hours | 500 | 350 | | |
| School Age Bedestian Crossing | Each of 2 hours | 100 | 70 | | |
| Street | or per day | 500 | 350 | | |

SATISFIED Yes D No D

SATISFIED Yes

No 🗆

AND

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes 🗵 No 🗆

SATISFIED Yes D No D

| MINIMUM REQUIREMENTS | DISTANCE TO NEAREST SIGNAL | FULFI | LLED |
|--|---|-------|------|
| > 1000 FEET | Nft, Sft, E <u>660</u> ft, W <u>2000</u> ft | Yes 🛙 | No 🗆 |
| ON ISOLATED ONE WAY STREET OR S ADJACENT SIGNALS ARE SO FAR APA CONTROL WOULD BE LOST | | Ē | |
| ON 2-WAY STREET WHERE ADJACEN PLATOONING & SPEED CONTROL, PR PROGRESSIVE SIGNAL SYSTEM | Ļx | | |

WARRANT 7 - Crash Experience

100% SATISFIED Yes D No D

(All parts must be satisfied)

| REQUIREMENT | WARRANT | V | FULFILLED | | |
|---|---|------------|-----------|--|--|
| ONE WARRANT | WARRANT 1 - MINIMUM VEHICULAR VOLUME | | | | |
| SATISFIED 80% | OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC | | Yes No D | | |
| ADEQUATE TRIAL OF L COLLISION FREQUENC | ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE COLLISION FREQUENCY | | | | |
| COLLISIONS WITHIN A CORRECTION | 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO | | | | |
| MINIMUM REQUIREMENT | | Yes 🗆 No 🗆 | | | |
| 3 OR MORE DURING M MOST RECENT 3-YEAR | | | | | |

| PAGE 2 | DATE 10/2005 | SECTION 353 | SUB. | JECT | WARRANT | S FOR TRAF | FIC SIGNAL | .5 | | Depar MANUAL OF | ment of Tran POLICIES & | sportation PROCEDURE | s |
|------------------------------|---|----------------------------------|----------------------------------|----------------------------|-----------|------------|------------|--------------|------------------|--------------------|----------------------------|-------------------------|-----|
| | | | | TRAF | FIC SI | GNAL | WARF | RANTS | ; | | | | |
| | | | | | | | | CALC | F | rb | _ DA | TE <u>5/7</u> | 1/0 |
| Anior St. | RIVERSID | EDRIV | Æ | Cr | itical Ar | prooch | Speed | 4 | | | DA | JE | |
| Ainor St: _ | WESTER | y pro | TEG | DRIVEN | VAY | рюасі | i Speet | J | | m | pn | | |
| Criti | cal speed | l of majo | or stree | t traffic | > 40 m | ph □ F | RURAL | or ≤ 40 | mph 🖻 | JURBA | N | | |
| Loc | ation is | SHEF | 2MAN | DAK | S | 10,000 | pop. [| RURAL | AL or > .®) 🛛 | 10,000 URBA |) 🛛 UR N (U) | BAN | |
| | | | | | | | | | | | | | |
| VARRAN Condition / | IT 1 - Eig A - Minim | <mark>jht - Ho</mark> Jm Vehi | o <mark>ur Ve</mark> icle Vol | <mark>hicula</mark> ume | r Volu | me 1(| 00% SA | ATISFIE | ED Ye | s 🖾 丨 | No 🗖 | | |
| | | | | | 1 | ł | 80% SA | TISFIE | ED Ye | s 🛛 🛛 | No 🗆 | | |
| | N (80 | SHOWN | N BRACKE | ets ETS) | | Right | Tum Re | duction a | applicatio | n Minor ! | Street = | 100 % | |
| | U | R | υ | R | | | | | | | | | |
| APPROACH LANES | | 1 | 2 (MO | DR IRE | // 4V | 16त | ha/ | 2PM | 3047 | hah | 5PM | ph/ | но |
| Both Apprchs Major Street | s. 500 (400) | 350 (280) | (480) (480) | 420 (336) | 1583 | 1695 | 1730 | 1780 | 2052 | 2044 | 2440 | 1988 | |
| Highest Appr Minor Street | ch. (150) | 105 (84) | 200 (160) | 140 (112) | 415 | 420 | 435 | 429 | 431 | 423 | 429 | 429 | |
| Condition I | B - Interru | ption of | Contin | uous T | raffic | 1(| 00% SA | TISFIE | ED Ye | s 🗹 I | No 🗆 | | |
| | [| Nalmum D | | | ٦ | 8 | 30% SA | TISFIE | D Yes | s 🛛 👖 | No 🗖 | | |
| | (80 | % SHOWN | IN BRACK | ETS) | | Right | t Turn Re | eduction | applicatio | on Minor | Street = | 100 % | |
| | U | R | υ | R | | , S | × - | | 1 | , . | 1 - | | , |
| APPROACH LANES | ANES 1 2 OR H C H C H C H C H C H C H C H C H C H | | | | | | | | | | | | |
| Both Apprch Maior Street | is. 750 (600) | 525 (420) | 900 (720) | 630 (504) | 1583 | 1695 | 1730 | 1780 | 2052 | 2044 | 2/40 | 1988 | |
| | | | | | | | | | | | | | |

Combination of Conditions A & B

SATISFIED YES DNO D

| REQUIREMENT | WARRANT | V | FULFILLED |
|-------------------------------|--|---|------------|
| TWO WARRANTS SATISFIED 80% | 1. MINIMUM VEHICULAR VOLUME | | |
| | 2. INTERRUPTION OF CONTINUOUS TRAFFIC | | Yes 🗆 No 🗖 |

| | | Y | | |
|---|---|----------------|-----------------|------|
| Department of Transportation MANUAL OF POLICIES & PROCEDURES | SUBJECT WARRANTS FOR TRAFFIC SIGNALS | SECTION 353 | DATE 10/2005 | PAGE |
| | | | | |

WESTERLY PROJECT DRIVEWAY/ RIVERSIDE DRIVE

SATISFIED * Yes 🛽 No 🗆

WARRANT 2 - Four - Hour Vehicular Volume

Right Turn Reduction application Minor Street = 100 %

| | | | | | | | /0 |
|--------------------------------|-----|--------------|------|---------|-------|----------|------|
| Approach Lanes | One | 2 or more | Z. | ton the | 1/ 25 | apple in | HOUR |
| Both Approaches, Major Street | | Х | 2052 | 2044 | 2140 | 1988 | |
| Highest Approach, Minor Street | Х | | 431 | 423 | 429 | 429 | |

* Refer to Fig. A (URBAN AREAS) OR Fig. B (RURAL AREAS) to determine if this warrant is satisfied.



NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

| PAGE | DATE | SECTION | SUBJECT | Department of Transportation |
|------|---------|---------|------------------------------|---------------------------------|
| 4 | 10/2005 | 353 | WARRANTS FOR TRAFFIC SIGNALS | MANUAL OF POLICIES & PROCEDURES |
| | | | | |

WESTERLY PROTECT DRIVEWAY/RIVERSIDE DRIVE





NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

WARRANT 3 - Peak Hour

PART A OR PART B SATISFIED Yes D No D

PARTA SATISFIED Yes No 🗆 (All parts 1, 2, and 3 below must be satisfied) 1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND Yes 🗆 No 🗆 2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND Yes 🗆 No 🗆 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with Ihree approaches. Yes 🗆 No 🗆 PART B SATISFIED* Yes No 🗆 2 or and / Sh. **Approach Lanes** HOUR

| | One | more | | <u> </u> | HC |
|--------------------------------|-----|------|------|----------|----|
| Both Approaches, Major Street | | Х | 2052 | 2140 | |
| Highest Approach, Minor Street | Х | | 431 | 429 | |

* Refer to Fig. C (URBAN AREAS) OR Fig. D (RURAL AREAS) to determine if this warrant is satisfied

Estimated peak hour volumes based on accepted trip generation rates and traffic assignment may be used when evaluating the installation of a traffic signal to mitigate the impacts of near-term development.

| Department of Transportation | SUBJECT | SECTION | DATE | PAGE |
|---------------------------------|------------------------------|---------|---------|------|
| MANUAL OF POLICIES & PROCEDURES | WARRANTS FOR TRAFFIC SIGNALS | 353 | 10/2005 | 5 |
| | | | | 4 |

WESTERLY PRUJECT DRIVEWAY/RIVERSIDE DRIVE





MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.



