APPENDIX K

SUPPLEMENTAL TRAFFIC INFORMATION FOR PROJECT AND ALTERNATIVES

AVERAGE TRIP LENGTH CALCULATIONS TRAFFIC COUNT CONFIRMATIONS ALTERNATIVES ANALYSIS

APPENDIX K

APPENDIX K-1 AVERAGE TRIP LENGTH CALCULATIONS

																												check	
		0.14	0.234	0.142	0.508	0.132	0.992	0.332	0.076	0.464	0.156	0.106	0.112	0.208	0.792	0.3	0.486	0.414	0.248	0.366	0.51	0.45	0.624	0.6	0.54	0.416	0.354	9.702	4.851
																												W. AVG	one-way
		14	23.4	14.2	50.8	13.2	99.2	33.2	7.6	46.4	15.6	10.6	11.2	20.8	79.2	30	48.6	41.4	24.8	36.6	51	45	62.4	09	54	41.6	35.4	9.702	4.851
																												W. AVG	one-way
	Roundtrip	14	23.4	14.2	25.4	13.2	12.4	16.6	3.8	5.8	7.8	10.6	5.6	2.6	8.8	15	16.2	13.8	12.4	12.2	10.2	6	7.8	12	10.8	5.2	11.8	11.56154	
Distance to	Project (mi) F	<u>L</u>	11.7	7.1	12.7	6.6	6.2	8.3	1.9	2.9	3.9	5.3	2.8	1.3	4.4	7.5	8.1	6.9	6.2	6.1	5.1	4.5	3.9	9	5.4	2.6	5.9	AVG 5.7807692	
	~	Ļ	-	÷	2	Ļ	80	2	2	80	2	-	2	œ	6	2	ę	e	2	e	5	5	ω	5	5	80	3	100	
		West Hollywood adjacent	Brentwood/Brentwood Heights	Hollywood - Southeast of Universal City	North of Bel Air along Beverly Glen	Beverly Hills	Encino - near Woodley Ave. Park	Tarzana	Van Nuys - near Victory & Van Nuys Blvd.	Sherman Oaks, southeast of the 405 & 101	Van Nuys - just north of 91401	Van Nuys - Van Nuys airport area	Van Nuys - southwest of Van Nuys Blvd. & Victory	Sherman Oaks- south of the 101	Sherman Oaks - Ventura Blvd. area	Burbank / Magnolia Park	Burbank - west of 91506	Burbank - Disney area	Burbank - east of 91521, where Barham turns into Olive	Burbank - north of the 134 / NBC area	North Hollywood - Vineland/Chandler	North Hollywood - Lankershim/134	Studio City- Laurel Canyon/Ventura Blvd.	North Hollywood - south of Roscoe, east of the 170	North Hollywood - Lankershim/Victory Blvd.	Valley Village	Universal City	TOTAL	
	Zip Code	90046	90049	90068	22006	90210	91316	91356	91401	91403	91405	91406	91411	91423	91436	91505	91506	91521	91522	91523	91601	91602	91604	91605	91606	91607	91608		

Westfield Fashion Square Market Area Zip Codes

9.702 4.851

APPENDIX K

<u>APPENDIX K-2</u> TRAFFIC COUNT CONFIRMATION

Memorandum

To:	Dwight Steinert Planning Associates, Inc.	Date:	August 14, 2008	e n g i n e Engineers & P
From:	David S. Shender, P.E. Francesca S. Bravo Linscott, Law & Greenspan, Engineers	LLG Ref:	1-053606-1	Traffic Transportation Parking
Subject:	Westfield Fashion Square Expansion Proj	ect – Traffi	ic Count Comparison	Linscott, Law Greenspan, E

This memorandum outlines our review of the traffic count data utilized in the traffic study and provides a summary of the results of the traffic count comparison conducted for the proposed Westfield Fashion Square Expansion Project.

Summary of Traffic Study Count Data

LLG Engineers prepared a revised traffic impact study (dated August 5, 2008) associated with the proposed Westfield Fashion Square Expansion Project. Manual traffic counts were conducted at the 17 study intersections during the weekday morning and afternoon commuter periods (7:00 to 10:00 AM and 3:00 to 6:00 PM) in November 2005 while local schools are in session. The traffic count data were then increased at a rate of 2.0 percent (2.0%) per year to reflect year 2007 existing conditions.

Summary of 2007 Count Data

Subsequent traffic counts at the 17 study intersections were conducted in November 2007 to determine if the original traffic counts used in the revised traffic impact study are reasonably consistent with the 2007 data and therefore remain appropriate for use in the traffic study. As shown in Table A, the 2007 traffic counts (as aggregated over the 17 study intersections) were 6.6 percent lower during the AM peak hour and 0.5 percent lower during the PM peak hour as compared to the adjusted 2005 traffic counts used in the traffic study. These differences are within the normal variations of peak hour traffic that can typically be expected on a day-to-day basis (i.e., variation of 10% or more can typically be anticipated). No substantial changes in the traffic volumes were observed and thus no new traffic counts or adjustments to the original counts were necessary.

In conclusion, the 2005 adjusted traffic counts are reasonably consistent with the 2007 counts, and fall within a reasonable range of variability. As such, the adjusted 2005 traffic counts used for the traffic study provided a reasonable representation of traffic volumes in the study area.

Please feel free to contact us with any questions or comments.

Attachment

CC: Jonathan Krausche, Westfield Corporation Ed Casey, Weston Benshoof Rochefort Rubalcava & MacCuish, LLP

LINSCOTT LAW &

& ngineers

236 N. Chester Avenue Suite 200 Pasadena, CA 91106 626.796.2322 т 626.792.0941 F www.llgengineers.com

Pasadena Costa Mesa San Diego Las Vegas

Table A COMPARISON OF 2005 TRAFFIC STUDY AND 2007 TRAFFIC COUNTS Westfield Fashion Square Expansion Project

PEAK HOUR	[1] 2007 TRAFFIC VOLUMES	[2] 2007 TRAFFIC COUNTS	[2] - [1] VOLUME DIFFERENCE	PERCENT DIFFERENCE	
AM	59,846	55,905	(3,941)	-6.6%	
РМ	64,192	63,856	(336)	-0.5%	

[1] Traffic counts taken at the 17 study intersections in November 2005 and increased by 2% per year to reflect year 2007 conditions.

[2] Traffic counts taken at the 17 study intersections in November 2007.

APPENDIX K

<u>APPENDIX K-3</u> Alternatives Analysis

MEMORANDUM

To:	Dwight Steinert Planning Associates, Inc.	Date:	August 14, 2008						
From:	David S. Shender, P.E.	LLG Ref:	1-053606-1						
	Francesca S. Bravo								
	Linscott, Law & Greenspan, Engineers								
	Westfield Fashion Square Expansion Project – Project Alternatives								
Subject:	Review	5							

This memorandum has been prepared to summarize the project alternatives review conducted for the proposed Westfield Fashion Square Expansion Project. In accordance with CEQA Guidelines, each alternative is evaluated to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the project. The following alternatives to the proposed Westfield Fashion Square Expansion Project were evaluated:

- A. No Project Alternative
- B. Existing Entitlement Alternative
- C. Reduced Project 1 Alternative (Without Tunnel Access and Subterranean Parking)
- D. Reduced Project 2 Alternative (Without Tunnel Access and Subterranean Parking and With Matilija Avenue Closure at Riverside Drive)
- E. Alternate Site Plan 1 Alternative (Without Tunnel Access and Subterranean Parking)
- F. Alternate Site Plan 2 Alternative (With Pedestrian Mall Entrance)
- G. Open Air Promenade Alternative (Without Tunnel Access and Subterranean Parking)

Each of these alternatives are described and evaluated in the sections that follow. Detailed weekday trip generation forecasts for all of the project alternatives are contained in *Appendix A*. Level of Service and impact analyses were prepared for all study locations for Alternatives E and G to account for the alternative site access schemes for the proposed project. Copies of all supporting impact analyses for the project alternatives are also contained in *Appendix B*.

Alternative A: No Project

The Alternative A project description represents a no project, no development alternative. Alternative A project involves no development and the continued operation of the site (i.e., existing conditions or the status quo). The existing Westfield Fashion Square will continue to operate. The vehicular access associated with the Alternative A project will be consistent with the access currently provided for the site. As there is no change of use proposed under this alternative, no new trip generation is forecast.



Engineers & Planners Traffic Transportation Parking

Linscott, Law & Greenspan, Engineers

236 N. Chester Avenue Suite 200 Pasadena, CA 91106 **626.796.2322** т 626.792.0941 ғ www.llgengineers.com

Pasadena Costa Mesa San Diego Las Vegas

Alternative B: Existing Entitlement

Under Alternative B, the remaining of approximately 108,000 square feet of gross leasable floor area associated with the center's existing entitlement will be developed. The Alternative B project will include the construction of 108,000 square feet of commercial retail/restaurant space on two floors as an extension at the south end of the existing mall, east of the Bloomingdale's building. As part of the Alternative B project, two levels of parking would be added to the existing grade plus two-level southern parking structure on Hazeltine Avenue. In addition, a new grade plus three-level parking structure would be constructed located east of the Macy's building. The vehicular access associated with the Alternative B project will be consistent with the existing access scheme currently provided for the site.

Weekday Conditions

The weekday trip generation forecast for Alternative B is summarized in *Table A-1*. As presented in *Table A-1*, Alternative B is expected to generate a net increase of 37 vehicle trips (23 inbound trips and 14 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Alternative B is expected to generate a net increase of 189 vehicle trips (91 inbound trips and 98 outbound trips). Over a 24-hour period, Alternative B project is forecast to generate a net increase of 1,974 daily trip ends during a typical weekday (987 inbound trips and 987 outbound trips).

A qualitative review was conducted to determine if the Alternative B project would likely result in an increase in project impacts when compared to the proposed project. During the weekday conditions, Alternative B project is expected to generate 58 fewer vehicle trips than the proposed project during the AM peak hour. During the PM peak hour, Alternative B project is expected to generate 287 fewer vehicle trips than the proposed project. Over a 24-hour period, Alternative B project is forecast to generate 2,990 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative B project would likely result in an overall decrease in traffic impacts during the weekday conditions when compared to the proposed project.

Weekend Conditions

The Saturday trip generation forecast for Alternative B is summarized in *Table A-2*. As presented in *Table A-2*, Alternative B is expected to generate a net increase of 250 vehicle trips (131 inbound trips and 119 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative 2 is forecast to generate a net increase of 2,488 daily trip ends during a typical Saturday (1,244 inbound trips and 1,244 outbound trips).

A qualitative review was conducted to determine if the Alternative B project would likely result in an increase in project impacts when compared to the proposed project. During the weekend conditions, Alternative B project is expected to generate 382 fewer vehicle trips than the proposed project during the Saturday mid-day peak hour. Over a 24-hour period, the Alternative B project is forecast to generate 3,764 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined

that the Alternative B project would likely result in an overall decrease in traffic impacts during the Saturday mid-day peak hour when compared to the proposed project.

Alternative C: Reduced Project 1

Under Alternative C, a reduced project alternative of 235,000 square feet of gross leasable floor area is proposed. The Alternative C project will include the construction of 235,000 square feet of commercial retail/restaurant space on two levels as an extension at the south end of the existing mall between the Bloomingdale's and Macy's buildings. A new grade plus five parking structure will be constructed extending east past the edge of the Macy's building. It should be noted that this alternative would require the demolition of the existing two-level Macy's parking structure to accommodate the new grade plus five parking structure. As part of the Alternative C project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue, one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). It is anticipated that the Alternative C project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative C is summarized in *Table B-1*. As presented in *Table B-1*, Alternative C is expected to generate a net increase of 79 vehicle trips (49 inbound trips and 30 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Alternative C is expected to generate a net increase of 402 vehicle trips (193 inbound trips and 209 outbound trips). Over a 24-hour period, Alternative C project is forecast to generate a net increase of 4,198 daily trip ends during a typical weekday (2,099 inbound trips and 2,099 outbound trips).

A qualitative review was conducted to determine if the Alternative C project would likely result in an increase in project impacts when compared to the proposed project. During the weekday conditions, the Alternative C project is expected to generate 16 fewer vehicle trips than the proposed project during the AM peak hour. During the PM peak hour, the Alternative C project is expected to generate 74 fewer vehicle trips than the proposed project. Over a 24-hour period, the Alternative C project is forecast to generate 766 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative C project would likely result in an overall decrease in traffic impacts during the weekday conditions when compared to the proposed project.

Weekend Conditions

The Saturday trip generation forecast for Alternative C is summarized in *Table B-2*. As presented in *Table B-2*, Alternative C is expected to generate a net increase of 534 vehicle trips (278 inbound trips and 256 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative C is forecast to generate a net increase of 5,288 daily trip ends during a typical Saturday (2,644 inbound trips and 2,644 outbound trips).

A qualitative review was conducted to determine if the Alternative C project would likely result in an increase in project impacts when compared to the proposed project. During the weekend conditions, Alternative C project is expected to generate 98 fewer vehicle trips than the proposed project during the Saturday mid-day peak hour. Over a 24-hour period, the Alternative C project is forecast to generate 964 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative C project would likely result in an overall decrease in traffic impacts during the Saturday mid-day peak hour when compared to the proposed project.

It should be noted that although the Alternative C project is anticipated to result in an overall decrease in traffic impacts when compared to the proposed project, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative C project.

Alternative D: Reduced Project 2 (With Matilija Avenue Closure at Riverside Drive)

Under Alternative D, a reduced project alternative of 235,000 square feet of gross leasable floor area is proposed. The Alternative D project will include the construction of 235,000 square feet of commercial retail/restaurant space on two levels as an extension at the south end of the existing mall between the Bloomingdale's and Macy's buildings. A new grade plus five parking structure will be constructed extending east past the edge of the Macy's building. It should be noted that this alternative would retain the existing two-level Macy's parking structure. As part of the Alternative D project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue. one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). In addition, as part of the Alternative D project, it is proposed that Matilija Avenue be closed for vehicular traffic at Riverside Drive in conjunction with the new main access improvements to be constructed for the center opposite Riverside Drive. It is anticipated that the Alternative D project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative D is summarized in *Table C-1*. As presented in *Table C-1*, Alternative D is expected to generate a net increase of 79 vehicle trips (49 inbound trips and 30 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Alternative D is expected to generate a net increase of 402 vehicle trips (193 inbound trips and 209 outbound trips). Over a 24-hour period, Alternative D project is forecast to generate a net increase of 4,198 daily trip ends during a typical weekday (2,099 inbound trips and 2,099 outbound trips).