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

| Department of Transportation | SUBJECT | | SECTION | DATE | BACE |
|---------------------------------|------------|------------------------------|---------|---------|------|
| MANUAL OF POLICIES & PROCEDURES | | WARRANTS FOR TRAFFIC SIGNALS | 353 | 10/2005 | 7 |
| | Sec Dece C | Darting Tautrick Lass and | | | L |

WESTERLY PROJECT DRIVEWAY/RUBRISHE DRIVE

School Area Traffic Signal (Both parts must be satisfied)

| | Minimu | ım Requir | ements | | |
|-----------------------------------|--------------------|-----------|--------|--|------|
| PARTA | | υ | R | | HOUR |
| Vehicle Volume | Each of 2 hours | 500 | 350 | | |
| School Age Perfection Crossing | Each of 2 hours | 100 | 70 | | |
| Street | or per day | 500 | 350 | | |

SATISFIED Yes No D

SATISFIED Yes

No 🗆

AND

WARRANT 6 - Coordinated Signal System

(All parts must be satisfied)

100% SATISFIED Yes D No D

SATISFIED Yes No D

| MINIMUM REQUIREMENTS | DISTANCE TO NEAREST SIGNAL | FULFI | LLED |
|--|--|-------|------|
| > 1000 FEET | Nft, Sft, E <u>2140</u> ft, W <u>540</u> ft | Yes 🛚 | No 🗆 |
| ON ISOLATED ONE WAY STREET OR S ADJACENT SIGNALS ARE SO FAR APA CONTROL WOULD BE LOST | STREET WITH ONE WAY TRAFFIC SIGNIFICANCE RT THAT NECESSARY PLATOONING AND SPEED | N | |
| ON 2-WAY STREET WHERE ADJACEN PLATOONING & SPEED CONTROL, PR PROGRESSIVE SIGNAL SYSTEM | I SIGNALS DO NOT PROVIDE NECESSARY OPOSED SIGNALS COULD CONSTITUTE A | Б | U |

WARRANT 7 - Crash Experience

100% SATISFIED Yes D No D

(All parts must be satisfied)

Г

| REQUIREMENT | WARRANT | V | FULFILLED |
|---|--|---|------------|
| ONE WARRANT | WARRANT 1 - MINIMUM VEHICULAR VOLUME | | |
| SATISFIED 80% | OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC | | Yes No D |
| ADEQUATE TRIAL OF L COLLISION FREQUENC | ESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE Y | | Yes 🗆 No 🗆 |
| COLLISIONS WITHIN A CORRECTION | 12 MONTH PERIOD THAT ARE SUSCEPTIBLE TO | | |
| MINIMUM REQUIREMENT | NUMBER OF COLLISIONS DATES OF QUALIFYING COLLISIONS | | Yes 🗆 No 🗆 |
| 3 OR MORE DURING M MOST RECENT 3-YEAR | OST RECENT 12-MONTH PERIOD; OR 2 PER YEAR DURING PERIOD | | |

| | TW | O-WAY STOP | CONTRO | DL SUMI | MARY | | | | |
|---|--|-----------------------|--------------------------------|---------------------------|----------------|--|---|---|--|
| General Information | | and the second second | Site In | formati | on | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 11:00 AM | eers | Interse Jurisdio Analysi | ction ction is Year | | Matilija Av City of Los Existing V | ve-Riversic s Angeles Vith Projec | le Dr t | |
| Project Description 1-08 | 53606-1/Westfield | I Fashion Square | Project | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | outh Stree | et: Matilija D | Project Dri | iveway | | |
| Intersection Orientation: | East-West | | Study P | eriod (hrs |): 0.25 | | | 20. Jugana - Jan 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 | |
| Vehicle Volumes and | d Adjustment | S | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | nd | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | T | <u> </u> | | L | T | | | |
| Volume (veh/h) | 1 00 | 699 | 133 | | 518 | 876 | | 12 | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| (veh/h) | 0 | 699 | 133 | | 518 | 816 | | 12 | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | |
| Median Type | | | | Undivide | d | | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | |
| Configuration | | <i>T</i> | <i>R</i> | | L | T | | TR | |
| Upstream Signal | | 0 0 | | | | | | | |
| Minor Street | | Northbound | | | | Southbou | Ind | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | <u> Т</u> | | R | |
| Volume (veh/h) | 36 | | 457 | | | | | 24 | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR (veh/h) | 36 | 0 | 457 | | 0 | 0 | | 24 | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 1 | |
| Configuration | L | | <i>R</i> | | | | | R | |
| Delay, Queue Length, ar | nd Level of Servi | Ce | | | | | | | |
| Approach | Eastbound | Westbound | 1 | Northboun | d | 5 | Southboun | d | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Lane Configuration | | L | L | | R | | | <i>R</i> | |
| v (veh/h) | | 518 | 36 | | 457 | | | 24 | |
| C (m) (veh/h) | | 809 | 13 | | 652 | | | 593 | |
| v/c | | 0.64 | 2.77 | | 0.70 | | | 0.04 | |
| 95% queue length | | 4.73 | 5.38 | | 5.70 | | | 0.13 | |
| Control Delay (s/veh) | | 17.0 | 1390 | | 22.4 | | | 11.3 | |
| LOS | | С | F | | С | | | В | |
| Approach Delav (s/veh) | | | | 122.2 | | | . 11.3 | | |
| Approach LOS | | | | F | | | В | | |
| J | | | L | | | | | | |

HCS+TM Version 5.21

| | T۷ | VO-WAY STOP | CONTR | | IMARY | | | | |
|---|--|------------------|------------------------------|---------------------------|-----------------------|---|---|------------|--|
| General Information | | | Site II | nformat | ion | | | ilian r | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engir 5/7/2008 12:00 PM | neers | Interse Jurisdi Analys | ction ction is Year | | Matilija Av City of Lo Existing V | /e-Riversions Angeles Vith Projec | le Dr t | |
| Project Description 1-0 | 53606-1/Westfiel | d Fashion Square | Project | | | | | · | |
| East/West Street: Rivers | ide Drive | | North/S | South Stre | et: <i>Matilija E</i> | Dr-Project Dr | iveway | | |
| Intersection Orientation: | East-West | | Study F | Period (hr | s): <u>0.25</u> | | | | |
| Vehicle Volumes an | d Adjustment | S | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | nd | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | T | R | | L | T | | R | |
| Volume (veh/h) | | 751 | 169 | | 657 | 880 | | 9 | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 751 | 169 | | 657 | 880 | | 9 | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | |
| Median Type | | | | Undivid | led | | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | |
| Configuration | | Т | R | | L | T | | TR | |
| Upstream Signal | | 0 | | | | 0 | | | |
| Minor Street | | Northbound | | | | Southbou | Ind | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | T | | R | |
| Volume (veh/h) | 39 | | 487 | | | | | 22 | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR (veh/h) | 39 | 0 | 487 | | 0 | 0 | | 22 | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | •.··· | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 1 | |
| Configuration | L | | R | | | | | R | |
| Delay, Queue Length, ar | nd Level of Serv | ice | | | | | | | |
| Approach | Eastbound | Westbound | | Northbou | nd | 5 | Southboun | d | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Lane Configuration | | L | L | | R | | | R | |
| v (veh/h) | | 657 | 39 | | 487 | | | 22 | |
| C (m) (veh/h) | | 750 | 4 | | 627 | | | 567 | |
| v/c | | 0.88 | 9.75 | | 0.78 | - | | 0.04 | |
| 95% queue length | | 10.93 | 6.59 | | 7 35 | | | 0.12 | |
| Control Delay (sluph) | | 23.6 | 5671 | | | | | 116 | |
| | | | | | 27.0 | | <u> </u> | D | |
| | | U | | 110.0 | <i>U</i> | 1 | 44.0 | | |
| Approach Delay (s/veh) | | | | 446.2 | | | | | |
| Approach LOS | | | | F | | | В | | |

| | ТМ | O-WAY STOP | P CONTRO | ol su | MMARY | | | | | |
|----------------------------------|-------------------|------------------|----------|------------------|-------------------------|--------------|------------|---------------------------------------|--|--|
| General Information | | | Site Ir | nform | ation | 4 | | | | |
| Analyst | FSB | | Interse | ction | | Matilija A | ve-Rivers | ide Dr | | |
| Agency/Co. | LLG Engin | eers | Jurisdi | ction | | City of Lo | s Angeles | 5 | | |
| Date Performed | 5/7/2008 | | Analys | is Year | | Existing V | Vith Proje | ct | | |
| Analysis Time Period | 1:00 PM | | | | | | | | | |
| Project Description 1-0 | 53606-1/Westfield | l Fashion Square | Project | | | | | · · · · · · · · · · · · · · · · · · · | | |
| East/West Street: Rivers | ide Drive | | North/S | outh St | reet: <i>Matilija D</i> | r-Project Dr | iveway | | | |
| Intersection Orientation: | East-West | | Study F | Period (I | nrs): 0.25 | | | | | |
| Vehicle Volumes an | d Adjustment | S | | 191. de 1 | | | | | | |
| Major Street | | Eastbound | | | | Westbou | nd | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | |
| | L | T | R | | L | T | | R | | |
| Volume (veh/h) | | 800 | 98 | | 598 | 863 | | 14 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| (veh/h) | 0 | 800 | 98 | | 598 | 863 | | 14 | | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | | |
| Median Type | | | | Undiv | rided | | | | | |
| RT Channelized | | | 0 | | 5. (<u>145</u> .) | | | 0 | | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | | |
| Configuration | | T | R | | <i>L</i> | <u> </u> | | TR | | |
| Upstream Signal | | 0 | | | | 0 | | | | |
| Minor Street | | Northbound | | | | | | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | |
| | L | T | R | | L | T | R | | | |
| Volume (veh/h) | 46 | | 569 | | ·· | | | 19 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 46 | 0 | 569 | | 0 | 0 | | 19 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | |
| Flared Approach | | N | | | | N | | | | |
| Storage | | 0 | | | | 0 | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 1 | | |
| Configuration | L | · · · · · · | R | | | | | R | | |
| Delay, Queue Length, ar | nd Level of Servi | Ce | | | | | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | 5 | Southbour | nd | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Lane Configuration | | L | L | | R | | | R | | |
| v (veh/h) | | 598 | 46 | | 569 | | | 19 | | |
| C (m) (veh/h) | | 765 | 6 | | 605 | | | 572 | | |
| v/c | | 0.78 | 7.67 | · | 0.94 | | · | 0.03 | | |
| 95% aueue lenath | | 7.82 | 7.35 | | 12.53 | | | 0.10 | | |
| Control Delay (s/veh) | | 24.4 | 4183 | | 49.5 | | | 11.5 | | |
| | | <u> </u> | F | | 70.0 | | | | | |
| Approach Doloy (aluch) | | <u> </u> | | <u>.</u> 250. | 7 | | 11 5 | | | |
| Approach LOC | | | | 500.1 | / | | n | | | |
| Approach LOS | | | | F | | | В | | | |

Generated: 5/13/2008 4:29 PM

| | ٧T | O-WAY STOP | ONTR | ol su | IMMA | RY | | | | | |
|---|---|------------------|------------------------------|------------------------------|--------|------------|--|-------------------------------|-----------------------|-------|--|
| General Information | | | Site I | nform | ation | | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engir 5/7/2008 2:00 PM | neers | Interse Jurisdi Analys | ection iction sis Year | | | Matilija A City of Lo Existing V | ve-Rive s Ange Vith Pro | rside les oject | Dr | |
| Project Description 1-0 | 53606-1/Westfiel | d Fashion Square | Project | | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | South St | treet: | Matilija D | r-Project Dr | iveway | | | |
| Intersection Orientation: | East-West | | Study I | Period (I | hrs): | 0.25 | | | | | |
| Vehicle Volumes an | d Adjustment | S | | | | | | | | | |
| Major Street | | Eastbound | | [| | | Westbou | nd | | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 | | | 6 | |
| | L | Т | R | | | L | Т | | | R | |
| Volume (veh/h) | | 872 | 106 | · | Ę | 531 | 854 | | | 11 | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | 1 | .00 | 1.00 | | 1 | .00 | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 872 | 106 | | Ę | 531 | 854 | | | 11 | |
| Percent Heavy Vehicles | 0 | | | | | 0 | | | | | |
| Median Type | | Undivided | | | | | | | | | |
| RT Channelized | | | 0 | | | | | | | 0 | |
| Lanes | 0 | 2 | 1 | | | 1 | 2 | | | 0 | |
| Configuration | | T | R | | | L | T | | - | TR | |
| Upstream Signal | | 0 | | | | | 0 | | | | |
| Minor Street | | Northbound | | | | | Southbou | Ind | | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | | | 12 | |
| | L | Т | R | | | L | Т | | | R | |
| Volume (veh/h) | 43 | | 536 | | | | | | | 10 | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | <u> </u> | 1 | .00 | 1.00 | | 1 | .00 | |
| Hourly Flow Rate, HFR (veh/h) | 43 | 0 | 536 | | | 0 | 0 | | | 10 | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | | 0 | 0 | | | 0 | |
| Percent Grade (%) | | 0 | | | | | 0 | | | | |
| Flared Approach | | N | | | | | N | | | | |
| Storage | | 0 | | | | | 0 | | | | |
| RT Channelized | | | 0 | | | | | | | 0 | |
| Lanes | 1 | 0 | 1 | | | 0 | 0 | | | 1 | |
| Configuration | L | | R | | | | | | | R | |
| Delay, Queue Length, ar | nd Level of Servi | ice | | ayon - | | | | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | | 5 | Southbo | ound | | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 11 | | 12 | |
| Lane Configuration | | L | L | | | R | | | | R | |
| v (veh/h) | | 531 | 43 | | | 536 | | | | 10 | |
| | | 714 | 7 | | | 574 | | | | 577 | |
| <u>v/c</u> | | 0.74 | 6 1 4 | <u> </u> | | 0.93 | | | | 0.02 | |
| 95% quous longth | | 6.72 | 6.95 | | | 12.00 | | | | 0.02 | |
| Control Dolou (chich) | | 0.70 | 0.00 | | | 12.00 | | | | 11.00 | |
| | | 23.2 | <u> </u> | | | 49.0 | | | | 11.3 | |
| | | C | <u>⊢</u> | L | | <u></u> | | L | | В | |
| Approach Delay (s/veh) | | | | 294.0 | 0 | | | 11.3 | | | |
| Approach LOS | and 645 | | | F | | | | B | | | |

HCS+TM Version 5.21

Generated: 5/13/2008 4:30 PM

| | TW | O-WAY STOP | P CONTR | OL SI | JMMA | RY | | | | | |
|---|---|------------------|-----------------------------|------------------------------|----------|------------|--|---------------------------------|-------------------------|-----|--|
| General Information | | | Site I | nform | ation | | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 3:00 PM | eers | Interse Jurisd Analys | ection iction sis Year | r | | Matilija A City of Lo Existing V | ve-Rive os Angel Vith Pro | rside Dr 'es ject | | |
| Project Description 1-0 | 53606-1/Westfield | l Fashion Square | Project | | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | South S | street: | Matilija D | Pr-Project D | riveway | | | |
| Intersection Orientation: | East-West | ····· | Study I | Period (| (hrs): (| 0.25 | | | | | |
| Vehicle Volumes an | d Adjustment | S | | | | | | | | 認識で | |
| Major Street | | Eastbound | | | | | Westbou | ind | | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 | | 6 | | |
| | L | T | R | | | L | <u> T</u> | | R | | |
| Volume (veh/h) | 1.00 | 864 | 104 | | 5 | 46 | 1107 | | 15 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | , | 1. | .00 | 1.00 | | 1.00 | | |
| (veh/h) | 0 | 864 | 104 | | 5 | 46 | 1107 | | 15 | | |
| Percent Heavy Vehicles | 0 | | | | | 0 | | | | | |
| Median Type | | | | Undi | vided | | | | | | |
| RT Channelized | •••• | | 0 | | | | | | 0 | | |
| Lanes | 0 | 2 | 1 | | | 1 | 2 | | 0 | | |
| Configuration | | T | R | | | L | <u> </u> | | TR | | |
| Upstream Signal | | 0 | | | | | 0 | | | | |
| Minor Street | | Northbound | | | | | Southbou | und | | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | | 12 | | |
| | L | ТТ | R | | | L | Т | | R | | |
| Volume (veh/h) | 44 | | 551 | | | | | | 34 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | 1. | 00 | 1.00 | | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 44 | 0 | 551 | | | 0 | 0 | | 34 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | | 0 | 0 | | 0 | | |
| Percent Grade (%) | | 0 | | | | | 0 | | | | |
| Flared Approach | | N | | | | | N | | | | |
| Storage | | 0 | | | | | 0 | | 1. 1 | | |
| RT Channelized | | | 0 | | | | | | 0 | | |
| Lanes | 1 | 0 | 1 | | | 0 | 0 | | 1 | | |
| Configuration | L | | R | | | | | | R | | |
| Delay, Queue Length, ai | nd Level of Servi | Ce | | | | | | Net in the second | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | | ę | Southbo | und | | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 11 | 12 | | |
| Lane Configuration | | L | L | | | R | ······ | | R | | |
| v (veh/h) | | 546 | 44 | | | 551 | | | 34 | | |
| C (m) (veh/h) | | 720 | 5 | | | 577 | | | 476 | | |
| v/c | | 0.76 | 8.80 | | | 0.95 | | | 0.07 | | |
| 95% queue lenath | | 7.10 | 7,17 | | | 12.84 | | 1 | 0.23 | | |
| Control Delay (s/veh) | | 23.9 | 4915 | | | 53.0 | | 1 | 121 | ~ | |
| | | C | E | | | E | | | | | |
| Approach Dolow (aluch) | | <u> </u> | 1 | 110 | | | | 101 | | | |
| Approach LOC | | | <u> </u> | 413. ~ | .4 | | | 13.1 | | | |
| Approach LOS | | | <u> </u> | | | | l | В | | | |

HCS+TM Version 5.21

Generated: 5/13/2008 4:30 PM

| | TW | O-WAY STOP | CONTRO | OL SUI | MMARY | | | _ | | |
|---|---|------------------|-------------------------------|--|------------------------|---|---|-------------|--|--|
| General Information | | | Site Ir | nforma | tion | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 4:00 PM | eers | Interse Jurisdio Analys | ction ction is Year | | Matilija Av City of Lo Existing V | /e-Riversions s Angeles Vith Projec | de Dr st | | |
| Project Description 1-0 | 53606-1/Westfield | d Fashion Square | Project | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | outh Str | eet: <i>Matilija</i> i | Dr-Project Dr | iveway | | | |
| Intersection Orientation: | East-West | | Study F | Period (h | rs): 0.25 | | | | | |
| Vehicle Volumes an | d Adjustment | S | | en en en en en en en en en en en en en e | | | | | | |
| Maior Street | | Eastbound | | | | Westbou | nd | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | |
| | L | Т | R | | L | T | | R | | |
| Volume (veh/h) | | 886 | 110 | | 524 | 1093 | | 17 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 886 | 110 | | 524 | 1093 | | 17 | | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | | |
| Median Type | | | | Undivi | ded | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | | |
| Configuration | | Т | R | | L | T | | TR | | |
| Upstream Signal | | 0 | | | | 0 | | | | |
| Minor Street | | Northbound | | | | Southbor | ind | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | |
| | L | Т | R | | L | Т | R | | | |
| Volume (veh/h) | 40 | | 506 | | | | | 22 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 40 | 0 | 506 | | 0 | 0 | | 22 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | |
| Flared Approach | | N | | | | N | | | | |
| Storage | | 0 | | | | 0 | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 1 | | |
| Configuration | <i>L</i> | | R | | | | | R | | |
| Delay, Queue Length, ai | nd Level of Servi | Ce | | Merican | | | | | | |
| Approach | Eastbound | Westbound | | Northbou | und | 5 | Southboun | d | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Lane Configuration | | L. | L | | R | | | R | | |
| v (veh/h) | | 524 | 40 | | 506 | | | 22 | | |
| C (m) (veh/h) | | 703 | 6 | | 568 | | | 480 | | |
| v/c | | 0.75 | 6.67 | | 0.89 | | | 0.05 | | |
| 95% queue lenath | | 6.75 | 6.54 | | 10.43 | | | 0.14 | | |
| Control Delay (s/veh) | | 23.5 | 3731 | | 42.8 | | | 12.9 | | |
| | | <u> </u> | F | | F | | | | | |
| Approach Doloy (aluch) | | | 1 | 2120 | <i>L</i> | | 12 0. | | | |
| Approach LOC | | | | <u> </u> | | | 12.9 D | | | |
| Approach LOS | | | <u> </u> | <i>\</i> | | | B | | | |