A qualitative review was conducted to determine if the Alternative D project would likely result in an increase in project impacts when compared to the proposed project. During the weekday conditions, the Alternative D project is expected to generate 16 fewer vehicle trips than the proposed project during the AM peak hour. During the PM peak hour, the Alternative D project is expected to generate 74 fewer vehicle trips than the proposed project. Over a 24-hour period, the Alternative D project is forecast to generate 766 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative D project would likely result in an overall decrease in traffic impacts during the weekday conditions when compared to the proposed project.

Weekend Conditions

The Saturday trip generation forecast for Alternative D is summarized in *Table C-2*. As presented in *Table C-2*, Alternative D is expected to generate a net increase of 534 vehicle trips (278 inbound trips and 256 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative D is forecast to generate a net increase of 5,288 daily trip ends during a typical Saturday (2,644 inbound trips and 2,644 outbound trips).

A qualitative review was conducted to determine if the Alternative D project would likely result in an increase in project impacts when compared to the proposed project. During the weekend conditions, Alternative D project is expected to generate 98 fewer vehicle trips than the proposed project during the Saturday mid-day peak hour. Over a 24-hour period, the Alternative D project is forecast to generate 964 fewer daily trip ends during a typical weekday. Based on this comparison, it is determined that the Alternative D project would likely result in an overall decrease in traffic impacts during the Saturday mid-day peak hour when compared to the proposed project.

It should be noted that although the Alternative D project is anticipated to result in an overall decrease in traffic impacts when compared to the proposed project, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative D project.

Alternative E: Alternate Site Plan 1 (Without Tunnel Access and Subterranean Parking)

The Alternative E project will include the construction of 280,000 square feet of commercial retail/restaurant space on two levels over one level of rooftop parking located south of the existing main mall. A new grade plus five parking structure will be constructed extending east past the edge of the Macy's building. In addition, a new east grade plus three-level parking structure along Woodman Avenue would be constructed. It should be noted that this alternative would require the demolition of the existing Macy's parking structure as well as the existing three-level parking

structure south of the main mall to accommodate the new parking structures. As part of the Alternative E project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue, one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). It is anticipated that the Alternative E project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative E is summarized in *Table D-1*. As presented in *Table D-1*, Alternative E would result in the same number of trips as the proposed project during the weekday conditions. Alternative E 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, Alternative E is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, Alternative E 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).

In order to determine the operating conditions of the street system in the year 2012 with the Alternative E project, traffic associated with the Alternative E project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The updated project traffic volume distribution percentages during AM and PM peak hours at the 17 study intersections are illustrated in *Figure A*. The forecast Alternative E project traffic volumes at the study intersections for the AM and PM peak hours are displayed in *Figures B-1 and B-2*, respectively.

As shown in *Table D-2*, application of the City of Los Angeles' threshold criteria to the "With Alternative E Project" scenario indicates that six of the 17 study intersections are anticipated to be significantly impacted by the Alternative E project during the AM and PM peak hours. Incremental but not significant impacts are noted at the remaining 11 study intersections due to the Alternative E project. The future with Alternative E project (existing, ambient growth, related projects and Alternative E project) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in *Figures C-1 and C-2*, respectively.

The six study intersections forecast to be significantly impacted by the Alternative E project are intersections forecast to be significantly impacted by the proposed project. The traffic mitigation measures recommended for the proposed project (i.e., the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection) are anticipated to reduce the traffic impacts associated with the Alternative E project to less than significant levels at the six impacted study intersections.

Weekend Conditions

The weekend trip generation forecast for Alternative E is summarized in *Table D-3*. As presented in *Table D-3*, Alternative E would result in the same number of trips as the proposed project during the weekend conditions. As presented in *Table D-3*, Alternative E 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, Alternative E 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).

In order to determine the operating conditions of the street system in the year 2012 with the Alternative E project, traffic associated with the Alternative E project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The forecast Alternative E project traffic volumes at the six study intersections for the Saturday mid-day peak hour are displayed in *Figure D*.

As shown in *Table D-4*, application of the City of Los Angeles' threshold criteria to the "With Alternative E Project" scenario indicates that four of the six study intersections are anticipated to be significantly impacted by the Alternative E project during the Saturday mid-day peak hour. Incremental but not significant impacts are noted at the remaining two study intersections due to the Alternative E project. The future with Alternative E project (existing, ambient growth, related projects and Alternative E project) traffic volumes at the six study intersections during the Saturday mid-day peak hour are illustrated in *Figure E*.

The four study intersections forecast to be significantly impacted by the Alternative E project are intersections forecast to be significantly impacted by the proposed project during the Saturday mid-day peak hour. The traffic mitigation measures recommended for the proposed project (i.e., the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection) are anticipated to reduce the traffic impacts associated with the Alternative E project during the Saturday mid-day peak hour to less than significant levels at the four impacted study intersections.

Alternative F: Alternate Site Plan 2 (With Pedestrian Mall Entrance)

Under Alternative F, it is proposed that a public pedestrian mall entrance be provided on Riverside Drive. This new mall entrance on Riverside Drive would be located west of the Macy's building and would provide additional landscape plaza improvements to enhance pedestrian activation at the new entrance. This alternative would consist of the construction of 280,000 square feet of gross leasable floor area on two levels over one level of rooftop parking located south of the existing main mall. A new grade plus five parking structure would be constructed south of the existing Macy's parking structure. In addition, a new east grade plus three-level parking structure along Woodman Avenue would be constructed. It should be noted

that this alternative does not include subterranean parking and would require the demolition of the existing Macy's parking structure as well as the existing three-level parking structure south of the main mall to accommodate the new parking structures. The vehicular access associated with the Alternative F project will be consistent with the proposed site access scheme provided for the site. It is anticipated that the Alternative F project would be completed by year 2012.

Weekday Conditions

The weekday trip generation forecast for Alternative F is summarized in *Table E-1*. As presented in *Table E-1*, Alternative F would result in the same number of trips as the proposed project during the weekday conditions. Alternative F 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, Alternative F is expected to generate a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips). Over a 24-hour period, Alternative F 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).

A qualitative review was conducted to determine if the Alternative F project would likely result in an increase in project impacts when compared to the proposed project. The Alternative F project would result in the same number of trips as the proposed project. Based on this comparison, and since the vehicular access associated with the Alternative F project will be consistent with the proposed site access scheme provided for the site, it is determined that the Alternative F project would result in impacts to the same intersections as the proposed project during the AM and PM peak hours. As such, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/rightturn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative F project.

Weekend Conditions

The weekend trip generation forecast for Alternative F is summarized in *Table E-2*. As presented in *Table E-2*, Alternative F would result in the same number of trips as the proposed project during the weekend conditions. As presented in *Table E-2*, Alternative F 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, Alternative F 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).

A qualitative review was conducted to determine if the Alternative F project would likely result in an increase in project impacts when compared to the proposed project. The Alternative F project would result in the same number of trips as the proposed project. Based on this comparison, it is determined that the Alternative F project would result in impacts to the same intersections as the proposed project during the Saturday mid-day peak hour. As such, the contribution by the project to the City of

Los Angeles' Adaptive Traffic Control System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative F project.

 Alternative G: Open Air Promenade Alternative (Without Tunnel Access and Subterranean Parking)

The Alternative G project will include the construction of 190,000 square feet of commercial retail/restaurant space in a series of single-story structures to be located along the southern edge of the existing mall. A portion of the new commercial retail space will be constructed as an extension to the existing mall building and the remainder will be constructed on the bottom floor of the existing southern parking structure. A portion of the lower two-levels of the Bloomingdale's parking structure. and the entire footprint of the existing three-level south parking structure would be modified and converted to single-story retail space. A new circulation route to be accessed from the existing northerly driveway on Hazeltine Avenue will be provided between the new retail in the main mall building and the southern parking structure to provide an open air environment/promenade area. In addition, a new grade plus six parking structure would be constructed south of the existing Macy's parking structure. As part of the Alternative G project, vehicular access to the site will be provided via four project driveways: two existing driveways on Hazeltine Avenue, one existing driveway on Woodman Avenue, and one new driveway on Riverside Drive at Matilija Avenue (i.e., no tunnel access and subterranean parking). It is anticipated that the Alternative G project would be completed by year 2011.

Weekday Conditions

The weekday trip generation forecast for Alternative G is summarized in *Table F-1*. As presented in *Table F-1*, Alternative G is expected to generate a net increase of 61 vehicle trips (37 inbound trips and 24 outbound trips) during the AM peak hour. During the PM peak hour, Alternative G is expected to generate a net increase of 311 vehicle trips (149 inbound trips and 162 outbound trips). Over a 24-hour period, Alternative G project is forecast to generate a net increase of 3,246 daily trip ends during a typical weekday (1,623 inbound trips and 1,623 outbound trips).

In order to determine the operating conditions of the street system in the year 2011 with the Alternative G project, traffic associated with the Alternative G project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The updated project traffic volume distribution percentages during AM and PM peak hours at the 17 study intersections are illustrated in *Figure F*. The forecast Alternative G project traffic volumes at the study intersections for the AM and PM peak hours are displayed in *Figures G-1 and G-2*, respectively.

As shown in *Table F-2*, application of the City of Los Angeles' threshold criteria to the "With Alternative G Project" scenario indicates that two of the 17 study

intersections are anticipated to be significantly impacted by the Alternative G project during the AM and PM peak hours. Incremental but not significant impacts are noted at the remaining 15 study intersections due to the Alternative G project. The future with Alternative G project (existing, ambient growth, related projects and Alternative G project) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in *Figures H-1 and H-2*, respectively.

The two study intersections forecast to be significantly impacted by the Alternative G project are intersections forecast to be significantly impacted by the proposed project. The traffic mitigation measures recommended for the proposed project at these two impacted study intersections are anticipated to reduce the traffic impacts associated with the Alternative G project to less than significant levels.

Weekend Conditions

The weekend trip generation forecast for Alternative 4A is summarized in *Table F-3*. As presented in *Table F-3*, Alternative G is expected to generate a net increase of 413 vehicle trips (215 inbound trips and 198 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, Alternative G is forecast to generate a net increase of 4,092 daily trip ends during a typical Saturday (2,046 inbound trips and 2,046 outbound trips).

In order to determine the operating conditions of the street system in the year 2011 with the Alternative G project, traffic associated with the Alternative G project was assigned to the local roadway system based on an updated trip distribution and assignment characteristics without the proposed tunnel access on Riverside Drive. The forecast Alternative G project traffic volumes at the six study intersections for the Saturday mid-day peak hour are displayed in *Figure I*.

As shown in *Table F-4*, application of the City of Los Angeles' threshold criteria to the "With Alternative G Project" scenario indicates that three of the six study intersections are anticipated to be significantly impacted by the Alternative G project during the Saturday mid-day peak hour. Incremental but not significant impacts are noted at the remaining three study intersections due to the Alternative G project. The future with Alternative G project (existing, ambient growth, related projects and Alternative G project) traffic volumes at the six study intersections during the Saturday mid-day peak hour are illustrated in *Figure J*.

The three study intersections forecast to be significantly impacted by the Alternative G project are intersections forecast to be significantly impacted by the proposed project during the Saturday mid-day peak hour. The traffic mitigation measures recommended for the proposed project at these three impacted study intersections are anticipated to reduce the traffic impacts associated with the Alternative G project during the Saturday mid-day peak hour to less than significant levels.

It should be noted that although the Alternative G project is anticipated to result in an overall decrease in traffic impacts when compared to the proposed project, the contribution by the project to the City of Los Angeles' Adaptive Traffic Control

System installation at seven study intersections as well as the redesignation of the southbound Woodman Avenue right-turn only lane to an optional through/right-turn lane at the Woodman Avenue/Riverside Drive intersection will be implemented as part of the Alternative G project.

Please feel free to contact us with any questions or comments.

Attachments

Jonathan Krausche, Westfield Corporation
 Ed Casey, Weston Benshoof Rochefort Rubalcava & MacCuish, LLP
 File

APPENDIX A

PROJECT ALTERNATIVES TRIP GENERATION TABLES

ALTERNATIVES E AND G LEVEL OF SERVICE TABLES PROJECT TRAFFIC VOLUME FIGURES

Table A-1
ALTERNATIVE B WEEKDAY PROJECT TRIP GENERATION [1]

		DAILY	AM PEAK HOUR			PM PEAK HOUR			
		TRIP ENDS [2]	VOLUMES [2]			V	S [2]		
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	
Proposed									
Shopping Center	975,000 GLSF	29,840	375	239	614	1,351	1,463	2,814	
Less 10% Pass-by [4]		(2,984)	(38)	(24)	(62)	(135)	(146)	(281)	
Subtotal Proposed		26,856	337	215	552	1,216	1,317	2,533	
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 Existing		24,882	314	201	515	1,125	1,219	2,344	
NET CHANGE	108,000 GLSF	1,974	23	14	37	91	98	189	

[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.

Table A-2 ALTERNATIVE B WEEKEND PROJECT TRIP GENERATION [1]

		DAILY TRIP ENDS [2]	MID-D. V(HOUR [2]		
LAND USE	SIZE	VOLUMES	IN	IN OUT 7		
Proposed					1	
Shopping Center	975,000 GLSF	38,790	1,978	1,825	3,803	
Less 10% Pass-by [4]		(3,879)	(198)	(183)	(381)	
Subtotal Proposed		34,911	1,780	1,642	3,422	
Existing Shopping Center Less 10% Pass-by [4]	867,000 GLSF	36,026 (3,603)	1,832 (183)	1,692 (169)	3,524 (352)	
Subiotal Existing			1,049	1,323	5,172	
NET CHANGE	108,000 GLSF	2,488	131	119	250	

[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.

Table B-1
ALTERNATIVE C WEEKDAY PROJECT TRIP GENERATION [1]

		DAILY	AM PEAK HOUR			PM PEAK HOUR			
		TRIP ENDS [2]	VOLUMES [2]			V	S [2]		
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	
Proposed									
Shopping Center	1 102 000 GI SE	37 317	403	257	660	1 464	1 507	2.051	
Less 10% Pass-by [4]	1,102,000 0201	(3,231)	(40)	(26)	(66)	(146)	(159)	(305)	
Subtotal Proposed	4000 - 1985	29,081	363	231	594	1,318	1,428	2,746	
Existing									
Shopping Center	867,000 GLSF	27,648	349	223	572	1,250	1,354	2,604	
Less 10% Pass-by [4]		(2,765)	(35)	(22)	(57)	(125)	(135)	(260)	
Subtotal Existing		24,883	314	201	515	1,125	1,219	2,344	
NET CHANGE	235,000 GLSF	4,198	49	30	79	193	209	402	

[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.

LINSCOTT, LAW & GREENSPAN, engineers

Table B-2 ALTERNATIVE C WEEKEND PROJECT TRIP GENERATION [1]

	an a	DAILY TRIP ENDS [2]	MID-DAY PEAK HO VOLUMES [2]		HOUR [2]
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL
Proposed					
Shopping Center	1,102,000 GLSF	41,901	2,141	1,977	4,118
Less 10% Pass-by [4]		(4,190)	(214)	(198)	(412)
Subtotal Proposed		37,711	1,927	1,779	3,706
Existing Shopping Center Less 10% Pass-by [4]	867,000 GLSF	36,026 (3,603)	1,832	1,692	3,524
Subtotal Existing		32,423	1,649	1,523	3,172
NET CHANGE	235,000 GLSF	5,288	278	256	534

[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.

Table C-1
ALTERNATIVE D WEEKDAY PROJECT TRIP GENERATION [1]

		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES (2)			PM PEAK HOUR		
LAND USE	SIZE	VOLUMES	IN	IN OUT TOTAL			IN OUT	
							001	
Proposed								
Shopping Center	1,102,000 GLSF	32,312	403	257	660	1,464	1.587	3,051
Less 10% Pass-by [4]		(3,231)	(40)	(26)	(66)	(146)	(159)	(305)
Subtotal Proposed		29,081	363	231	594	1,318	1,428	2,746
am ••	2							
Existing								
Shopping Center	867,000 GLSF	27,648	349	223	572	1,250	1,354	2,604
Less 10% Pass-by [4]		(2,765)	(35)	(22)	(57)	(125)	(135)	(260)
Subtotal Existing		24,883	314	201	515	1,125	1,219	2,344
NET CHANGE	235,000 GLSF	4,198	49	30	79	193	209	402

[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.

Table C-2 ALTERNATIVE D WEEKEND PROJECT TRIP GENERATION [1]

		DAILY TRIP ENDS [2]	MID-D V(AY PEAK DLUMES	HOUR
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL
Proposed					
Shopping Center	1,102,000 GLSF	41,901	2,141	1,977	4,118
Less 10% Pass-by [4]		(4,190)	(214)	(198)	(412)
Subtotal Proposed		37,711	1,927	1,779	3,706
Existing Shopping Center Less 10% Pass-by [4]	867,000 GLSF	36,026 (3,603)	1,832	1,692	3,524
Subtotal Existing		32,423	1,649	1,523	3,172
NET CHANGE	235,000 GLSF	5,288	278	256	534

[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.

		ДАП.У	ΔM	PEAKI	IOID	PM	DEAK	
						1 1/1	I LOUIN I	IUUK
		TRIP ENDS [2]	V	DLUME	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 Proposed		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 Existing		24,882	314	201	515	1,125	1,219	2,344
NET CHANGE	280,000 GLSF	4,964	58	37	95	229	247	476

Table D-1 ALTERNATIVE E WEEKDAY PROJECT 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 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.

Table D-2 ALTERNATIVE E PROJECT WEEKDAY SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

					[2]	F	[3]	F			4			[2]		
			VEAD'	100	VEAR 2	2012 TENT	YEAR 2	012	YEAR 2(012	AUNTE	auvora	YEAR 2	2012	30M 7 HO	
0 N	INTERSECTION	PEAK HOUR	EXISTI V/C	NG	GROW V/C	TH EN	PROJEC	TS TOS	PROJEC	LOS	V/C [(4)-(3)]	IMPACT [b]	MITIGAT V/C	LON	V/C [(5)-(3)]	GATED
	Van Nuys Boulevard/ Riverside Drive	AM PM	0.687 0.770	вIJ	0.762 0.854	υд	0.802 0.893	00	0.808 0.920	Ωш	0.006 0.027	NO YES	0.778 0.890	υд	-0.024 -0.003	 YES
2	Van Nuys Boulevard/ US-101 Freeway Westbound Ramps	AM PM	0.655 0.787	шIJ	0.698 0.843	щ	0.721 0.881	υQ	0.722 0.885	υд	0.001 0.004	ON N	0.722 0.885	υD	0.001 0.004	
ĥ	Van Nuys Boulevard/ US-101 Freeway Eastbound Ramps	AM PM	0.793 0.955	υш	0.850 1.027	ΔĿ	0.877 1.063	Dч	0.878 1.068	Dн	0.001 0.005	ON NO	0.878 1.068	ДĿ	0.001	
4	Tyrone Avenue/ Moorpark Street	AM PM	0.539 0.862	ЧD	0.600 0.955	ЧЧ	0.622 0.983	മല	0.622 0.994	ωш	0.000 0.011	NO YES	0.592 0.964	КЭ	-0.030	- YES
S	Tyrone Avenue-Beverly Glen Boulevard/ Ventura Boulevard	MM MM	0.613	ωυ	0.651 0.789	ωυ	0.717 0.863	υд	0.718 0.873	υD	0.001	ON N	0.718 0.873	υд	0.001	-
9	Hazeltine Avenue/ Magnolia Boulevard	AM PM	0.701 0.814	υQ	0.748 0.872	υQ	0.766 0.884	υд	0.770 0.900	DC	0.004 0.016	ON N	0.770 0.900	υD	0.004 0.016	
7	Hazeltine Avenue/ Riverside Drive	AM PM	0.778 0.718	ပပ	0.863 0.797	дIJ	0.882 0.819	QQ	0.891 0.850	<u> </u>	0.009 0.031	NO YES	0.861 0.820	۵۵	-0.021 0.001	 YES
∞	Hazeltine Avenue/ Fashion Square Lane	AM PM	0.361 0.515	۲Y	0.404 0.573	ΥY	0.412 0.580	A A	0.414 0.638	B	0.002 0.058	ON ON	0.384 0.608	A B	-0.028 0.028	11
6	Hazeltine Avenue/ Moorpark Street	AM PM	0.709 0.739	υυ	0.757 0.790	υD	0.779 0.824	DC	0.780 0.829	DC	0.001	ON ON	0.780 0.829	υD	0.001 0.005	11
10	Hazeltine Avenue/ Ventura Boulevard	AM PM	0.797 0.644	Сщ	0.853 0.685	DB	0.907 0.755	щU	0.908 0.761	шU	0.001 0.006	ON N	0.908 0.761	Е	0.001 0.006	11

Table D-2 (Continued) ALTERNATIVE E PROJECT WEEKDAY SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

			[]		[2]		[3]	F			4			[2]		
			YEAR 2	007	YEAR 2 W/ AMBI	012 IENT	VEAR 20 W/RELAT	D12	YEAR 2 W/ AL'	2012 L E	CHANGE	SIGNIF.	YEAR : W/AL	2012 TE	CHANGE	-ITIM
NO.	INTERSECTION	PEAK HOUR	EXISTI V/C	NG	GROW V/C	TH	PROJEC V/C	LOS	PROJE V/C	LOS	V/C [(4)-(3)]	IMPACT [b]	MITIGA' V/C	ION	V/C [(5)-(3)]	GATED
=	Woodman Avenue/ Magnolia Boulevard	AM PM	0.857 0.780	ΔU	0.919 0.835	шД	0.927 0.847	шО	0.929 0.849	ыD	0.002 0.002	ON N	0.929 0.849	шО	0.002 0.002	11
12	Woodman Avenue/ Riverside Drive	AM PM	0.959 0.880	шД	1.061 0.975	ъщ	1.107 1.003	цц	1.117 1.038	<u>ы</u> ы,	0.010 0.035	YES YES	1.016 0.986	டப	-0.091	YES YES
13	Woodman Avenue/ US-101 Freeway Westbound Ramps	AM PM	0.743 0.733	υu	0.824 0.813	ДД	0.841 0.819	ДД	0.847 0.853	DD	0.006 0.034	NO YES	0.817 0.823	ДД	-0.024 0.004	 YES
14	Woodman Avenue/ US-101 Freeway Eastbound Ramps	AM PM	0.654 0.648	<u>е</u> е	0.696 0.690	<u> </u>	0.720 0.700	ыС	0.725 0.731	ပပ	0.005 0.031	ON N	0.725 0.731	υu	0.005 0.031	11
15	Woodman Avenue/ Moorpark Street	AM PM	0.850 0.867	00	0.942 0.960	шш	0.991 1.005	шц	0.993 1.017	ціц	0.002 0.012	NO YES	0.963 0.987	шш	-0.028 -0.018	 YES
16	Woodman Avenue/ Ventura Boulevard	AM PM	0.717 0.640	Um	0.766 0.681	ры	0.826 0.741	дυ	0.829 0.754	ΩIJ	0.003 0.013	ON N	0.829 0.754	ЦС	0.003 0.013	
17	Project Driveway-Matilija Avenue Riverside Drive [a]	AM PM	0.518 0.555	A A	0.570 0.610	BA	0.585 0.628	ВА	0.471 0.689	ВА	-0.114 0.061	ON N	0.471 0.689	ВА	-0.114 0.061	

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. 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: [b]

	Project-Related Increase in V/C	equal to or greater than 0.040	equal to or greater than 0.020	equal to or greater than 0.010
the following table:	Final V/C	> 0.700 - 0.800	> 0.800 - 0.900	> 0.900
n accordance with	Level of Service	U	D	E/F

Table D-3 ALTERNATIVE E WEEKEND PROJECT TRIP GENERATION [1]

		DAILY TRIP ENDS [2]	MID-D. V(AY PEAK DLUMES	HOUR [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 Proposed		38,675	1,978	1,826	3,804
Existing Shopping Center Less 10% Pass-by [4] Subtotal Existing	867,000 GLSF	36,026 (3,603) 32,423	1,832 (183) 1,649	1,692 (169) 1,523	3,524 (352) 3,172
	ADD 000 CLOT	6.0.50	200	202	(22)
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.
Table D-4 ALTERNATIVE E PROJECT SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE WEEKEND PEAK HOUR

			[1]		[2]		[3]			4	_			5		
			2		YEAR 2	012	YEAR 2012		YEAR 201	5			YEAR 2	012		
			YEAR 2	007	W/ AMBI	ENT	W/ RELATE	A	W/ ALT I	<u> </u>	HANGE	SIGNIF.	W/AL	E	CHANGE	-ITIM
		PEAK	EXISTI	ŮZ	GROW	E	PROJECTS	10	PROJEC		V/C I	MPACT	MITIGA	NOI	V/C	GATED
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	V/C L(SC	V/C L	os	(4)-(3)]	[q]	V/C	LOS	[(5)-(3)]	
7	Hazeltine Avenue/ Riverside Drive	Saturday Mid-day	0.684	В	0.760	U	0.795 0	()	0.851	Q	0.056	YES	0.750	U	-0.045	YES
~	Hazeltine Avenue/ Fashion Square Lane	Saturday Mid-day	0.636	в	0.707	U	0.719 0		0.774	c	0.055	YES	0.744	C	0.025	YES
12	Woodman Avenue/ Riverside Drive	Saturday Mid-day	0.874	D	0.968	ш	1.024 F	[7.	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	D	0.856 I		006.0	D	0.044	YES	0.870	D	0.014	YES
14	Woodman Avenue/ US-101 Freeway Eastbound Ramps	Saturday Mid-day	0.590	V	0.626	В	0.644 F	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.688	В	0.044	ON	0.688	в	0.044	ł
17	Project Driveway-Matilija Avenue Riverside Drive [a]	Saturday Mid-day	0.472	A	0.519	۲	0.547		0.663	<u>ш</u>	0.116	ON	0.663	в	0.116	l

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. 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: [a]

	Project-Related Increase in V/C	equal to or greater than 0.040	equal to or greater than 0.020	equal to or greater than 0.010
ne iunuwing ladic.	Final V/C	> 0.700 - 0.800	> 0.800 - 0.900	> 0.900
n accordance with in	Level of Service	U	D	E/F

Table E-1
ALTERNATIVE F WEEKDAY PROJECT TRIP GENERATION [1]

		DAILY	AM	PEAK I	IOUR	PM	PEAK E	IOUR
		TRIP ENDS [2]	V	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 Proposed		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 Existing		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.

LINSCOTT, LAW & GREENSPAN, engineers

Table E-2 ALTERNATIVE F WEEKEND PROJECT TRIP GENERATION [1]

		DAILY TRIP ENDS [2]	MID-D V(AY PEAK OLUMES	HOUR
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 Proposed		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 Existing		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.

Table F-1
ALTERNATIVE G WEEKDAY PROJECT TRIP GENERATION [1]

		DAILY	AM	PEAK I	IOUR	PM	PEAK E	IOUR
		TRIP ENDS [2]	V	OLUME	S [2]	V	OLUME	S [2]
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed								
Shopping Center	1,057,000 GLSF	31,448	393	251	644	1,425	1,543	2,968
Less 10% Pass-by [4]		(3,145)	(39)	(25)	(64)	(143)	(154)	(297)
Subtotal Proposed		28,303	354	226	580	1,282	1,389	2,671
		· ·						
Existing								
Shopping Center	867,000 GLSF	27,648	349	223	572	1,250	1,354	2,604
Less 10% Pass-by [4]		(2,765)	(35)	(22)	(57)	(125)	(135)	(260)
Subtotal Existing		24,883	314	201	515	1,125	1,219	2,344
NET CHANGE	190,000 GLSF	3,420	40	25	65	157	170	327

[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.