HCS+TM Version 5.21

Generated: 5/13/2008 4:30 PM

| | TW | O-WAY STOP | CONTRO | | /IMARY | | | | | |
|---|---|------------------|------------------------------|---------------------------|------------------------|--|---|-------------|--|--|
| General Information | | | Site Ir | nformat | tion | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 5:00 PM | eers | Interse Jurisdi Analys | ction ction is Year | | Matilija Av City of Los Existing V | re-Riversio s Angeles /ith Projec | de Dr st | | |
| Project Description 1-08 | 53606-1/Westfield | l Fashion Square | Project | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | outh Stre | eet: <i>Matilija D</i> | r-Project Dr | iveway | | | |
| Intersection Orientation: | East-West | | Study F | eriod (hr | rs): 0.25 | | | | | |
| Vehicle Volumes and | d Adjustments | 5 | | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | nd | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | |
| \ / = \: | L | 054 | R 110 | | L | 1207 | | <u>R</u> | | |
| Volume (ven/n) | 1.00 | 1 00 | 1 10 | | <u> </u> | 1207 | | <u> </u> | | |
| Hourly Flow Rate HER | 1.00 | 1.00 | 1.00 | | 7.00 | 1.00 | | 1.00 | | |
| (veh/h) | 0 | 854 | 110 | | 567 | 1207 | | 21 | | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | | |
| Median Type | | Undivided | | | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | | |
| Configuration | | Т | R | | L | Т | | TR | | |
| Upstream Signal | | 0 | | | | 0 | | | | |
| Minor Street | | Northbound | | | | Southbou | nd | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | |
| | L | Т Т | R | | L | Т | | R | | |
| Volume (veh/h) | 43 | | 536 | | | | | 21 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 43 | 0 | 536 | | 0 | 0 | | 21 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | |
| Flared Approach | | N | | | | N | | | | |
| Storage | | 0 | | | | 0 | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 1 | | |
| Configuration | L | | R | | | | | R | | |
| Delay, Queue Length, ar | id Level of Servi | ce | | | | | | | | |
| Approach | Eastbound | Westbound | | Northbou | ind | 5 | Southboun | d | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Lane Configuration | | L | L | | R | | | R | | |
| v (veh/h) | | 567 | 43 | | 536 | | | 21 | | |
| C(m)(veh/h) | | 722 | 4 | | 582 | | | 440 | | |
| | | 0.70 | 10.75 | | 0.02 | · | | 0.05 | | |
| 05% quous longth | | 7 00 | 7 1 2 | | 11 50 | | | 0.00 | | |
| | | 05.7 | 6100 | | 11.09 | | | 10.10 | | |
| Control Delay (s/ven) | | 25.7 | 0726 | <u> </u> | 47.1 | | | 13.0 | | |
| LUS | | D | <i>F</i> | l | | | L | B | | |
| Approach Delay (s/veh) | | | | 498.5 | | | 13.6 | | | |
| Approach LOS | | | | F | | | В | | | |

| | TW | O-WAY STOP | CONTR | OL SI | JMMARY | | | | | | |
|---|---|---|----------|----------|-----------------------|-----------------|----------------------|---------------|--|--|--|
| General Information | | | Site II | nform | ation | | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 6:00 PM | BIntersectionMatilija Ave-Riverside DrG EngineersJurisdictionCity of Los Angeles7/2008Analysis YearExisting With Project00 PMImage: State | | | | | side Dr es ect | | | | |
| Project Description 1-0 | 53606-1/Westfield | d Fashion Square | Project | | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | South S | treet: <i>Matilij</i> | a Dr-Project Dr | riveway | | | | |
| Intersection Orientation: | East-West | | Study F | Period (| hrs): 0.25 | | | | | | |
| Vehicle Volumes an | d Adjustment | S | | | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | nd | | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | | |
| | L | T | R | | L | T | | R | | | |
| Volume (veh/h) | | 773 | 104 | | 499 | 1156 | | 4 | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| lourly Flow Rate, HFR | 0 | 773 | 104 | | 499 | 1156 | 5 | 4 | | | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | | | |
| Median Type | | Undivided | | | | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | | | |
| Configuration | | T | R | | L | T | T TI | | | | |
| Upstream Signal | | 0 | | | | 0 | | | | | |
| Minor Street | | Northbound | | | | Southbou | ind | | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | | |
| | L | Т | R | | L | Т | T R | | | | |
| Volume (veh/h) | 43 | | 538 | | | | | 11 | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Hourly Flow Rate, HFR (veh/h) | 43 | 0 | 538 | | 0 | 0 | | 11 | | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | |
| Flared Approach | | N | | | | N | | | | | |
| Storage | | 0 | | | | 0 | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 1 | | | |
| Configuration | L | | R | | Anno | | | R | | | |
| Delay, Queue Length, ar | nd Level of Servi | Ce | | | | | i Maria | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | S | Southbou | nd | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | | |
| Lane Configuration | | L | L | | R | | | R | | | |
| v (veh/h) | | 499 | 43 | | 538 | | | 11 | | | |
| C (m) (veh/h) | | 779 | 9 | | 618 | | | 463 | | | |
| v/c | | 0.64 | 4.78 | | 0.87 | | | 0.02 | | | |
| 95% aueue lenath | | 4.71 | 6.67 | | 10.06 | | | 0.07 | | | |
| Control Delav (s/veh) | | 17.5 | 2513 | r | 37.6 | | | 13.0 | | | |
| LOS | | C | F | | <i>F</i> | | | , <u>,,,,</u> | | | |
| Approach Delay (s/yeh) | | | <i>·</i> | 220 | <u> </u> | | 120 | | | | |
| Approach LOS | | | | E | <u> </u> | | D | | | | |
| | | | | <i>_</i> | | | D | | | | |

Generated: 5/13/2008 4:44 PM

| | νT | O-WAY STO | P CONTR | OL SU | JMMARY | | | | | | |
|---|--|------------------|-----------------------------|------------------------------|--|---------------------------------------|--|--|--|--|--|
| General Information | | | Site I | nform | ation | | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 11:00 AM | neers | Interse Jurisd Analys | ection iction sis Year | | Project D City of Lo Existing V | wy - River s Angeles Vith Projec | side Dr ct | | | |
| Project Description 1-0 | 53606-1/Westfield | d Fashion Square | Project | | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | South S | treet: Project l | Driveway (Tu | Innel) | | | | |
| Intersection Orientation: | East-West | | Study I | ^{>} eriod (| hrs): 0.25 | | | | | | |
| Vehicle Volumes an | d Adjustment | S | | | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | Ind | and the second second second second second second second second second second second second second second second | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | | |
| | L | Т | R | | L | Т | | R | | | |
| Volume (veh/h) | | 683 | | | 364 | 786 | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | 1.00 | 1.00 | | 1.00 | | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 683 | 114 | | 364 | 786 | | 0 | | | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | | | |
| Median Type | | Undivided | | | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | | | | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | | | |
| Configuration | | Т | R | | L | Т | | | | | |
| Upstream Signal | | 0 | | | | 0 | | | | | |
| Minor Street | | Northbound | | F | | Southbou | Ind | | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | | |
| | L | Т | R | | L | Т | | R | | | |
| Volume (veh/h) | 51 | | 150 | | | | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | · | 1.00 | 1.00 | | 1.00 | | | |
| Hourly Flow Rate, HFR (veh/h) | 51 | 0 | 150 | | 0 | 0 | | 0 | | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | | |
| Flared Approach | | N | | | | N | | | | | |
| Storage | | 0 | | | | 0 | | | | | |
| RT Channelized | | | 0 | | ······································ | | | 0 | | | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 0 | | | |
| Configuration | L | | R | | | | | | | | |
| Delay, Queue Length, ar | nd Level of Servi | Ce | | | | | | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | 5 | Southboun | d | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | | |
| Lane Configuration | | L | L | 1 | R | | | | | | |
| v (veh/h) | | 364 | 51 | | 150 | | | | | | |
| C (m) (veh/h) | ~ | 834 | 41 | | 660 | | | | | | |
| v/c | | 0.44 | 1.24 | | 0.23 | | | | | | |
| 95% queue length | | 2 24 | 5.04 | | 0.20 | | | | | | |
| Control Delay (s/veh) | | 12.6 | 376.1 | | 10.07 | | | | | | |
| | | | | | 12.1 | | | | | | |
| Approach Doloy (aluch) | | | | 101 | | | L | | | | |
| | | | | 104. | 4 | | | | | | |
| Approach LOS | | | | F | | | | | | | |

HCS+TM Version 5.21

| | TW | O-WAY STO | P CONTR | OL SU | IMMARY | | | | | |
|---|--|------------------|-----------------------------|------------------------------|---|--|---|--|--|--|
| General Information | | | Site I | nform | ation | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 12:00 PM | eers | Interse Jurisd Analys | ection iction sis Year | | Project D City of Lo Existing V | wy - River os Angeles Vith Projec | side Dr ct | | |
| Project Description 1-0 | 53606-1/Westfield | l Fashion Square | Project | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | South St | treet: Project | Driveway (Tu | innel) | | | |
| Intersection Orientation: | East-West | | Study I | Period (I | hrs): 0.25 | | 1973-14 cos / 10 cos accessor 6 4 cos 140 cos | 1975-1976-1977-1977-1976-1996-1976-1976-1976 | | |
| Vehicle Volumes an | d Adjustment | S | | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | ind | | | |
| Movement | 1 | 2 | 3 | | 4 | <u> </u> | | <u>6</u> | | |
| Volume (voh/h) | L | 732 | 11/ | · · · · · · | L | 840 | | ĸ | | |
| Peak-Hour Factor PHF | 1 00 | 1 00 | 1.00 |) | 1 00 | 1 00 | | 1 00 | | |
| Hourly Flow Rate, HFR | 1.00 | 700 | 1.00 | | | 0.40 | | | | |
| (veh/h) | 0 | 732 | 114 | | 364 | 849 | | 0 | | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | | |
| Median Type | | Undivided | | | | | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | | |
| Configuration | | T | R | | L | Т | | | | |
| Upstream Signal | | 0 | | | A + 4 + 4 + 4 + 4 + 4 + 4 + 4 + 4 + 4 + | 0 | | | | |
| Minor Street | | Northbound | | | | Southbou | und | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | |
| - | L | Т | R | | L | Т | | R | | |
| Volume (veh/h) | 56 | | | | | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | 1.00 | 1.00 | | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 56 | 0 | 164 | | 0 | 0 | | 0 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | |
| Flared Approach | | N | | | | N | | | | |
| Storage | | 0 | | | | 0 | | | | |
| RT Channelized | | | 0 | | | | | 0 | | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 0 | | |
| Configuration | | | R | | | | | | | |
| Delay, Queue Length, ar | nd Level of Servi | Ce | | | | | | | | |
| Approach | Eastbound | Westbound | | Northbo | bund | | Southbour | ld | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Lane Configuration | | L | L | | R | | | | | |
| v (veh/h) | | 364 | 56 | | 164 | ************************************** | | - he | | |
| C (m) (veh/h) | | 800 | 35 | | 637 | | | _ | | |
| v/c | | 0.46 | 1 60 | | 0.26 | | | | | |
| 95% queue longth | | 2 10 | 6.08 | | 1 0.20 | | <u> </u> | | | |
| Control Dology (alugh) | | 42.7 | 546.6 | | 1.02 | | | | | |
| Control Delay (s/ven) | | 13.2 | 540.0 | <u> </u> | 12.0 | | <u> </u> | | | |
| | | В | <u> </u> | <u> </u> | <u>_</u> | | | | | |
| Approach Delay (s/veh) | | | | 148. | 5 | | | | | |
| Approach LOS | | | | F | | | | | | |

| | TW | O-WAY STOP | CONTRO | DL SU | IMMAI | ٦Y | | | | |
|---|--|----------------|--------------------------------|---------------------------|-----------------|-----------|--|---------|------|----------|
| General Information | | | Site In | nform | ation | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engine 5/7/2008 1:00 PM | eers | Interse Jurisdio Analysi | ction ction is Year | | | Project Dwy - Riverside Dr City of Los Angeles Existing With Project | | | |
| Project Description 1-0 | 53606-1/Westfield | Fashion Square | Project | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | outh St | treet: <i>F</i> | Project L | Driveway (Tu | nnel) | | |
| Intersection Orientation: | East-West | | Study P | Period (| hrs): 0 | .25 | | | | |
| Vehicle Volumes and | d Adjustments | | | | | | | | | |
| Major Street | | Eastbound | | | | | Westbou | nd | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 | | 6 | i |
| | L | T | R | | | L | T | | R | { |
| Volume (veh/h) | | 789 | 114 | | 36 | <u>64</u> | 827 | | | 0 |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 7.0 | 0 | 1.00 | | 1.0 | 0 |
| (veh/h) | 0 | 789 | 114 | | 36 | 64 | 827 | | 0 | |
| Percent Heavy Vehicles | 0 | | | | (|) | | | | |
| Median Type | | | | Undiv | /ided | | | | | |
| RT Channelized | | | 0 | | | | | | 0 | |
| Lanes | 0 | 2 | 1 | | 1 | 1 | 2 | | 0 | |
| Configuration | | Т | R | | L | - | Т | | | |
| Upstream Signal | | 0 | | | | | 0 | | | |
| Minor Street | | Northbound | | | | | Southbou | Ind | | |
| Movement | 7 | 8 | 9 | | 1 | 0 | 11 | | 12 | 2 |
| | L | Т | R | | | L | Т | | R | <u> </u> |
| Volume (veh/h) | 71 | | 204 | | | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.0 | 20 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR (veh/h) | 71 | 0 | 204 | | (|) | 0 | 0 (| | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | (|) | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | | 0 | | | |
| Flared Approach | | N | | | | | N | | | |
| Storage | | 0 | | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | | 0 | |
| Lanes | 1 | 0 | 1 | | (|) | 0 | | 0 | |
| Configuration | L | | R | | | | | | | |
| Delay, Queue Length, ar | nd Level of Servi | ce | | A. 2014 | | | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | | 5 | Southbo | und | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 11 | | 12 |
| Lane Configuration | | L | L | | | R | | | | |
| v (veh/h) | | 364 | 71 | | | 204 | | [| | |
| C (m) (veh/h) | | 761 | 31 | | | 611 | | | | |
| v/c | | 0.48 | 2.29 | | | 0.33 | | | | |
| 95% queue length | | 2.61 | 8.23 | | | 1.46 | | | | |
| Control Delay (s/veh) | | 14.0 | 863.1 | İ | | 13.8 | | | | |
| LOS | | В | F | | | В | | | | |
| Approach Delay (s/veh) | | | | 233 | .1 | | - | J | I | |
| Approach LOS | | | | F | | | - | | | |
| | | | | | | | | | | |

HCS+TM Version 5.21

Generated: 5/13/2008 4:32 PM

| | νT | O-WAY STOF | CONTR | OL SL | JMMA | ARY | | | | | |
|---|---|--|---------|----------|--------|---|--|--------|------|----------|--|
| General Information | | | Site II | nform | ation | | | | | 5 | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 2:00 PM | FSBIntersectionLLG EngineersJurisdiction5/7/2008Analysis Year2:00 PM | | | | | Project Dwy - Riverside Dr City of Los Angeles Existing With Project | | | | |
| Project Description 1-0 | 53606-1/Westfield | d Fashion Square | Project | | | | | | | | |
| East/West Street: Rivers | et: Riverside Drive North/South Street: Project Driveway (Tunnel) | | | | | | | | | | |
| Intersection Orientation: | East-West | | Study F | Period (| (hrs): | 0.25 | | | | | |
| Vehicle Volumes an | d Adjustment | S | | | | et an an an an an an an an an an an an an | | | | | |
| Major Street | | Eastbound | | | | | Westbou | ind | | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 | | | 6 | |
| | L | T | R | | | L | <u> </u> | | | <u>R</u> | |
| Volume (veh/h) | 4.00 | 853 | 114 | | | 364 | 813 | | | | |
| Hourty Flow Poto HEP | 1.00 | 1.00 | 1.00 | ' | | .00 | 1.00 | | 1. | 00 | |
| (veh/h) | 0 | 853 | 114 | | | 364 | 813 | | 1 | 9 | |
| Percent Heavy Vehicles | 0 | | | | | 0 | 200, 200 | | - | - | |
| Median Type | | | | Undi | vided | | | | | | |
| RT Channelized | | | 0 | | | | | | | 0 | |
| Lanes | 0 | 2 | 1 | | | 1 | 2 . | | | 0 | |
| Configuration | | T | R | | | L | Т | | | | |
| Upstream Signal | | 0 | | | | | 0 | | | | |
| Minor Street | | Northbound | | | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | | • | 12 | |
| | L | Т | R | | | L | Т | | | R | |
| Volume (veh/h) | 65 | | 188 | | | | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1 | .00 | 1.00 | | 1. | 00 | |
| Hourly Flow Rate, HFR (veh/h) | 65 | 0 | 188 | | | 0 | 0 | | (| 0 | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | | 0 | 0 | | | 0 | |
| Percent Grade (%) | | 0 | | | | | 0 | | | | |
| Flared Approach | | N | | | | | N | - | | | |
| Storage | <u> </u> | 0 | | | | | 0 | | | | |
| RT Channelized | | | 0 | | | | | | (| 0 | |
| Lanes | 1 | 0 | 1 | | | 0 | 0 | | | 0 | |
| Configuration | L | | R | | | | | | | | |
| Delay, Queue Length, ar | id Level of Servi | Ce | | | | | | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | | | Southb | ound | | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 1 | 1 | 12 | |
| Lane Configuration | | L | L | | | R | | | | | |
| v (veh/h) | | 364 | 65 | | | 188 | | | | | |
| C (m) (veh/h) | | 720 | 27 | | | 582 | | 1 | | | |
| v/c | | 0.51 | 2.41 | | | 0.32 | | | | | |
| 95% aueue lenath | | 2.88 | 7.85 | | | 1.39 | | | | | |
| Control Delay (s/veh) | | 15.0 | 949.7 | | | 14.1 | | 1 | | | |
| LOS | | В | F | | | В | | | | | |
| Approach Delay (s/veh) | | | | 254 | .5 | | <u> </u> | 1 | | | |
| Approach LOS | | | | F | - | | | | | | |
| <u></u> |] | | l | | | | <u></u> | | | | |