Table F-2 ALTERNATIVE G PROJECT WEEKDAY SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

L			Ξ		[2]	F	[3]	F			41			[2]		
			YEAR 2	007	YEAR 2 W/ AMBI	2011 IENT	YEAR 2 W/ RELA	11ED	YEAR 2 W/ ALT	10	CHANGE	SIGNIF.	YEAR 2 W/ AL1	2011 I G	CHANGE	-ITIM
NO.	INTERSECTION	PEAK HOUR	EXISTI V/C	NG	GROW V/C	LOS	PROJEC V/C	LOS	PROJE(V/C	ros L	V/C [(4)-(3)]	IMPACT [b]	MITTGA'	NOLI	V/C [(5)-(3)]	GATED
-	Van Nuys Boulevard/ Riverside Drive	AM PM	0.687 0.770	mυ	0.747 0.837	DC	0.787 0.876	DC	0.791 0.895	DC	0.004 0.019	ON	0.761 0.865	DD	-0.026 -0.011	
3	Van Nuys Boulevard/ US-101 Freeway Westbound Ramps	AM PM	0.655 0.787	шU	0.683 0.826	D	0.707 0.864	υQ	0.707 0.867	рU	0.000 0.003	ON N	0.707 0.867	υD	0.000 0.003	
m	Van Nuys Boulevard/ US-101 Freeway Eastbound Ramps	AM PM	0.793 0.955	υш	0.832 1.007	Ωщ	0.860 1.043	QĿ	0.860 1.046	Dн	0.000 0.003	ON N	0.860 1.046	ДĿ	0.000	
4	Tyrone Avenue/ Moorpark Street	AM PM	0.539 0.862	٩D	0.588 0.936	¥ш	0.610 0.964	сц	0.610 0.972	<u>ற</u> ப	0.000 0.008	ON N	0.580 0.942	EA	-0.030 -0.022	11
Ś	Tyrone Avenue-Beverly Glen Boulevard/ Ventura Boulevard	AM PM	0.613 0.738	шIJ	0.638 0.773	CB	0.703 0.847	DC	0.704 0.854	υд	0.001	ON N	0.704 0.854	υQ	0.001 0.007	
9	Hazeltine Avenue/ Magnolia Boulevard	AM PM	0.701 0.814	рU	0.733 0.854	υд	0.751 0.866	υQ	0.754 0.879	рс	0.003 0.013	ON	0.754 0.879	С	0.003 0.013	
7	Hazeltine Avenue/ Riverside Drive	AM PM	0.778 0.718	ပပ	0.846 0.781	CD	0.865 0.803	00	0.872 0.822	DD	0.007	ON N	0.842 0.792	C D	-0.023 -0.011	
∞	Hazeltine Avenue/ Fashion Square Lane	AM PM	0.361 0.515	< ح	0.396 0.562	< <	0.404 0.568	¥ ¥	0.405 0.608	B	0.001 0.040	ON ON	0.375 0.578	4 A	-0.029 0.010	
6	Hazeltine Avenue/ Moorpark Street	AM PM	0.709 0.739	υu	0.741 0.774	υu	0.764 0.808	υQ	0.765 0.812	DC	0.001 0.004	ON ON	0.765 0.812	υD	0.001 0.004	
10	Hazeltine Avenue/ Ventura Boulevard	AM PM	0.797 0.644	ъС	0.836 0.671	D B	0.889 0.741	ΔU	0.890 0.745	ΔU	0.001 0.004	ON N	0.890 0.745	ΔU	0.001 0.004	11

Table F-2 (Continued) ALTERNATIVE G PROJECT WEEKDAY SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

L			[1]		[2]		[3]			-	41			5		
			YEAR 2	007	YEAR 2 W/ AMBI	011 ENT	VEAR 2011 W/ RELATE	_ 8	YEAR 20 W/ALT		CHANGE	SIGNIF.	YEAR 2 W/ AL7	011 C G	CHANGE	-ITIM
No	INTERSECTION	PEAK HOUR	EXISTI V/C	NG	GROW' V/C	TH LOS	PROJECTS V/C L(sos	PROJEC	LOS	V/C [(4)-(3)]	IMPACT	MITIGA1 V/C	NOL	V/C [(5)-(3)]	GATED
=	Woodman Avenue/ Magnolia Boulevard	AM PM	0.857 0.780	ΔU	0.901 0.818	пп	0.908 I 0.830 I	ш О	0.909 0.832	нО	0.001 0.002	ON ON	0.909 0.832	ыD	0.001 0.002	11
12	Woodman Avenue/ Riverside Drive	AM PM	0.959 0.880	шД	1.041 0.956	노끄	1.086 I 0.984 I	<u>ь</u> ш	1.093 1.006	<u> 12. 12.</u>	0.007 0.022	NO YES	0.997 0.963	шш	-0.089 -0.021	 YES
13	Woodman Avenue/ US-101 Freeway Westbound Ramps	AM Mq	0.743 0.733	ပပ	0.808 0.797	ΩIJ	0.825 I 0.803 I	0.0	0.829 0.827	DD	0.004	NO YES	0.799 0.797	υu	-0.026 -0.006	 YES
14	Woodman Avenue/ US-101 Freeway Eastbound Ramps	AM PM	0.654 0.648	вщ	0.681 0.676	вв	0.706 C 0.686 F	ບ ຕ	0.710 0.707	υu	0.004 0.021	ON NO	0.710 0.707	ပပ	0.004 0.021	
15	Woodman Avenue/ Moorpark Street	AM PM	0.850 0.867	ДД	0.923 0.942	шш	0.972 H 0.986 H	யய	0.973 0.995	шш	0.001 0.009	ON ON	0.943 0.965	шш	-0.029 -0.021	11
16	Woodman Avenue/ Ventura Boulevard	AM PM	0.717 0.640	B	0.750 0.667	ры	0.810 I 0.727 C	0.0	0.812 0.737	CD	0.002	ON ON	0.812 0.737	СD	0.002 0.010	
17	Project Driveway-Matilija Avenue Riverside Drive [a]	AM PM	0.518 0.555	A A	0.559 0.599	A A	0.574 / 0.617 F		0.459 0.658	B	-0.115 0.041	ON NO	0.459 0.658	B	-0.115 0.041	

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. 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: [a]

	Project-Related Increase in V/C	equal to or greater than 0.040	equal to or greater than 0.020	equal to or greater than 0.010
the following table:	Final V/C	> 0,700 - 0,800	> 0.800 - 0.900	> 0.900
in accordance with	Level of Service	U	D	E/F

.

Table F-3 ALTERNATIVE G WEEKEND PROJECT TRIP GENERATION [1]

		DAILY TRIP ENDS [2]	MID-D V(AY PEAK DLUMES	HOUR
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL
Proposed					
Shopping Center	1,057,000 GLSF	40,816	2,084	1,924	4,008
Less 10% Pass-by [4]		(4,082)	(208)	(192)	(400)
Subtotal Proposed		36,734	1,876	1,732	3,608
Existing Shopping Center	867.000 GI SE	36.026	1 832	1 602	3 524
Less 10% Pass-by [4]	007,000 0151	(3,603)	(183)	(169)	(352)
Subtotal Existing		32,423	1,649	1,523	3,172
NET CHANGE	190,000 GLSF	4,311	227	209	436

[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.

. .

Table F-4 ALTERNATIVE G PROJECT SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE WEEKEND PEAK HOUR

			[1]		[2]		[3]			[4]				[2]		
					YEAR 2	011	YEAR 2011		YEAR 2011				YEAR 2	011		
		PFAK	YEAR 2	001 VC	W/ AMBI	TH	W/ RELATE	9	W/ ALT G	5	HANGE S	SIGNIF.	W/ ALT	r G Tron	CHANGE	MITI-
NO	INTERSECTION	HOUR	V/C	TOS	V/C	TOS	V/C TO	S		DS [4)-(3)]		V/C	TOS	ر(5)-(3)] [(5)-(3)]	GALED
٢	Hazeltine Avenue/ Riverside Drive	Saturday Mid-day	0.684	д	0.745	U	0.780 C		0.819 L		0.039	YES	0.789	С	0.009	YES
×	Hazeltine Avenue/ Fashion Square Lane	Saturday Mid-day	0.636	В	0.693	ш	0.704 C		0.736 C		0.032	0 V	0.706	U	0.002	1
12	Woodman Avenue/ Riverside Drive	Saturday Mid-day	0.874	Q	0.949	ш	1.005 F		1.049 F).044	YES	0.959	ш	-0.046	YES
13	Woodman Avenue/ US-101 Freeway Westbound Ramps	Saturday Mid-day	0.757	U	0.823	D	0.839 D	_	0.869 E		0.030	YES	0.839	Q	000.0	YES
14	Woodman Avenue/ US-101 Freeway Eastbound Ramps	Saturday Mid-day	0.590	A	0.613	а	0.631 B		0.661 B		0.030	ON	0.661	в	0.030	1
17	Project Driveway-Matilija Avenue Riverside Drive [a]	Saturday Mid-day	0.472	V	0.509	A	0.537 A		0.622 B		.085	0 N	0.622	В	0.085	ł

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. According to LADOT's "Traffic Study Policies and Procedures, " March 2002, Page 10, a transportation impact on an intersection she are to the victory System No. 6. [b]

	Project-Related Increase in V/C	equal to or greater than 0.040	equal to or greater than 0.020	equal to or greater than 0.010
ne tollowing table:	Final V/C	> 0.700 - 0.800	> 0.800 - 0.900	> 0.900
n accordance with t	Level of Service	c	D	E/F



a:\job_file\3606\alts\alt-e\dwg\f-a.dwg LDP 13:45:26 08/07/2008 rodriguez



a:\job_file\3606\alts\alt-e\dwg\f-b1.dwg LDP 13:47:21 08/07/2008 rodriguez



a:\job_file\3606\alts\alt-e\dwg\f-b2.dwg LDP 13:47:55 08/07/2008 rodriquez



o:\job_file\3606\alts\alt-e\dwg\f-c1.dwg LDP 13:49:41 0B/07/2008 rodriguez



a:\job_file\3606\alts\alt-e\dwg\f-c2.dwg LDP 13:50:21 08/07/2008 rodriguez



o:\job_file\3606\alts\alt-e\dwg\f-d.dwg LDP 13:50:49 08/07/2008 rodriguez



o:\job_file\3606\alts\alt-e\dwg\f-e.dwg LDP 13:52:12 08/07/2008 rodriguez



a:\job_file\3606\alts\alt-g\dwg\f-f.dwg LDP 13:53:09 08/07/2008 radriguez



o:\job_file\3606\alts\alt-g\dwg\f-g1.dwg LDP 13:53:47 08/07/2008 rodriquez



o:\job_file\3606\alts\alt-g\dwg\f-g2.dwg LDP 13:54:24 0B/07/2008 radriquez



o:\job_file\3606\alts\alt-g\dwg\f-h1.dwg LDP 14:01:12 08/07/2008 rodriguez



o:\job_file\3606\alts\alt-g\dwg\f-h2.dwg LDP 14:01:49 0B/07/2008 rodriquez



a:\job_file\3606\alts\alt-g\dwg\f-i.dwg_LDP_14:02:20_08/07/2008_rodriguez



o:\jab_file\3606\alts\alt-g\dwg\f-j.dwg LDP 14:02:50 08/07/2008 radriquez

APPENDIX B

CMA DATA WORKSHEETS

ALTERNATIVES E AND G WEEKDAY AM & PM PEAK HOURS WEEKEND MID-DAY PEAK HOUR

APPENDIX B-1

ALTERNATIVE E CMA DATA WORKSHEETS

WEEKDAY AM & PM PEAK HOURS WEEKEND MID-DAY PEAK HOUR

LAW & GREENSPAN, ENGINEERS ster Avenue Svitte 200 Pasartena CA 91106	
22 Eax 626 792 0941	CRITICAL MOVEMENT ANALYSIS
	Van Nuvs Boulevard @ Riverside Drive

2.0% Peak Hour: Annual Growth:

08/07/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

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

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

	1000			1	000		0,000							FOT V	0.000	CILLIN	1011	
	ZUUT EXIST.	IKAFFIC	71.02	W/ AMBI	באו פאטאי	L	1 2102		א דאכטבר	2	2102	יי דאטר		UJEC I	2102		NOIN	
	No. of	f 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	0	0	0	1	o	0	0		0	0	0		o	o	o	,
Comb. L-T	0	, cen	***	1001	0,	- 747	90	1647	0,	- 767	c	10.47	0,	, 1	c	1131	0,	, 1
Comb T-R	0	z 652	- 4-	1001	v	717	06	1047	× +	757	D	1047	N -	69/	D	1401	N +-	697 159
NB Right	546	- 0	55	601	. 0		23	624	• 0		5	629	0	<u>-</u>	0	629	- 0	,
Comb. L-T-R -	~	0			o				o				o				0	
SB Left	158	1 158	16	174	-	174	8	182	-	182	5	187	-	187	0	187	-	187
Comb. L-T	-				0	1			0	1			0	,			0	I
SB Thru	1227	3 409	123	1350	n	450	37	1387	ო	462	0	1387	ო	462	0	1387	e	462
Comb. T-R	-	' 0			0				0	,			0				0	1
SB Right	0	' 0	0	0	0	,	0	0	0	ŀ	0	0	0		0	0	0	ı
Comb. L-T-R -	_	0			0				0				0				0	
EB Left	0	- 0	0	0	0	-	0	0	0	-	0	0	0	.	0	0	0	,
Comb. L-T	-	· 0			0	1			0	1			0	ı			0	ı
EB Thru	0	, 0	0	0	0	,	0	0	0		0	0	0	ı	0	0	0	
Comb. T-R	-	- 0			0				0				0				0	1
EB Right	0	'	0	0	0	ı	0	0	0	ı	0	0	0	ı	0	0	0	,
Comb. L-T-R -	-	0			0				0				0				0	
WB Left	488	2 268	49	537	2	295	16	553	2	304	4	557	2	306	0	557	2	306
Comb. L-T	-	'			0	,			0	1			0	,			0	
WB Thru	0	' 0	0	0	0		0	0	0		0	0	0	1	0	0	0	
Comb. T-R	-	'			0	,			0				0				0	1
WB Right	257	1 257	26	283	 1	283	÷	294	-	294	9	299	• I	299	0	299	-	299
Comb. L-T-R -	-	0			D				0				D				0	
Crit. Volumes:	N-S:	810			N-S:	891			N-S:	939			N-S:	946			N-S:	946
	ы. М	268			ш-Х:	295			E-W:	304			Щ-М М	306			Х	306
	SUM:	1078			SUM:	1186			SUM:	1243			SUM:	1252			SUM:	1252
No. of Phases:		3				3				3				ო				ε
Volume / Canad	situr [1	11 D.687			111	0 762			15	0 803			E	0 ROB			5	877 U
Level of Service		а а			Ξ				Ξ	D 0			Ξ	2000 D			<u>.</u>	200
Assumptions:	Maximu	im Sum of Crit	ical Volume.	s (Interse	ction Capac	itv): 2 Phase	9=1500, 3	Phase=14	425. 4+ Ph	ase=1375.	Unsignalize	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 dual turn son: and one opt turn lane, 70% of volume is assigned to exclusive lane. Right turns con red from excl. Ianes = 50% of voetlanging left turn. [1] *vic* ratio includes a 0.07 reduction 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.