| | TW | O-WAY STOP | CONTR | OL SI | JMM | ARY | | | | | |
|---|--|---|--|----------|---|----------|-------------|--------------------------------|--|----------|--|
| General Information | | | Site I | nform | atior |) | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 3:00 PM | FSB LLG Engineers 5/7/2008 3:00 PM | | | Intersection Jurisdiction Analysis Year | | | | Project Dwy - Riverside Dr City of Los Angeles Existing With Project | | |
| Project Description 1-0 | 53606-1/Westfield | d Fashion Square | Project | | | | | | | | |
| East/West Street: Rivers | Vest Street: Riverside Drive North/South Street: Project Driveway (T | | | | | | riveway (Tu | innel) | | | |
| Intersection Orientation: | East-West | | Study I | Period | (hrs): | 0.25 | | | | | |
| Vehicle Volumes and | d Adjustment | S | | | | | | | | | |
| Major Street | | Eastbound | ······································ | | | | Westbou | ind , | | | |
| Movement | 1 | 2 | 3 | | ļ | 4 | 5 | | 6 | | |
| · · · · · · · · · · · · · · · · · · · | L | T | R | | | <u> </u> | T | | R | | |
| Volume (veh/h) | | 852 | 114 | <u>.</u> | | 364 | 1086 | | 1.0 | <u> </u> | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | , | | 1.00 | 1.00 | | 7.00 | J | |
| (veh/h) | 0 | 852 | 114 | | | 364 | 1086 | | 0 | | |
| Percent Heavy Vehicles | 0 | | | | | 0 | | | | | |
| Median Type | | | | Undi | vided | | | | | | |
| RT Channelized | | | 0 | | | | | | 0 | | |
| Lanes | 0 | 2 | 1 | | | 1 | 2 | | 0 | | |
| Configuration | | T | R | | L | | Т | | _ | | |
| Upstream Signal | | 0 | | | | | 0 | | | | |
| Minor Street | | Northbound | | | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | | 12 |) - | |
| | L | Т | R | | | L | Τ | | R | | |
| Volume (veh/h) | 67 | | 196 | | | | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | | 1.00 | 1.00 | | 1.00 |) | |
| Hourly Flow Rate, HFR (veh/h) | 67 | 0 | 196 | | | 0 | 0 | | 0 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | | 0 | 0 | | 0 | | |
| Percent Grade (%) | | 0 | | | | | 0 | | | | |
| Flared Approach | | N | | | | | N | | | | |
| Storage | | 0 | | | | | 0 | | | | |
| RT Channelized | | | 0 | | | | | | 0 | | |
| Lanes | 1 | 0 | 1 | | | 0 | 0 | | 0 | | |
| Configuration | L | | <u> </u> | | | | | | | | |
| Delay, Queue Length, ar | nd Level of Servi | Ce | | | | | | Net Provident Net Provident | ige Paris 21 | alayar (| |
| Approach | Eastbound | Westbound | | Northb | ound | | 5 | Southbo | ound | | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 1. | 1 | 12 | |
| Lane Configuration | | L | L | | | R | | | | | |
| v (veh/h) | | 364 | 67 | | | 196 | | | | | |
| C (m) (veh/h) | | 721 | 22 | | | 582 | | | | | |
| v/c | | 0.50 | 3.05 | | | 0.34 | | T | | | |
| 95% queue lenath | · · · | 2.87 | 8.56 | 1 | | 1.48 | | 1 | | | |
| Control Delav (s/veh) | ····· | 15.0 | 1289 | 1 | | 14.3 | | | | | |
| 105 | | | F | | | | | | | | |
| Approach Delay (s/yeh) | | | , , , , , , , , , , , , , , , , , , , | 330 | | | | J | | | |
| Approach LOS | | | | E | . , | | | | | | |
| <u>, , , , , , , , , , , , , , , , , , , </u> | | | | | | | | | ··· | | |

| | TM | O-WAY STOP | P CONTR | OL SUN | MMARY | | | |
|---|---|---|----------|------------|---|---------------------|----------|---------------|
| General Information | | | Site II | nforma | tion . | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engir 5/7/2008 4:00 PM | FSB LLG Engineers 5/7/2008 4:00 PM | | | Intersection Jurisdiction Analysis Year | | | side Dr ct |
| Project Description 1-0 | 53606-1/Westfield | d Fashion Square | Project | | | | | |
| East/West Street: Rivers | ide Drive | | North/S | South Str | eet: Project L | Driveway (Tu | nnel) | |
| Intersection Orientation: | East-West | | Study F | Period (hi | rs): 0.25 | | | |
| Vehicle Volumes an | d Adiustment | S | | | | and a second second | | |
| Major Street | | Eastbound | | | | Westbou | nd | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 |
| | L | Т | R | | L | Т | | R |
| Volume (veh/h) | | 869 | 114 | | 364 | 1061 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0 | 869 | 114 | | 364 | 1061 | | 0 |
| Percent Heavy Vehicles | 0 | | | | 0 | | | |
| Median Type | | | | Undivid | ded | - <u>-</u> | | |
| RT Channelized | | | 0 | | | | | 0 |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 |
| Configuration | | T | <i>R</i> | | L | <u> </u> | | |
| Upstream Signal | | 0 | | | | 0 | | |
| Minor Street | | Northbound | | | Þ | Southbound | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 |
| | L | T | R | | L | ТТ | | R |
| Volume (veh/h) | 59 | | 174 | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 59 | 0 | 174 | | 0 | 0 | | 0 |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 |
| Percent Grade (%) | | 0 | | | | 0 | | |
| Flared Approach | | N | | | | N | | |
| Storage | | 0 | | | | 0 | | |
| RT Channelized | | | 0 | | | | | 0 |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 0 |
| Configuration | L | | <i>R</i> | | | ļ | | |
| Delay, Queue Length, ar | nd Level of Servi | Ce | 1.12 | | | | | |
| Approach | Eastbound | Westbound | | Northbou | und | S | outhboun | d |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | L | L | | R | | | |
| v (veh/h) | | 364 | 59 | | 174 | | | |
| C (m) (veh/h) | | 711 | 21 | | 576 | | | |
| v/c | | 0.51 | 2.81 | | 0.30 | | | |
| 95% queue length | | 2 95 | 7.64 | | 1 27 | | | |
| Control Delay (s/yeh) | | 15 2 | 1202 | | 120 | | | |
| | | | E | | | | | |
| Approach Dolou (-/) | | U | <i>r</i> | 244.0 | D | | | |
| Approach Delay (s/veň) | | | | 514.8 | | | | |
| Approach LOS | | | F F | | | | | |

| | TV | VO-WAY STOP | P CONTR | OL SU | JMMARY | | | | | | | |
|---|---|---|---|----------|---|--------------|------------|-------|--|------|--|--|
| General Information | | | Site I | nform | ation | | | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engir 5/7/2008 5:00 PM | FSB LLG Engineers 5/7/2008 5:00 PM | | | Intersection Jurisdiction Analysis Year | | | | Project Dwy - Riverside Dr City of Los Angeles Existing With Project | | | |
| Project Description 1-0 | 53606-1/Westfiel | d Fashion Square | Project | | | | | | | | | |
| East/West Street: Rivers | ide Drive | | North/South Street: Project Driveway (Tunnel) | | | | | | | | | |
| Intersection Orientation: | East-West | | Study | Period (| hrs): 0.25 | | | | | | | |
| Vehicle Volumes an | d Adjustment | S | | | | | | | | | | |
| Major Street | | Eastbound | | | | | Westbou | nd | | | | |
| Movement | 1 | 2 | 3 | | 4 | | 5 | | | 6 | | |
| | L | T | R | | L | | T | | | R | | |
| Volume (veh/h) | | 850 | 114 | L | 364 | | 1176 | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | 1.00 | | 1.00 | | | 1.00 | | |
| (veh/h) | 0 | 850 | 114 | ! | 364 | | 1176 | | | 0 | | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | | | | |
| Median Type | | | | Undiv | ∕ided | | | | | | | |
| RT Channelized | | | 0 | | | | | | | 0 | | |
| Lanes | 0 | 2 | 1 | | 1 | | 2 | | | 0 | | |
| Configuration | | <i>T</i> | R | | L | | Т | | | | | |
| Upstream Signal | | 0 | | | | | 0 | | 0 | | | |
| Minor Street | | Northbound | | | | | Southbound | | | | | |
| Movement | 7 | 8 | 9 | | 10 | | 11 | | | 12 | | |
| | L | ТТ | R | | L | | Т | | | R | | |
| Volume (veh/h) | 65 | | | | | | | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | | 2 | 1.00 | | 1.00 | | | | | |
| Hourly Flow Rate, HFR (veh/h) | 65 | 0 | 188 | | 0 | | 0 | | | 0 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | | | 0 | | |
| Percent Grade (%) | | 0 | | | | | 0 | | | | | |
| Flared Approach | | N | | | | | N | | | | | |
| Storage | | 0 | | | | | 0 | | | | | |
| RT Channelized | | | 0 | | | | | | | 0 | | |
| Lanes | 1 | 0 | 1 | | 0 | | 0 | | | 0 | | |
| Configuration | L | | R | | | | | | | | | |
| Delay, Queue Length, ar | d Level of Servi | ce | | | | | | | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | | S | outhb | ound | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | | 10 | 1 | 1 | 12 | | |
| Lane Configuration | | L | L | | R | | | | | | | |
| v (veh/h) | | 364 | 65 | | 188 | 2 | | | | | | |
| C (m) (veh/h) | | 722 | 20 | | 583 | 2 | | | | | | |
| v/c | | 0.50 | 3.25 | | 0.32 | , | | | | | | |
| 95% queue length | · · · · · · · · · · · · · · · · · · · | 2.87 | 8 49 | 1 | 1 30 | | | | | | | |
| Control Delay (s/veh) | | 14.9 | 1412 | | 14 1 | , | | | | | | |
| LOS | | B | | | | | | | | | | |
| Approach Delav (s/veh) | | | | 373 | 2 | |] | | | | | |
| Approach LOS | | | | F | | | | | | | | |
| | | | J | 1 | | | | | | | | |

| · · · · · · · · · · · · · · · · · · · | TW | O-WAY STOP | P CONTR | OL SU | IMMARY | · | | | |
|---|---|---|---|------------|------------|--|-----------|------|--|
| General Information | | | Site li | nform | ation | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | FSB LLG Engin 5/7/2008 6:00 PM | eers | Intersection Jurisdiction Analysis Year | | | Project Dwy - Riverside Dr City of Los Angeles Existing With Project | | | |
| Project Description 1-08 | 53606-1/Westfield | l Fashion Square | Project | | | | | | |
| East/West Street: Rivers | ide Drive | Drive North/South Street: Project Driveway (Tunnel) | | | | | | | |
| Intersection Orientation: | East-West | | Study F | Period (| hrs): 0.25 | | | | |
| Vehicle Volumes and | d Adjustment | S | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | nd | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | T | R | | L | T | | R | |
| Volume (veh/h) | | 757 | 114 | | 364 | 1117 | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 757 | 114 | | 364 | 1117 | | 0 | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | |
| Median Type | | | | Undiv | vided | | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 0 | 2 | 1 | | 1 | 2 | | 0 | |
| Configuration | | T | R | | L | T | | | |
| Upstream Signal | | 0 | | | | 0 | | | |
| Minor Street | | Northbound | | | | Southbound | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | т | R | | L | т | | R | |
| Volume (veh/h) | 65 | | 189 | | | | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 |) | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR (veh/h) | 65 | 0 | 189 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 1 | 0 | 1 | | 0 | 0 | | 0 | |
| Configuration | L | | R | | | | | | |
| Delay, Queue Length, ar | d Level of Servi | Ce | | 696.23 | | | | | |
| Approach | Eastbound | Westbound | | Northbo | ound | 9 | Southboun | d | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Lane Configuration | | L | L | | R | | | | |
| v (veh/h) | | 364 | 65 | | 189 | | | | |
| C (m) (veh/h) | | 783 | 27 | | 625 | | | | |
| v/c | | 0.46 | 2.41 | | 0.30 | | | | |
| 95% queue length | | 2.49 | 7.85 | 1 | 1.27 | | | | |
| Control Delay (s/veh) | | 13.5 | 949 7 | | 1.3.2 | | | | |
| | | | F | | | | <u> </u> | _ | |
| Approach Dolou (chuch) | | <u>ں</u> | 1 | 250 | <u>_</u> | | <u> </u> | | |
| | | | | | 3 | | | | |
| Approach LOS | | | 1 | | | | | | |
APPENDIX F

24-HOUR MACHINE COUNTS

| ACCUTEK | | | | | | | | |
|---------|--------|------|--------|--|--|--|--|--|
| 21114 | TRIGG | ER I | LANE | | | | | |
| DIAMONI |) BAR, | CA | 91765 | | | | | |
| PHONE | (909) | 595 | 5-6199 | | | | | |

· 25

| | | | PI | | | | PHONE | 5HOVE (303) 232-9133 | | | | | | |
|-------------|-----------|------|--------------------------|-----|-------|-----|------------|----------------------|--------------|--------|-------|-----|--|--|
| Street name | :Ranchito | Ave. | Ave. n/o Riverside Drive | | | | 1 Combined | | | | | | | |
| Begin < | | NB | | ><- | | SB | | ><- | СС л м | mpined | | / | | |
| | A.M. | | P.M. | | A.M. | | 10 | | 2 | | 22 | | | |
| 12:00 11/10 | 1 | | 14 | | | | 10 | 1 | 1 | | 17 | | | |
| 12:15 | 0 | | 11 | | | | 8 | | 1 | | 24 | | | |
| 12:30 | Ţ | | 10 | 47 | | 2 | 6 | 30 | 2 | 6 | 14 | 77 | | |
| 12:45 | 2 | 4 | 8 | 4 / | | 2 | 0 | 101 | - | 0 | 25 | | | |
| 01:00 | 1 | | 10 | | | | 16 | 1 | 2 | | 23 | | | |
| 01:15 | 1 | | 12 | | | | 13 | 1 | 2 | | 26 | | | |
| 01:30 | 1 | n | 12 | 10 | | n | 10 | 47 | 1 | 5 | 15 | 89 | | |
| 01:45 | 1 | 3 | 10 | 42 | | 4 | 10 | ~ / | | 5 | 37 | 0.5 | | |
| 02:00 | 0 | | 10 | | | | | | n n | | 23 | | | |
| 02:15 | 0 | | 14 | | | | 12 | | 2 | | 27 | | | |
| 02:30 | 1 | 2 | 10 | 70 | | 1 | 11 | 53 | 1 | ٦ | 34 | 121 | | |
| 02:45 | 1 0 | 2 | 20 | 10 | | T | 12 | 11 | n n | 5 | 24 | | | |
| 03:00 | 1 | | 12 | | | | 13 | | 2 | | 31 | | | |
| 03:15 | 1 | | 10 | | | | 10 | | 1 | | 27 | | | |
| 03:30 | 1 | 2 | 10 | 60 | | 3 | 10 | 56 | 2 | 5 | 43 | 125 | | |
| 03:45 | 0 | 4 | <u>44</u> | 09 | 1 2 | Ļ | 13 | 50 | 1 1 | 0 | 22 | | | |
| 04:00 | 0 | | 15 | | | | 10 | | , <u>,</u> | | 25 | | | |
| 04:15 | 2 | | 10 | | 1 2 | | 10 | | | | 20 | | | |
| 04:30 | 0 | | 14 | E O | | 4 | 6 | 35 | 2 | 8 | 18 | 85 | | |
| 04:45 | ź | 4 | 12 | 50 | | 4 | 0 | L.L. | 1 5 | 0 | 23 | 00 | | |
| 05:00 | 2 | | 14 | | | | 10 | | | | 32 | | | |
| 05:15 | 0 | | 22 | | | | 10 | | 1 1 | | 34 | | | |
| 05:30 | 1 | | 44 | 74 | | | 12 | 12 | 1 2 | e | 28 | 117 | | |
| 05:45 | Ţ | 4 | 10 | 74 | | 4 | 12 | 40 |) ∠ I B | 0 | 25 | 111 | | |
| 06:00 | 4 | | 10 | | 1 4 | | 10 | | 1 3 | | 19 | | | |
| 06:15 | 0 | | 14 | | | | | | 1 7 | | 35 | | | |
| 06:30 | 1 | 7 | 18 | 6 4 | | 22 | 17 6 | 38 | 1 11 | 29 | 23 | 102 | | |
| 06:45 | 2 | / | 1/ | 64 | 9 | 22 | 7 | 20 | 1 24 | 4.2 | 21 | 102 | | |
| 07:00 | 4 | | 14 | | 20 | | 7 | | 1 36 | | 22 | | | |
| 07:15 | 6 | | 15 | | 0 1 | | 7 | | 1 35 | | 25 | | | |
| 07:30 | 4 | 2.2 | 10 | 65 | 1 20 | 100 | 10 | 31 | 36 | 131 | 28 | 96 | | |
| 07:45 | 8 | 22 | 10 | 60 | 1 20 | 109 | 10 | Эт | 36 | 101 | 12 | 20 | | |
| 08:00 | т О | | 10 | | 1 30 | | <u>_</u> | | 27 | | 20 | | | |
| 08:10 | 0 | | 12 | | 1 17 | | 2 | | 20 | | 16 | | | |
| 08:30 | 2 | 74 | 10 | 20 | 1 23 | 80 | 7 | 17 | 30 | 113 | 8 | 56 | | |
| 08:45 | ć | 24 | 10 | 29 | 1 13 | 09 | 9 | 1, | 1 19 | 110 | 19 | | | |
| 09:00 | 5 | | 10 | | 1 5 | | Á | | 11 | | 11 | | | |
| 09:15 | 2 | | É | | 1 11 | | 2 | | 1.18 | | | | | |
| 09:30 | 7 | 26 | 2 | 30 | 1 11 | 41 | 5 | 17 | , 10 19 | 67 | 10 | 47 | | |
| 10.00 | 0 | 20 | U 0 · | 50 | 1 11 | 11 | 6 | | 16 | | 14 | | | |
| 10:00 | 14 | | 5 | | 1 15 | | 3 | | 29 | | 8 | | | |
| 10:15 | 14 | | C (| | 1 13 | | 2 | | 23 | | 6 | | | |
| 10:30 | 10 | 20 | 4 | 21 | 1 7 | 46 | 2 | 13 | , <u>1</u> 6 | 84 | 6 | 34 | | |
| 10:45 | 9 | 20 | ر ت | 21 | 1 11 | -0 | ŕ | 10 | 20 | | 6 | | | |
| 11:00 | 13 | | 2 | | 1 16 | | ñ | | 29 | | 2 | | | |
| 11.10 | 13 | | 2 | | 1 7 | | ñ | | 15 | | 3 | | | |
| 11:30 | 12 | 13 | 2 | 10 | 1 10 | 4.4 | ň | З | 23 | 87 | 2 | 13 | | |
| Totals | 170 | 40 | 5.81 | 10 | 367 | | 381 | | 546 | | 962 | | | |
| Day Totalo | 115 | 760 | 201 | | 50, | 748 | 001 | | | 1508 | | | | |
| Solit 9 | 37 78 | 100 | 60 4% | | 67 2% | 110 | 39.6% | | | | | | | |
| Obii a | 22.10 | | 30.10 | | 01.00 | | | | | | | | | |
| Peak Hour | 11:00 | | 05:15 | | 07:15 | | 01:15 | | 07:15 | | 03:00 | | | |
| Volume | 43 | | 75 | | 119 | | 57 | | 143 | | 125 | | | |
| P.H.F. | .82 | | .85 | | .95 | | .75 | | .99 | | .72 | | | |
| | | | | | | | | | | | | | | |