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: PM Annual Growth: 2.00%

08/07/2008 2007 2012 Date of Count: Projection Year:

Date:

ALTERNATIVE E PROJECT

	2007 FXIST	TRAFFIC	201	12 W/ AM	BIENT GROV	NTH	2012 V	VI OTHER	ROJEC	TS	2012 1	VI PROPI	OSED PR(DJECT	2012 \	N/ MITIGA	TION	
		f	e Adde	H Total	No. of	lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement V	olume Lane	s Volur	ne Volum	ie Volum	e Lanes	Volume	Volume	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Хоіцте	Volume	Lanes	Volume
NB Left	o	, 01		0	0	э	0	o	00	ı	0	o	00	ı	0	0	00	
NB Thru	1592	1 -1 - - 1 - 1	19 15	59 175	, N C	791	71	1822	5 N T	822 822	o	1822	7 10 5	- 828 828	0	1822	- M	828
Comb. 1-K NB Right Comb. L-T-R -	564	- 0 0	2	56 62	- 0 0	1.8/	24	644	-00	977	18	662	-00	979	o	662	-00	979
SB Left	216	1	16	22 23	8	238	6	247	← 0	247	19	266	c	266	o	266	- c	266
Comb. L- I SB Thru	1431	. ას 4	-1 12	157	.4 ⊃ ເ∩ (- 525	82	1656	0 m d	552	0	1656	5 ന (- 552	0	1656	- ო ი	- 552
Comb. T-R SB Right	o	· ·		0	0 0 0		0	0	00		o	0	00	1 2	0	0	00	, ı
Comb. L-T-R -		0			0				0				0				0	
EB Left	0	- 0		0	0	4	0	0	0		0	0	0		0	0	0	1
Comb. L-T	c	, , o c		c	0 C C	, ,	C	С	0 0		c	C	0 0		C	c	o c	
Comb. T-R	>	, 0		0) O	,))	0	ı	2	•	0	1)	,	0	ĩ
EB Right	0	' 0 (0	0	,	D	0	0 0	•	0	o	0 0	1	Ö	0	0 0	ı
Comb. L-T-R -		0			0				D				0				0	
WB Left	475	2 2	191 ×	18 52	3 2	288	29	552	~ ~	303	25	577	~ ~	317	0	577	NC	317
WB Thru	o	, , , ,		0	0	1 1	ο	0	00		ο	0	00		0	0	00	
Comb. T-R WB Right	234		34	33 25	7 0	- 257	7	264	0 -	- 264	50	314	0 +-	314	0	314	0 -	- 314
Comb. L-T-R -		0			0				0				o				0	
Crit. Volumes:	S-Z	5	135		N-S:	1028			S-N N	1069			N-S:	1094			N-S:	1094
	SUM SUM		- a 96		SUM:	1316			SUM:	1373			SUM:	1411			SUM:	1411
No. of Phases:			3			6				9				3				e
Volume / Capaci	fty:	[1] 0.7	70		[1]	0.854			Ξ	0.893			[1]	0.920			[2]	0.890
Level of Service.		o												ш				
Assumptions:	Maxim	um Sum of	Critical Volu	mes (Inter	section Cana	citu): 2 Phas	e=1500.3	Chase=14	125 4+ Ph	1375 -	' Insignalize	vd=1200						

5

maximum sum or unucar vounnes (miersecuon capacity). z rnase=1300, 3 rnase=1420, 4+ rnase=1373, Unsig For dual turn lane, 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.

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

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

Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

		2007 E	XIST. TRA	VFFIC	2012	W/ AMBIE	ENT GROW	НШ	2012 \	N/ OTHE	R PROJEC	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
NB Left 364 2 194 35 389 2 214 23 412 227 0 412 227 0 413 NB Left 1 1 1 1 1 1 1 1 1 1 2 227 0 413 NB Mb, T 1 0 0 1	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	354	2	194	35	389	2	214	23	412	7	227	o	412	5	227	o	412	2	227
	Comb. L-T		0	,			0				0	t			0	,			0	
	NB Thru	1423	с (474	142	1565	ო (522	111	1676	ოი	559	S	1681	ოი	560	0	1681	mc	560
	Comb. T-R	c	- 0		c	c	5 0		c	c	5 0		c	c	5 C	1	c	c	. .	
	Comb. L-T-R -	5	00	3	5	5	00		C	5	00	,	5	2	00	•	5	Þ	00	
	SB Left	0	0	.	0	0	0	,	0	0	0		0	0	0	-	0	0	o	-
SB Thrun 103 2 459 103 120 2 552 0 125 5 2 522 0 125 5 0 136 5 5 5 5 1 364 1 386 0 1 386 0 105 1 386 0 105 10 1	Comb. L-T		0				0	,			0	ı			0	•			0	,
	SB Thru	1093	7	459	109	1202	7	505	48	1250	~ N	522	7	1252	~ v	522	0	1252	~ 5	522
	Comb. T-R	630	- - +	459	63	603		505 381	ч	608		384	~	700		385	С	200		385
	Comb. L-T-R -	200	- 0	ŝ	8		- 0	-)		• 0	8	ı		0		•		0	
			ľ		ſ	ľ	c		ď	ď	d		c	d	c			c	c	
	EB Left	0	0 1	ı	Ð	C	0 0	ı	C	c	5 0	ł	C	D		1	>	2	5 0	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Comb. L-1	c	0 0		c	c	- c	,	c	c		ł	c	c	. .	ı	c	c	-	•
		D	5 0	ı	5	D	5 0		2	5		1	2	2		1	2	5	о с	
	Comp. I-K	C	5 C		C	С			С	C	00		0	o	0		0	0	00	
Will Left 291 1 160 29 320 1 176 2 322 1 177 0 322 1 177 0 322 1 177 0 32 Comb. L-T 0 - 0 - 0 - 0 - 1 177 0 32 1 177 0 32 Comb. L-T 0 - 0 - 418 0 9 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 0 - 422 - 422	Comb. L-T-R -	ŀ	0			I	0				0				0				0	
WB Left 29 320 1 1/6 2 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 1 1/7 0 322 0 323 0 32 0 32 0 32 0 32 0 32 0 32 0 32 0 32 0 1 32 0 32 0 32 0 32 0 32 0 32 0 32 0 32 1 1 32 0 32 1 32								6 H .		000	,	r	ľ	000			C	000		
Comb. L-1 0 380 1 9 0 422 1 328 0 422 1 328 0 422 1 328 0 536 1 328 0 536 1 328 0 536 1 328 0 536 1 328 0 536 1 328 0 536 1 328 0 536 1 328 0 536 1 1171 328 0 <	WBLeft	291	- 0	160	29	320	~- (176	77	322	c	//1	C	322	c	//1	c	322	- 0	771
Comb. T-R 0 - 328 0 596 1 328 0 50 1 328 0 50 1 328 0 50 1 1111 1111 1111 1111 1111 1111 1111 1111 1111 1111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 11111 111111 111111 111111 111111 11111111 111	Comb. L-T	α	0 0	- 380	۰	σ	5 0	- 418	0	σ	- 0	- 422	0	σ	00	- 422	0	σ	00	- 422
We Right 535 1 294 53 588 1 323 8 596 1 328 0 596 1 328 0 50 Comb. L-T-R- 1 253 N-S: 719 N-S: 748 N-S: 749 1 42 Crit. Volumes: E-W: 300 F.W: 418 E-W: 422 43 No. of Phases: 3 SUM: 1137 SUM: 1171 30 1171 Volume / Capacity: 11 0.655 [2] 0.698 [2] 0.721 3 3 3	Comb. T-R)	00			1	0				0				0	•			0	,
Comb. L-T-R- 1 1 1 Crit. Volumes: N-S: 653 N-S: 748 N-S: 749 Crit. Volumes: N-S: 653 N-S: 719 N-S: 748 N-S: 749 Crit. Volumes: R-W: 137 SUM: 1171 422 422 No. of Phases: 3 3 3 3 3 3 Volume / Capacity: [1] 0.655 [2] 0.698 [2] 0.721 [2] 0.722 Level of Service: B B B C C C C	WB Right	535	·	294	53	588	-	323	80	596	-	328	0	596	+-	328	0	596	-	328
Crit. Volumes: N-S: 653 N-S: 748 N-S: 749 E-W: 300 E-W: 418 E-W: 422 42 SUM: 1033 SUM: 1137 SUM: 1171 42 No. of Phases: 3 3 3 3 3 3 Volume / Capacity: [1] 0.655 [2] 0.698 [2] 0.721 [2] 0.722 Level of Service: B B B C C C C	Comb. L-T-R -		-				-								-				-	
E-W: 380 E-W: 418 E-W: 422 422 SUM: 1033 SUM: 1171 SUM: 1171 422 No. of Phases: 3 3 3 3 3 3 3 Volume / Capacity: [1] 0.655 [2] 0.698 [2] 0.721 [2] 0.722 Level of Service: B B C C C C	Crit. Volumes:		N-S:	653			N-S:	719			N-S:	748			N-S:	749			N-S:	749
No. of Phases: SUM: 1137 SUM: 1171 1171 No. of Phases: 3			E-W:	380			Е-М:	418			E-W:	422			E-V:	422			E-W:	422
No. of Phases: 3 3 3 No. of Phases: 3 3 3 Volume / Capacity: [1] 0.655 [2] 0.698 Level of Service: B C C			SUM:	1033			SUM:	1137			SUM:	1171			SUM:	1171			SUM:	1171
Volume / Capacity: [1] 0.655 [2] 0.698 [2] 0.721 [2] 0.722 Level of Service: B C C C	No. of Phases:			ε				m				ς				ε				ю
Level of Service: B B C C C	Volume / Capao	city:	Ξ	0.655			[2]	0.698			[2]	0.721			[2]	0.722			[2]	0.722
	Level of Servict			B				в				с				U				с

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 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.

08/06/2008 2007 2012

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

Accutek CMA2

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% Peak Hour: Annual Growth:

08/06/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

	2007 EXIS	T. TRAF	FIC	2012 \	V/ AMBIE	NT GROW	HT	2012 V	V/ OTHEF	ROJEC	:TS	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 Lan	v V	olume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	724	7	398	72	796	2	438	21	817	2	449	o	817	2	449	ο	817	7	445
Comb. L-T	1000	0,	-	02.1	0201	0,	- 673	00	1058	0 "	, 653	ά	1976	0 "	י הגם	c	1976	0 "	- 650
Comb. T-R	0201	00	00C -	2	0001	00	C70 -	20	000	00	·	2	0/61	00	-	2	0.61	00	ř.
NB Right	0	0		0	0	0	,	0	0	0	,	0	0	0	,	0	0	0	,
Comb. L-T-R -		0				D				0				0				0	
SB Left	0	0		0	0	0		0	0	0	1	0	0	0	,	0	0	0	
Comb. L-T		0	1			0	,			0			•	0	r			0	
SB Thru	1101	~ ~	483	110	1211	~ ~	531	101	1312	~ ~	566	12	1324 -	~ ~	572	0	1324	~ ~	57.
Comb. I-K SB Right	077		483 423	<i>11</i>	847		150 466	0	857		000 471	12	869		2/C	0	869		-75 475
Comb. L-T-R -		0				0				0				0				0	
FR 1 eft	c	c		0	0	0		0	0	0	,	0	0	0	,	0	0	0	
Comb. L-T)	0	,	•	•	0	,			0	,			0	ı			0	,
EB Thru	0	0	,	0	0	0	,	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	0	1	0	0	0	ı	0	0	0	
Comb. L-T-R -		0				0				0				0				0	
WB Left	304	-	167	30	334	- (184	11	345	- (190	0	345	- (190	0	345	- 0	190
Comb. L-1 WB Thru	2	00	- 341	0	2	00	- 375	0	2	- 0	- 383	0	2	00	- 383	0	2	00	385
Comb. T-R		0	,			0	,			0	ı			0				0	•
WB Right	449	-	247	45	494	-	272	Q	500	-	275	0	500	~	275	0	500	~	275
Comb. L-T-R -		-				-				-				•				•	
Crit. Volumes:	ź	S:	881			N-S:	696			N-S:	1015			N-S:	1021			N-S:	102
	́ш́а́	ž	341			Х	375			Х Ш	383			А-М Ш	383			М	38:
	SU	ž	1222			SUM:	1344			SUM:	1398			SUM:	1404			NUM:	140
No. of Phases:			ю				е				m				m				
Volume / Capaci	ţ	Ξ	0.787			[2]	0.843			[2]	0.881			[2]	0.885			[2]	0.885
Level of Service:		U					۵				۵				۵			, ,	D
																		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Assumptions:	Maxi	mum Sui	m of Critic.	al Volumes	s lintersec	tion Capac	ritv): 2 Phas	e=1500.3	Phase=1.	425, 4+ Ph	1ase=1375.	Unsionaliza	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, 55% of volume is assigned to exclusive lane. Right turns on red from excl. alones = ...50% of volume is a sarging left turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] vc ratios reflect additional 0.03 reduction due to the future citywide 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 AM 2.0% Annual Growth: Peak Hour:

Date: Date of Count: Projection Year:

08/06/2008 2007 2012

ALTERNATIVE E PROJECT

Movement Volt NB Left Comb. L-T NB Thru 1-R	No. of					5	A ZLNZ			2	2112		יצר קופט		1 7LN7		LION	
Movement Volu NB Left Comb. L-T NB Thru 1-R Comb. T-R		Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
NB Left Comb. L-T NB Thru Comb. T-R	ime Lanes	Volume	Volume	Volume	Lanes	Volume	Volume \	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Comb. L-T NB Thru 1 Comb. T-R	0		0	0	0	,	0	0	0	•	0	0	0		0	0	0	ı
Comb. T-R	0 050 3	- 318	105	1155	0 ო	. 350	127	1282	0 10	383	ო	1285	0 ო	- 384	0	1285	0 ო	- 384
) } }	318	1			350	į		•	383	•		-	384	,			384
ואם אופחו	223 0	ı	22	245	0	1	9	251	0		0	251	0		0	251	0	,
Comb. L-T-R -	0				0				0				0				0	
SB Left	310 1	310	31	341		341	4	345		345	0	345	-	345	0	345		345
Comb. L-T	176 J	-	90.4	1404	0,	- 102	21	1450	0,	- 775	r	1467	0,	- 775	c	1452	0,	- 776
		, ,	071	+0+1	4 C	701 -	5		10	3.	4	1041	40	1	0	7041	40	- 12
SB Right	0	. 1	0	0	0	,	o	0	0		0	0	0	•	0	0	0	,
Comb. L-T-R -	0				0				0				0				0	
EB Left	607 1	334	61	668	* 1	367	80	676	-	372	2	678	F	373	0	678	-	373
Comb. L-T	- 0	- 697	c	*	0 0	- 651	c	•	0 0	- 663	c	÷	00	- 664	C	*	0 0	- 664
Comb. T-R	-	100 -	0	-	00		•	-	00		9	-	00	ן 1 י	•	-	00	
EB Right	706 1	388	71	777	• • •	427	19	796	~ ~	438	0	796	-	438	0	796		438
Comb. L-T-R -	-				~-				~~				-				-	
WB Left	0	•	0	0	0	,	0	0	0		0	0	0		0	0	0	
Comb. L-T	0	,			0	,			0				0				0	ı
WB Thru	0	•	0	0	0	,	0	0	0		0	0	0	,	0	0	0	1
Comb. T-R	0 0	ı	c	c	0 0	,	c	c	0 0	,	c	c	0 0	,	c	c	0 0	
VVB Right Comb. L-T-R -	 -		5	2	. 0	1	þ	Þ	00		þ	S	00	ı	Ð	c	00	,
					0	100			d					005			d I	
Crit. Volumes:		638 CO3				20/			ν Ζ Δ	87/			in in in	67 <i>1</i>			л-Х- Ц	67.)
	SUM:	1230			SUM:	1353			SUM:	1392			SUM:	1393			SUM:	1393
									-									
No. of Phases:		m				ю				n				ε				ю
Volume / Capacity:	E	0.793			[2]	0.850			[2]	0.877			[2]	0.878			[2]	0.878
Level of Service:		U			ļ	۵				D				0				0

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 dual turn son: and one pt turn lane, 55% of volume is assigned to exclusive lane. Right utems con red from excl. lanes = 50% of volume jeft 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.