Site Code : 110135550101 Start Date: 11/16/2005 File I.D. : 35551101NS Page : 1 Wednesday

| ACCUTEK | | | | | | | | | | |
|--------------|----------|--|--|--|--|--|--|--|--|--|
| 21114 TRIGG | ER LANE | | | | | | | | | |
| DIAMOND BAR, | CA 91765 | | | | | | | | | |
| PHONE (909) | 595-6199 | | | | | | | | | |

Site Code : 140235550101 Start Date: 11/16/2005 File I.D. : 35551402NS Page : 1 ed -----> Wednesday P.M. 20 15 13 7 55

,

| Street name | •Matillii: | a Ave | n/o Biy | verside | Drive | | LUQUE | (202) | 0,0 01, | | | |
|-------------|------------|-------|---------|---------|-------|-----|-------|-------|---------|--------|---------|----|
| Begin < | | NB | | ><- | | SB | | ><- | Con | nbined | | > |
| Time | А.М. | | P.M. | | A.M. | | P.M. | | A.M. | | P.M. | |
| 12:00 11/16 | 0 | | 9 | | 0 | | 11 | | 0 | | 20 | |
| 12:15 | Ō | | 13 | i | 0 | | 2 | I | 0 | | 15 | |
| 12:30 | ō | | 6 | i | 0 | | 7 | 1 | 0 | | 13 | |
| 12:45 | ō | * | 6 | 34 1 | 0 | * | 1 | 21 | 0 | * | 7 | 55 |
| 01:00 | ō | | 8 | 1 | 0 | | 4 | 1 | 0 | | 12 | |
| 01:15 | õ | | 9 | i | 0 | | 5 | | 0 | | 14 | |
| 01:30 | õ | | 6 | i | 0 | | 5 | | 0 | | 11 | |
| 01:45 | Ō | * | 12 | 35 i | 0 | * | 6 | 20 | 0 | * | 18 | 55 |
| 02:00 | ō | | 11 | | 0 | | 7 | | 0 | | 18 | |
| 02:15 | Ō | | 7 | i | 1 | | 4 | 1 | 1 | | 11 | |
| 02:30 | Ó | | 6 | Í | 0 | | 9 | 1 | 0 | | 15 | |
| 02:45 | 0 | * | 7 | 31 | 1 | 2 | 2 | 22 | 1 | 2 | 9 | 53 |
| 03:00 | Ō | | 8 | Í | 0 | | 4 | | 0 | | 12 | |
| 03:15 | 0 | | 10 | l | 0 | | 17 | | 0 | | 27 | |
| 03:30 | Ō | | 11 | ĺ | 0 | | 12 | | 0 | | 23 | |
| 03:45 | 0 | * | 20 | 49 | 1 | 1 | 11 | 44 | 1 | 1 | 31 | 93 |
| 04:00 | 0 | | 10 | | 0 | | 5 | | 0 | | 15 | |
| 04:15 | Ō | | 13 | | 1 | | 3 | | 1 | | 16 | |
| 04:30 | 0 | | 10 | | 0 | | 5 | | 0 | | 15 | |
| 04:45 | 0 | * | 5 | 38 | 0 | 1 | 4 | 17 | 0 | 1 | 9 | 55 |
| 05:00 | 0 | | 17 | i | 0 | | 1 | | 0 | | 18 | |
| 05:15 | Ō | | 11 | i | 2 | | 6 | | 2 | | 17 | |
| 05:30 | 0 | | 3 | | 0 | | 3 | | 0 | | 6 | |
| 05:45 | 0 | ÷ | 11 | 42 | 2 | 4 | 6 | 16 | 2 | 4 | 17 | 58 |
| 06:00 | 2 | | 14 | | 2 | | 6 | | 1 4 | | 20 | |
| 06:15 | 0 | | 6 | | 2 | | 3 | | 2 | | 9 | |
| 06:30 | 1 | | 11 | | 2 | | 3 | | 3 | | 14 | |
| 06:45 | 0 | 3 | 9 | 40 | 6 | 12 | . 4 | 16 | 6 | 15 | 13 | 56 |
| 07:00 | 0 | | 7 | | 3 | | 9 | | 3 | | 16 | |
| 07:15 | 3 | | З | | 11 | | 5 | | 14 | | 8 | |
| 07:30 | 3 | | 7 | | 28 | | 2 | | 31 | | 9 | |
| 07:45 | 8 | 14 | 4 | 21 | 15 | 57 | 0 | 16 | 23 | 71 | 4 | 37 |
| 08:00 | 3 | | 4 | | 9 | | 1 | | 12 | | 5 | |
| 08:15 | 4 | | 3 | | 9 | | 1 | | 13 | | 4 | |
| 08:30 | 3 | | 2 | | 3 | | 0 | | 6 | | 2 | |
| 08:45 | 2 | 12 | 4 | 13 | 6 | 27 | 1 | 3 | 1 8 | 39 | 5 | 16 |
| 09:00 | 2 | | 1 | | 15 | | 0 | | 7 | | 1 | |
| 09:15 | 6 | | 3 | | 16 | | 2 | | 12 | | 5 | |
| 09:30 | 6 | | 0 | | 1 8 | | 0 | | 14 | | 0 | |
| 09:45 | 4 | 18 | 7 | 11 | 7 | 26 | 1 | 3 | 11 | 44 | 8 | 14 |
| 10:00 | 3 | | 3 | | 17 | | 3 | | 10 | | 6 | |
| 10:15 | 4 | | 2 | | 4 | | 0 | | 8 | | 2 | |
| 10:30 | 4 | | 3 | | 3 | | 0 | | 7 | | 3 | |
| 10:45 | 7 | 18 | 1 | 9 | 4 | 18 | 1 | 4 | 1 11 | 36 | 2 | 13 |
| 11:00 | 5 | | 1 | | 5 | | 1 | | 10 | | 2 | |
| 11:15 | 3 | | 1 | | 3 | | 1 | | 6 | | 2 | |
| 11:30 | 14 | | 0 | | 7 | | 1 | | 21 | | 1 | ~ |
| 11:45 | 6 | 28 | 00 | 2 | 4 | 19 | 1 | 4 | 1 10 | 4 / | L | 6 |
| Totals | 93 | | 325 | | 167 | | 186 | | 260 | 771 | 511 | |
| Day Totals | | 418 | | | | 353 | 26.40 | | | //1 | | |
| Split % | 35.7% | | 63.6% | | 64.2% | | 30.48 | | | | | |
| | | | | | 07.15 | | 02.15 | | 07.15 | | 03.15 | |
| Peak Hour | 10:45 | | 03:30 | | 0/:15 | | 03:12 | | 01:10 | | 03:13 | |
| Volume | 29 | | 54 | | 63 | | 45 | | 64 | | 50 | |
| P.H.F. | .51 | | .67 | | .50 | | .00 | | .04 | | • • • • | |