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 Annual Growth: 2.00% Annual Growth:

08/06/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

	2007 EXIS	ST. TRA	FFIC	2012 \	<i>NI</i> AMBIE	ENT GROW	HL	2012 \	VI OTHEF	RROJEC	:TS	2012 1	VI PROP(DSED PR(DJECT	2012	W/ MITIG/	ATION	
	No.	o	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	Tes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	0	0	,	0	0	0	1	o	0	0	1	0	0	0	•	o	0	0	,
Comb. L-T		0	,			0	•			0				0				0	,
NB Thru	1707	ო	507	171	1877	ю	558	103	1980	n	586	1	1991	б	589	0	1991	m	583
Comb. T-R		-	507			-	558			-	586			-	589			-	589
NB Right	322	0		32	355	0	•	თ	364	0	,	0	364	0	,	0	364	0	
Comb. L-T-R -		0				0				0				0				0	
SB Left	362	-	362	36	398	F	398	6	407	-	407	0	407	-	407	0	407	-	407
Comb. L-T		0				0	,			0	,			0	ı			0	
SB Thru	1054	2	527	105	1159	2	579	102	1261	2	630	12	1273	7	636	0	1273	5	636
Comb. T-R		0				0				0				0	ŀ			0	
SB Right	0	0	,	0	0	0	,	0	0	0	,	D	D	0	ı	0	0	0	ı
Comb. L-T-R -		0				0				0				0				0	
EB Left	713	-	392	71	785	-	432	7	792	1	435	7	667	-	439	0	799	-	439
Comb. L-T	¢	0 1		•	ï	0 0	-	¢	1	0 0	-	4	ı	0 0			I	0	,
EB INU Comb T.D	œ	0 0	591	-	1	0 0	650	0	1	0 0	665	0	1	0 0	668	0	7	0 0	668
EB Right	587	o ←	323	29	645		355	25	670	c	369	0	670	- C	369	C	670	c	- 369
Comb. L-T-R -		-				-				-				-				~	
WB Left	0	0		0	0	0	,	0	0	0	•	0	0	0	•	0	0	0	
Comb. L-T		0		•	4	0		1	1	0	•	•	4	0				0	,
	0	0	,	0	0	0	,	0	0	0	,	0	0	0	'	0	0	0	ı
Comb. T-R	ı	0 1			1	0			1	0	ı	•	4	0				0	,
WB kight Comb I _T_P _	D	0 0		Ð	0	0 0	r	D	o	0 0		o	0	0 0		0	0	00	ı
		5				þ				2				5				2	
Crit. Volumes:	Ż	i.	869			N-S:	956			ż.	993			N-S:	966			N-S:	966
	Ш	ÿ	591			М-	650			Е-V:	665			Е-W:	668			E-W:	668
	SU	ÿ	1460			SUM:	1606			SUM:	1658			SUM:	1664			SUM:	1664
No. of Phases:			9				9				en L				3				ъ
Volume / Capaci	ţ	E	0.955			[2]	1.027			[2]	1.063			[2]	1.068			[2]	1.068
evel of Service.							ц]	ц]	ш			[ш
Level of Oct Vice.			,				_				_				_				∟

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 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 ATSACATCS system installation.

CRITICAL MOVEMENT ANALYSIS

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

N-S St: E-W St: Project: Elle Name	Tyrone A Moorpark Westfield	venue Street Fashion Sc	quare /1-05-;	3606-1				Peak Hou Annual Gi	r: owth:	AM 2.0%						Date: Date of C Projection	ount: 1 Year:		08/06/2008 2007 2012
Counts by:	Accutek							ALTERN	ATIVE E F	PROJECT									
	2007	EXIST. TR	AFFIC	2012 V	V/ AMBIE	ENT GROW	ΤH	2012	NI OTHE	R PROJE(CTS	2012 1	NI PROPI	DSED PRO	DJECT	2012	W/ MITIG	ATION	
Movement	Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NR L eft	34	c		6	38	c		-	39	0	1	0	68	0		0	39	0	l
Comb. L-T	5		40	0	3		43	-	2	·	63)	}	- -	63)	}		63
NB Thru	5	00			9	0 0		19	25	0 0		0	25	0 0	\$ I	0	25	00	
NB Right	239	C	239	24	263	- ·	263	2	265	C	265	e	268	C	268	0	268) +	268
Comb. L-T-R		0				0				0				0				o	
SB Left	8	0		-	റ	0 0	,	-	10	0	3	0	10	0 0		0	10	0 0	
Comb. L-1 SB Thru	32	00	51	ę	35	. .	- 56	20	55		- 79	0	55	00	- 79	0	55	00	- 79
Comb. T-R		0	,			0	ı			o				0	,		:	0	
SB Right	10	0 •		-	=	0,	ı	7	13	0,	,	0	13	0.	·	0	13	0.	
Comp. L-1-K		-				-				_				-				-	
EB Left	с З	- 0	ъ	0	ы		ε	7	2	- c	5	0	5	c	5	0	ۍ	c	S
COMD. L-1 EB Thru	284	C	- 284	28	312	C	312	39	351		351	0	351		351	0	351	C	- 351
Comb. T-R	ŗ	0,	; ,	•	3	0,	;	-	ŝ	0,	ې ۱	c	Ş	0,	, ,	c	Ş	0,	, ,
EB KIGNI Comb. L-T-R	- 3/	- 0	10	4	4	- 0	4	-	4	- 0	44	D	4	- 0	47	5	44	- 0	44
40 I 0/V	700	ţ	700	08	207	Ļ	307	ſ	320	ŀ	320	6	331	F	331	C	331	Ŧ	331
Comb. L-T	167	- 0	127 .	3	170	- 0	130 -	4	222	- 0	- 1	1	2	- 0	3	0	200	- 0	
WB Thru	759	0		76	835	0		18	853	0	,	0	853	0		0	853	0	
Comb. T-R WB Right	7	- 0	766	*	8	- 0	- 843	2	6	- 0	863	0	10	- 0	863	0	10	- 0	, 863
Comb. L-T-R		0				0				0				0				o	
Crit. Volumes		N-S:	66			N-S:	109			N-S:	118			N-S:	118			N-S:	118
		ы. М:	770 868			М. М.	847 055			М Ш	869 986			ы. М.	869 986			Si M.	869 986
		NDC.	000				200				200			CON.					200
No. of Phase	:: :		κ				e				3				ო				ε
Volume / Cap	acity:	Ξ	0.539			Ξ	0.600			Ε	0.622			Ξ	0.622			[2]	0.592
Level of Serv	ice:		A				A				в				8				A
Assumption	ŝ	Maximum S	Sum of Critics	al Volumes	i (Interset	ction Capa	city): 2 Phas	:e=1500, 3	Phase=1	1425, 4+ PI	hase=1375,	Unsignalizt	ad=1200.						

1700' -13/3, Unsignalized=

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsig For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of vordiapping left turn. Right turns on red from excl. lanes = 50% of vordiapping left turn. [1] wc 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.

Counts by: Accutek 2007 EXIST. TF No. of No.	(AFFIC Lane Volume - 186 - 186 - 186 - 186	2012 W/ J Added Tr Volume Vol			ALTERNA'	TIVE E PF	ROJECT									
2007 EXIST. TR 2007 EXIST. TR No. of No. of	(AFFIC Lane Volume - 186 - 186 - 612	2012 W/ / Added Tc Volume Vol														
No. of Movement Volume Lanes NB Left 152 0 Comb. L-T 34 0 Comb. T-R 34 0 Comb. T-R 152 0 NB Right 612 1 Comb. L-T-R 0	Lane Volume - 186 - 612	Added Tc Volume Vol	AMBIENT GR	OWTH	2012 M	// OTHER	PROJEC	TS	2012 M	// PROPO	SED PRC	JECT	2012 V	V/ MITIGA	TION	
Movement Volume Lans NB Left 152 0 Comb. L-T 34 0 NB Thru 34 0 Comb. T-R 34 0 NB Right 612 1 Comb. L-T-R 0 0	- 186 - 612 612	AUDION AUDION	tal No. of	Lane	Added	Total	No. of	Lane	Added	Total	Vo. of anne	Lane	Volumo V	Total	No. of	Lane Volumo
Comb. L-T Comb. L-T Comb. L-T NB Thru 34 0 Comb. T-R 34 0 NB Right 612 1 Comb. L-T-R 0	186 - 612	15	167 0		2	169	0	-	0	169	0		0	169	0	
NB Thru 34 0 Comb. T-R 0 NB Right 612 1 Comb. L-T-R 0	- 612	2 (5-0	205	4 <u>6</u>	8 8) - (227	, с) (227) ~ (227
NB Right 612 1 Comb. L-T-R - 0	612	m	38		20	89 S	00	1 1	0	2 R	00		D	R	00	
		61	673 1 0	673	n	676	- 0	676	10	686	~ O	686	0	686	- 0	686
SB Left 23 0	•	2	25 0	1	2	27	0		0	27	0	-	0	27	0	
Comb. L-T 0	;	-		,	Ċ	ç	00		c	ç	00	1 1 1	c	ç	0 0	
SBINN 35 0 Comb T-R 0	ç/ '	4	- O	78 -	RZ	20	. 0	сн. -	Þ	20	00	۵ <u>۲</u>	5	20	00	
SB Right 17 0		2	18 0	•	2	20	0	,	o	20	0	,	0	20	0	
Comb. L-T-R - 1			-				-									
EB Left 4 1	4	0	5	2 2	m	ω	- c	œ	0	®	- 0	εo	0	ω	0	80
Comb. L-1 0 EB Thru 500 1	, 200	50	550 L	- 550	33	583		- 583	0	583	C	583	0	583	C	- 583
Comb. T-R 0			0	ı			0		1		0		I	ł	0	
EB Right 45 1 Comb. L-T-R - 0	45	4	49	49	N	51	- 0	51	C		- 0	51	5	<u>5</u>	- 0	51
WB Left 386 1	386	39	424 1	424	3	427	- c	427	12	439	- 0	439	0	439	c	439
WB Thru 607 0		61	668 0		33	701	00		0	701	00		0	701	00	
Comb. T-R 1	624	ç	1 1 0	686	~	00	- c	721	c	00	c	721	c	00	~ C	- 721
Comb. L-T-R - 0		J	2		J	2	0		2	3	00		0	2	00	
Crit. Volumes: N-S: E-W:	441 886		N-S: M-N:	486 975			N-S: F-W:	489 1011			N-S: Ч-V:	493 1023			П-S: Ч.S: V:	493 1023
SUM:	1328		SUM:	1460		-	SUM:	1500		-	SUM:	1516			SUM:	1516
No. of Phases:	e	·		e				m				ი				m
Volume / Capacity: [1]	0.862		[]] 0.955 E			Ξ	0.983			Ξ	0.994			[2]	0.964
Level of Service:				u							-					

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626. 796. 2322 Fax 626. 792. 0941

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. tum lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50%, of volume ja left turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] wc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

Tyrone Avenue/Beverly Gien Boulevard Ventura Boulevard Westfield Fashion Square /1-05-3606-1

Accutek CMA5

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

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

		AFFIC	2102	W/ AMBIE	יארו פארעא	Ľ	71.07			20	7177			טיוני	7107			
	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement Volu	me Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	87 1	87	6	96	-	96	14	110	*-	110	0	110	-	110	0	110	-	110
Comb. L-T	0	•			0	,			0	,			0	ı			0	ł
NB Thru	163 1	117	16	180		129		181	*	139	ε	184	*	141	0	184	-	141
Comb. T-R	-	117			-	129				139			*	141			-	141
NB Right	71 0	·	7	78	0	,	20	86	0	ı	0	98	0	,	0	86	0	ı
Comb. L-T-R -	0				0				0				0				0	
SB Left	11 1	11	F	13		13	13	26	-	26	0	26	-	26	0	26		26
Comb. L-T	0	ı			0				0	,			0	,			0	1
SB Thru	206 1	206	21	227	-	227	-	228	-	228	2	230	-	230	0	230	-	230
Comb. T-R	0	ı			0	•			0	•	,		0			1	0	-
SB Right	44 1	144	14	158	-	158	ŋ	167	•	167	0	167	 1	167	0	167		167
Comb. L-T-R -	0				0				0				0				0	
EB Left	79 1	6/	8	87	-	87	16	103	F	103	0	103	1	103	0	103	-	103
Comb. L-T	0	,			0				0	,			0	,			0	,
EB Thru 1:	1 1	656	119	1313	-	722	118	1431	-	792	-	1432	*	792	0	1432	-	792
Comb. T-R		656			-	722	:			792	,		. .	792		į		792
EB Right	19 0		12	130	0	,	52	152	0	ı	0	152	0	1	0	152	0	,
Comb. L-T-R -	0				0				0				0				0	
WB Left	75 1	75	7	82	-	82	13	95	-	95	0	95	-	95	0	95		95
Comb. L-T	0				0	ı			0	1			0	ı			0	
WB Thru 1:	46 1	578	115	1261	-	635	11	1338		676	-	1339		677	o	1339	-	677
Comb. T-R	-	578			-	635	1	:	-	676		!	-	677		!	-	677
WB Right	0 6	,	*	₽	0	,	ŝ	15	0	ı	0	15	0		0	15	0	•
Comb. L-T-R -	0				0				0				0				0	
Crit. Volumes:	:S-N	293			N-S:	323			N-S:	338			N-S:	340			N-S:	340
	: М	731			щ Х	804			З Ч	887			: М	888			: М- Ш	888
	SUM:	1024			SUM:	1127			SUM:	1225			SUM:	1227			SUM:	1227
No. of Phases:		2				2				2				2				5
Volume / Canacity:	[1]	0.613			[2]	0.651			[2]	0.717			[2]	0.718			[2]	0.718
evel of Service'	Ξ	E			C	æ			[0]	с			[C

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 = 55% of voetapping left. turn. [1] vc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System installation. [2] vc ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

N-S St: E-W St: Project: File Name:	Tyrone A Ventura E Westfield CMA5	venue/Bev 3oulevard Fashion S	erly Glen Bo quare /1-05-	ulevard -3606-1				Tyrone Av Peak Hour Annual Gr	enue/Bev : owth:	/erly Glen I PM 2.00%	Boulevard ((Ø Ventura E	Boulevard	_		Date: Date of Co Projection	ount: Year:		08/07/2008 2007 2012
Counts by:	Accutek							ALTERNA	TIVE E F	ROJECT									
	2007	EXIST. TR	AFFIC	2012 V	N/ AMBI	ENT GROV	ИТН	2012 V	VI OTHE	R PROJEC)TS	2012 V	NI PROP	OSED PR(DJECT	2012 \	N/ MITIG	ATION	
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	Na. 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	190	-	190	19	209	-	209	28	237	.	237	ο	237	-	237	o	237	-	237
Comb. L-T	557	o +	-	55	613 2	0 -	, 787	Ŧ	614	0 -	- 301	0	624	0	- 206	c	ACA.	o -	- 206
Comb. T-R	8		347	3	2		382	-			391	2	170		396	D	130		396
NB Right Comb. L-T-R	- 137	00	ı	14	151	00	t	16	167	00		0	167	00		0	167	00	
SB Left	36	F	36	4	40	-	40	10	50	-	50	0	50	-	50	0	50	-	50
Comb. L-T		0		;	1	0				0,	-	ę		0		4		0	•
SB Thru Comb T-R	297	- c	297	30	327	- c	327		328	- 0	328	12	340	C	340	o	340	- c	340
SB Right	56) 	56	9	62	• •	62	23	85	· -	85	0	85		85	0	85) (85
Comb. L-T-F	-	0				0				0				0				0	
EB Left	109	- 0	109	1	120	- c	120	17	137	- c	137	o	137	- c	137	0	137	c	137
EB Thru	1099	o +- ·	579	110	1209) ·	637	118	1327	o - ·	707	5	1332	o ← ·	502	0	1332) ·	502
Comb. T-R EB Right	58	- 0	579 -	9	64	- 0	- 637	22	86	- 0	10/ -	0	86	- 0	- 108	0	86	- 0	60/ -
Comb. L-T-R		0				0				0				0				0	
WB Left	146	- 0	146	15	160	- 0	160	12	172	- 0	172	0	172	- (172	0	172		172
VB Thru	1124		- 576	112	1237	⊃ ~-	- 634	126	1363	⊃ ~	- 700	ŝ	1368		- 703	0	1368	C	- 703
Comb. T-R	;	-	576	•	;	 1	634		;	I	700	•	;	- 1	703		:	 - 1	703
WB Right Comb. L-T-R	- 28	00	,	m	E.	00	,	~	BE	00	1	o	38	00	ı	o	88	00	
Crit. Volume	16	N-S: N-S:	488 774			N-S: E W:	537 707			N-S: E M:	566 e 70			N-S: E M:	578 201			N-S: N	578
		SUM:	1212			SUM:	1333			SUM:	1444			SUM:	1459			SUM:	1459
No. of Phase	ί,		2				2				2				2				2
Volume / Ca	oacity:	Ξ	0.738			[2]	0.789			[2]	0.863			[2]	0.873			[2]	0.873
Level of Serv	rice:		с				с			-	D				D				D

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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.

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

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

Accutek

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

	2007 E.	XIST. JR.		7177		-><>		7117			,	4				1 71.NZ			
		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	78	-	78	œ	86	-	86	5 C	91	-	91		92	-	92	0	92	-	92
Comb. L-T		0 ·		:		0		;		0 .	-	Ċ		0,	100		0	0,	,
NB Thru Comb. T-R	441		252	44	485		277	14	499		285	n	209		287	Ð	205		287
NB Right	62	0		9	69	0		m	72	0		0	72	0		0	72	0	•
Comb. L-T-R		0				o				0				o				0	
SB Left	126	-	126	13	138	-	138	-	137	-	137	0	137		137	0	137	-	137
Comb. L-T	670	0,	1	5	200	0 -	-	ç	000	0,	, EVE	г	4 F O	0 7	-	c	1010	0 -	-
SB IATU Comb. T-R	010		453 453	Ø	620		498 498	2	909		505 505	~	מ		208 208	5	0		508 508
SB Right	93	0		თ	102		,	O	102	0	,	0	102	0	1	0	102	0	3
Comb. L-T-R	1	0				0				0				0				0	
EB Left	57	F	57	9	63	-	63	-	64	-	64	0	64		64	0	64	-	64
Comb. L-T		0	,			0				0	,			0	,			0	ı
EB Thru	822	- ·	479	82	904	. •	527	23	927		541	0	927	- ·	541	0	927	• •	541
Comb. I-K	136	- c	4/4 -	14	150	- c	, 52/	ι.	155	- c	140 -		156	- c	140 -	C	156	- c	140
Comb. L-T-R		00		:		0		•		0			1	0		ŀ		0	
WB Left	147	-	147	15	161	-	161	2	163	-	163	-	164	-	164	0	164	-	164
Comb. L-T		0				0	,			0				0				0	ı
WB Thru	964	. .	541	96	1060	. .	595	e	1063	. .	595	0	1063	• •	595	0	1063	·	595
Comb. T-R	077	. .	541	ţ		- c	595	c	201	c	595	c	701	c	595	c	707	c	595
Comb. L-T-R	-	00	ı	2	671	00	ı	4	17	00	,	5	17	00	,	Þ	17	00	ı
Crit, Volumes		N-S:	531			N-S:	584			N-S:	596			.s-N	600			N-S:	600
		E-V:	626			Е-W:	688			Е-W:	704			E-W:	706			E-W:	706
	·	SUM:	1156			SUM:	1272			SUM:	1300			SUM:	1306			SUM:	1306
No. of Phase:			2				2				2				2				2
Volume / Cap	acity:	Ξ	0.701			[2]	0.748			[2]	0.766			[2]	0.770			[2]	0.770
Level of Serv	ice:		с				υ				с				ပ				с
			ļ								,								

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 duar can an opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns con 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 citywide ATSAC/ATCS System installation.

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

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

08/07/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

	2007 E	XIST. TR.	AFFIC	2012	W/ AMBI	ENT GROM	TH	2012	N/ OTHEI	R PROJEC	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	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	140	- c	140	14	154	← 0	154	ŝ	159	- c	159	9	165	~ (165	0	165	· (165
Comb. L-1 NB Thru	858	C	502	86	944	C	- 553	12	956		- 559	31	986	C	- 574	0	986	⊃ ~	- 574
Comb. T-R	7.4.5	c	502	4	161	c	553	Ţ	167	c	559	c	163	c	574	c	163	C	574
Comb. L-T-R -	Ē	00	ı	2	2	00	,	-	201	00		D	201	00	,	0	201	00	
SB Left	66	-	66	10	109	-	109	-1	108	-	108	0	108	-	108	o	108	÷	108
Comb. L-T SB Thru	657	o -	- 363	99	723	0	399	16	739	0 ~	- 408	29	768	0	- 422	0	768	o -	- 422
Comb. T-R	ŭ	 (363	1	t T	0	399	•	ł	÷- (408	c	ł	(422	C	ļ	(422
se kigni Comb. L-T-R -	0	00	,	~	D/	00	1		2	00	•	5	2	00	ı	5	2	00	,
EB Left	111		111	11	122		122	-	123	- 1	123	0	123	- (123	0	123	-	123
Comb. L-T EB Thru	1006	o –	- 622	101	1106	o -	- 685	14	1120	0	- 694	0	1120	0 ~	- 697	0	1120	0 -	- 697
Comb. T-R FB Right	239	- c	622	24	263	- 0	685 -	ŝ	268	C	694 -	9	274	~ C	- -	C	274	- c	- 697
Comb. L-T-R -		0		i		0				0				0		ŀ	I	0	
WB Left	102	÷ - ر	102	10	112	ہ –	112	с	115	(- c	115	9	121	- ·	121	0	121		121
WB Thru	512	- C	- 285	51	563	⊃ ~	- 314	11	574	- c	319	0	574		- 319	0	574	⊃ ~-	- 319
Comb. T-R	ç	 . c	285	u	50	c	314	Ŧ	, a	c	319	c	ŭ	- c	319	c	2	c	319
Comb. L-T-R -	n 7	00		D	3	00		-	40 41	00		2	5	00	1	5	5	00	
Crit. Volumes:		N-S:	601			N-S:	661			N-S:	667			N-S:	682			N-S:	682
		E-W: SUM:	724 1325			E-W: SUM:	797 1458			E-W: SUM:	809 1476			E-W: SUM:	818 1500			E-W: SUM:	818 1500
No. of Phases;			2				7				5				5				2
Volume / Capa	icity:	Ξ	0.814			[2]	0.872			[2]	0.884			[2]	0.900			[2]	006.0
Level of Servic	jej		۵				۵				0				۵				D
Assumptions:		, minnivel	Critic	amilol 100	- lintered	Jene Carito		-1500 3	1-00040	40 FF 307	100	l trained	0007-7						

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 duar can do ne opt turn lane, 70% of volume is assigned to exclusive lane. Right turnes con 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 tuture citywide ATSAC/ATCS system installation.

Hazelitine Avenue Riverside 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 AM 2.0% Annual Growth: Peak Hour:

08/07/2008 2007 2012 Projection Year: Date of Count: Date:

ALTERNATIVE E PROJECT

		2007 E	EXIST. TR	AFFIC	2012	W/ AMBIE	INT GROW	ИТН	2012 \	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
	Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	NB Left	61	← 0	61	9	67	- c	67	0	67	c	67	4	71	← (71	0	71	- c	71
	NB Thru	363	2 4 6	- 181	36	399	0 0 0	200	15	414	0 M C	- 207	2	416	0 M G	208	0	416	0 N C	- 208
SBLeft 205 1 206 20 225 1 225 6 231 1 231 3 234 1 234 0 234 1 234 0 234 1 234 0 234 1 234 1 234 0 234 1 234 1 234 0 234 1 234 0 234 1 234 0 234 1 234 0 234 0 235 0 <t< td=""><td>Comb. I-R NB Right Comb. L-T-R -</td><td>121</td><td>0-0</td><td>- 121</td><td>12</td><td>133</td><td>0 - 0</td><td>- 133</td><td>7</td><td>140</td><td>0 - 0</td><td>, 140</td><td>0</td><td>140</td><td>0 - 0</td><td>- 140</td><td>o</td><td>140</td><td>0-0</td><td>140</td></t<>	Comb. I-R NB Right Comb. L-T-R -	121	0-0	- 121	12	133	0 - 0	- 133	7	140	0 - 0	, 140	0	140	0 - 0	- 140	o	140	0-0	140
	SB Left	205	- 0	205	20	225	c	225	9	231	- c	231	з	234	0	234	0	234	0	234
Montulation 67 0 403 7 73 0 - 510 75 0 75 0 - 322 0 - 322 0 73 0 27	SB Thru	860	⊃ -	463	86	946	⊃ • •	510	15	961	o •	518	ω	696		522	0	969	o •	- 522 522
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Corrib. I-K SB Right Comb. L-T-R -	67	- 0 0	, 403	7	73	- 0 0	<u>,</u>	2	75	- 0 0	000	0	75	- 0 0	770 -	0	75	- 0 C	779
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	EB Left	24	-	24	2	26	-	26	-	27		27	o	27		27	0	27	, -	27
Comb. T-R 1 403 1 443 1 458 1 464 Comb. L-T-R- 0 - 7 7 7 0 - 4 76 0 - 6 7 Comb. L-T-R- 0 - 7 72 0 - 355 1 365 0 - 0 76 Comb. L-T-R- 0 - 0 - 365 1 385 0 385 0 385 WB Thru 844 2 -422 84 929 2 446 24 455 0 - 365 0 365 0 365 0 365 0 478 0 968 0 - 0 162 0 - 0 162 0 - 0 162 0 - 163 0 163 0 163 0 163 0 163 0 163	Comb. L-1 EB Thru	740	0 -	403	74	815	0 -	- 443	30	845	0	- 458	7	852	0	- 464	0	852	0 -	- 464
Comb. L-T.R- 0 0 385 1 385 1 385 1 385 0 385 0 385 1 385 0 385 1 385 0 385 1 385 0 385 1 385 1 385 1 385 0 384 0 162 0 162 0 162 0 162 0 162 0 162 0 162 0 162 0 162 0 162 0 162 0 162 0	Comb. T-R EB Right	99	- 0	403	7	72	- 0	443	0	72	- 0	458	4	76	÷ 0	464	o	76	- 0	464 -
WB Left 344 1 344 34 379 1 379 6 385 1 385 1 385 1 385 0 385 1 385 0 385 1 385 0 385 1 385 0 385 1 385 0 385 1 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 0 385 1 1 12 1 12 1 152 1	Comb. L-T-R -		0				0				0				0				0	
Corrit. L-1 0 - <th< td=""><td>WB Left</td><td>344</td><td>- 0</td><td>344</td><td>34</td><td>379</td><td>- 0</td><td>379</td><td>9</td><td>385</td><td> -</td><td>385</td><td>0</td><td>385</td><td></td><td>385</td><td>0</td><td>385</td><td>- (</td><td>385</td></th<>	WB Left	344	- 0	344	34	379	- 0	379	9	385	-	385	0	385		385	0	385	- (385
Comb. T-R 0 - 0 0 - 0 0 - 0 0 - 1633 0 1633 0 1633 0 1633 0 1633 0 132 0 132 1 142 1 1323	Comp. L-1 WB Thru	844	9 N	- 422	84	929	0 N	- 464	24	953	9 M	- 476	9	958	ы	- 479	0	958	0 0	- 479
Comb. L-T-R- 0 0 0 0 Crit. Volumes: N-S: 325 N-S: 577 N-S: 586 N-S: 594 Crit. Volumes: N-S: 727 8.22 E-W: 843 E-W: 848 SUM: 1272 SUM: 1399 SUM: 1429 SUM: 1442 No. of Phases: 2 2 2 2 2 2 2 Volume / Capacity: [1] 0.863 [1] 0.882 [1] 0.891 Level of Service: C D D D D D D	Comb. T-R WB Right	138	0 -	138	14	152	0 ~	- 152	9	158	o	- 158	4	162	0 -	- 162	0	162	0 ~	- 162
Crit. Volumes: N-S: 525 N-S: 577 N-S: 586 N-S: 594 E-W: R43 E-W: 843 E-W: 848 SUM: 1272 SUM: 1399 SUM: 1429 No. of Phases: 2 2 2 2 Volume / Capacity: [1] 0.863 [1] 0.882 [1] 0.892	Comb. L-T-R -		0				0				0				0				o	
E-W. 74/1 E-W. 040 SUM: 1272 SUM: 1399 SUM: 1429 No. of Phases: 2 SUM: 1429 SUM: 1442 No. of Phases: 2 2 2 2 2 2 Volume / Capacity: [1] 0.863 [1] 0.882 [1] 0.891 Level of Service: C D D D D D	Crit. Volumes:		N-S: N-S:	525 747			N-S: N-S:	577			N-S: N-S:	586			N-S: N	594 249			N-S: T ML	594
No. of Phases: 2 2 2 2 Nolume / Capacity: [1] 0.778 [1] 0.863 [1] 0.882 [1] 0.891 Level of Service: C D D D			SUM:	1272			SUM:	1399			SUM:	1429			SUM:	040 1442			SUM:	040 1442
Volume / Capacity: [1] 0.778 [1] 0.863 [1] 0.882 [1] 0.891 Level of Service: C D D D	No. of Phases:			7				7				2				5				2
	Volume / Capa	icity:	Ξ	0.778			Ξ	0.863			Ξ	0.882			Ε	0.891			[2]	0.861
	ורבגבו הו סבו גור	ų		,																

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] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] wc 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.

Hazelitine Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA7

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

Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/07/2008 2007 2012

ALTERNATIVE E PROJECT

	2007 E	EXIST. TRA	LEFIC	2012 \	N/ AMBIE	NT GROW	TH	2012 M	// OTHER	PROJEC	TS	2012 \	VI PROPC	DSED PRC	JUECT	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 V	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume \	Volume	Lanes	Volume
NB Left	136	÷- (136	14	150	c	150	o	150	c	150	25	175	← (175	0	175	c	175
NB Thru	844	5 M G	- 422	84	929	5 M G	- 464	15	944	2 10 0	- 472	15	959	5 M C	- 479	0	959	2 10 0	- 479
Comb. I-K NB Right Comb. L-T-R -	249	0 - 0	249	25	273	0-0	- 273	4	277	0 ~ 0	277	o	277	0-0	277	o	277	0 - 0	277
SB Left	168	F	168	17	185	+	185	5	190	-	190	13	203	-	203	0	203	-	203
Comb. L-T SB Thru	795	0 - 1	- 444	67	874	0 ~ ,	, 488	18	892	0	497	32	924	0 1	513 513	0	924	0 - 1	- 513 742
SB Right	93	- 0 0	- 444	σ	102	- 0 0	1 400	-	103	- 0 0		0	103	- 0 0	, 20 20	o	103	- 0 c	, 500
EB Left	92	, –	92	ი	101	, -	101	2	103	, -	103	0	103	, –	103	0	103	, –	103
Comb. L-T EB Thru	610	0 -	- 363	61	672	0 -	, 399	30	702	0 -	- 414	26	728	0 -	- 436	o	728	0 ~	- 436
Comb. T-R FB Right	115	- 0	363	12	127	- 0	399	0	127	- 0	414	17	144	- 0	436	0	144	- 0	436
Comb. L-T-R -		0				0				0				0				o	
WB Left	229	- 0	229	23	252	- c	252	5	257	- 0	257	0	257	- 0	257	0	257	- 0	257
WB Thru	587	5 M G	- 293	59	645	0 N I	- 323	35	680	0 01 0	340	55	735	2 (1) (368	0	735	0 N I	368
Comb. T-R WB Right Comb. L-T-R -	179	0 - 0	- 179	18	197	0 - 0	- 197	ŝ	202	0-0	, 202	41	243	0 - 0	- 243	0	243	0 - 0	- 243
Crit. Volumes:		N-S: E-W: SUM:	591 592 1182			N-S: E-W: SUM:	650 651 1301			N-S: E-W: SUM:	662 671 1333			N-S: SUM: SUM:	688 692 1381			N-S: E-W: SUM:	688 692 1381
No. of Phases:			2				2				2				2				2
Volume / Capé Level of Servic	acity: 2e:	E	0.718 C			Ξ	0.797 C			Ξ	0.819 D			Ξ	0.850 D			[2]	0.820
	-	Arvimum C	منت مدن منازر	in Malmade	comotell -	ondo a cit	ando e .t.di.	1E00 31	ht=pac4C	40 TT 30.	1975-1975 1	Incinaliza	0001-7						

13/5, Unsignalized=1200. Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, 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 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] wc 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 @ Fashion Square Lane Annual Growth: Peak Hour: 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:

ALTERNATIVE E PROJECT

AM 2.0%

08/07/2008 2007 2012

Date: Date of Count: Projection Year:

		TRAFFIC	2012	W/ AMBI	ENT GROV	NTH	2012 \	W/ OTHE	R PROJE	CTS	2012	W/ PROP	OSED PR	OJECT	2012	W/ MITIG/	ATION	
Movement V	No. of olume Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	12 1	12	*	14	-	14	0	14	-	14	0	14		14	0	14	-	14
Comb. L-T	0	,			0				0	,			0				0	ı
NB Thru	523 1	273	52	575	. .	300	22	597	 .	311	-	598	 .	314	0	598		314
Comb. T-R		273		1	. .	300		ł	- 1	311			· (314	ı	6		314
NB Right Comb 1-T-R -	23 0	•	7	25	00		D	55	0 0		ŋ	30	00	ı	D	05		ı
	0				•				•				•				I	
SB Left	44 1	44	4	48	-	48	0	48	-	48	12	60	-	60	0	60	-	60
Comb. L-T	0	1			0	,			0	,			0	•			0	ı
SB Thru	1180 1	594	118	1298	 -	653	22	1320		664	0	1320	 - ·	664	0	1320	. .	664
Comb. T-R	~	594			. -	653			 1	664			 1	664	•	. '	- 1	664
SB Right	7 0	ı	*	œ	0	•	0	œ	0	,	0	ŝ	0	•	0	œ	0 1	,
Comb. L-T-R -	0				0				0				0				D	
EB Left	2 1	2	0	2	-	2	0	2	-	2	0	2	-	2	0	2	-	5
Comb. L-T	0	ı			0				0	•			0	,			0	,
EB Thru	0	•	0	0	0	,	0	0	0	1	0	0	0	•	0	0	0	
Comb. T-R	-	7			-	œ				æ			-	80			•	æ
EB Right	0 2 2	•	***	8	0 0	•	0	8	0 0	,	0	œ	0 0	ı	0	80	0 0	ı
Comb. L-1-K -	C				5				5				0				>	
WB Left	1	F	0	-	-	-	0	-	F	F	3	4	-	4	0	4	-	4
Comb. L-T	0	,			0	,			0	,			0	•			0	1
WB Thru	0	ı	0	0	0	,	0	0	0	,	0	0	0	•	0	0	0	I
Comb. T-R	-	2				2				7			0	•			0	1
WB Right Comb. L-T-R -	00	·	0	2	0 0	,	0	2	00	·	7	4	- 0	4	0	4	- 0	4
Crit Violumoo:	N C.	505			i II	667			i I	678			М	678			ů N	67 8
	о. М.	8			о́ N	6			М.	5 G			ю. Х	12			о - Х-	12
	SUM:	615			SUM:	676			SUM:	687			SUM:	690			SUM:	690
No. of Phases:		3				е				ß				ы				e.
Volume / Capaci	ity: [1]	0.361			Ξ	0.404			Ξ	0.412			[1]	0.414			[2]	0.384
Level of Service		A				¥				A				¥				A

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. If you critio includes a 0.07 reduction due to installation of AT5AC and the Victory System No. 6. Right versio reflects reduction of additional (0 AT5AC and exalt on the Victory System No. 6. Note: Pass-by reductions not applied to this intersection per LADOT standards.

Assumptions:

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: PM 2.00% Annual Growth: Peak Hour:

08/07/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

					000		10700	11120 111		010	1 0100			TO IL	N 0100	VULLIN IN	TION	
	2007 EXIST.	I KAFFIC	ZUZ 4 Added	V/ AMBIL Total	No. of	N I H 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 Left	11	1	-	13	÷ -	13	0	13	~ (13	0	13	- c	13	0	13	ب د	13
Comb. L-T NB Thru Comb. T B	1013 0	- 541 541	101	1114		- 595 404	19	1133	⊃ ~ r	- 605 605	5.	1138	⊃ ~ ~	- 617 617	0	1138	⊃ ~ ~	- 617 617
Come. I-R NB Right Comb. L-T-R -	0 02	140 1	7	77	- 0 0	0 0 1	0	11	- 0 0	, ,	20	67	- 0 0	<u>,</u>	o	67	-00	
SB Left	206 1	206	21	227	- 0	227	0	227	- c	227	50	277	c	277	0	277	- c	277
Comb. L-1 SB Thru Comb. T D	878 1	- 441	88	996		- 486 486	23	989	o ← ←	497	0	989	o	497	0	989) 	497 497
SB Right Comb. L-T-R -	- O O -	- - -	-	9	- 0 0) ;	0	Q	- 0 0		0	Q		2	0	9	00	,
EB Left Comb 1_T	9	9	-	7	← c	۲ .	0	7	- 0	7 -	0	7	- 0	~ -	0	2	- 0	7 -
		, ,	0	-	00+	, ÷	0	•	0.	خ	0	-	0	۱ ۲	0	-	0 -	، خ
Connu. 1-K EB Right Comb. L-T-R -	- C C G	2	-	10	- 0 0		o	10	- 0 0		0	10	- 0 0	:	0	10		
WB Left Comb J T	76 1	76	80	84	- c	84	0	84	c	. 84	20	104	c	104	0	104	- c	104
	- 00	2	0	-	, o c	۵ ۲	0	-	00+	, 50	o	-	000		0	-	000	
WB Right Comb. L-T-R -	23	5	υ	58	- 0 0	с С	0	58	- 0 0	3	14	72	o ← o	72	o	72	0-0	72
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:	894 115 1009			N-S: E-W: SUM:	894 115 1009
No. of Phases:		3				е				З				ы				'n
Volume / Capa Level of Servic	city: [1] e:	0.515 A			Ξ	0.573 A			Ξ	0.580 A			Ξ	0.638 B			[2]	0.608 B

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% Assumptions:

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. Note: Pass-by reductions not applied to this intersection per LADOT standards.

CRITICAL MOVEMENT ANALYSIS

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

N-S St: E-W St: Project: File Name'	Hazeltine / Moorpark { Westfield F	Avenue Street Fashion Sc	tuare /1-05-≎	3606-1				Peak Hou Annual Gr	r: owth:	AM 2.0%						Date: Date of Co Projection	ount: I Year:		08/06/2008 2007 2012
Counts by:	Accutek							ALTERN/	ATIVE E F	PROJECT									
	2007 E	XIST. TR	AFFIC	2012 \	N/ AMBIE	ENT GROW	HH	2012 \	W OTHE	R PROJE	CTS	2012 \	VI PROP(OSED PRC	JECT	2012 \	W/ MITIG	ATION	-
Movement	Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	l otal Volume	No. of Lanes	Volume	Volume	l otal Volume	vo. or Lanes	Lane Volume	Volume	Volume	vo. or Lanes	Lane Volume
NB Left	43	÷	43	4	47	~	47	0	47		47	0	47	-	47	0	47		47
Comb. L-T	310	0 +	- 131	"	750	0 +	-	"	750	0 +	י 145	~	761	0	- 146	c	261	0.	- 146
Comb. T-R		- +- (121	4 0 7	103 103	(133	4 0	8	0	145	4 0		0	146	o a		(146
NB Kight Comb. L-T-R	97 -	00	ı	'n	A7	00		ņ	25	00	1	0	32	00	1	5	25	00	,
SB Left	167		167	17	184	← 0	184	0	184	- c	184	0	184	- 0	184	0	184	- 0	184
Comb. L- I SB Thru	904	-	627	06	994	o ← ·	- 689	21	1015	⊃ ← ·	200	-	1016	⊃ ·	, 701	0	1016	⊃ - - •	- 701
Comb. T-R SB Right	349	- 0	627 -	35	384	- 0	- 689	0	384	- 0	00/	2	386	- 0	- 10/	0	386	- 0	- 107
Comb. L-T-R	1	0				0				0				0				0	
EB Left	93	- c	63	თ	102	- 0	102	0	102	c	102	3	105	+ د	105	0	105	c	105
Comp. L-1 EB Thru	392	C	392	39	431	o (431	42	473	o ← (473	0	473	o (473	O	473	o (473
Comb. T-R EB Right	52	0 -	- 52	ហ	57	0 -	- 57	0	57	0	- 57	o	57	ə –	- 57	0	57	- c	- 57
Comb. L-T-R	-	0				0				o				0				0	
WB Left	86	- c	86	σ	95	- c	95	4	66		66	0	66	c	66 '	0	66	- c	66
WB Thru	711	• - ∙	407	71	782	o ← ·	447	22	804) (458	0	804) .	459	ο	804) - - (459
Comb. T-R WB Right	102	- 0	407	10	112	- 0	- 44	0	112	- 0	458		113	- 0	404	0	113	- 0	- 40A
Comb. L-T-R	1	o				0				0				0				0	
Crit. Volume:	s:	N-S: N-S:	699 700			N-S: E_M/-	736 549			N-S: F_W	747 572			N-S: F_N:	748 577			N-S: "W-	748 577
		SUM:	1168			SUM:	1285			SUM:	1319			SUM:	1320			SUM:	1320
No. of Phase	is:		2				2				2				5				2
Volume / Ca	pacity:	Ξ	0.709			[2]	0.757 C			[2]	0.779 C.			[2]	0.780 C			[2]	0.780
							,				,								,
Assumption	IS: N	faximum S	turn of Critics	al Volumes	s (Interse	ction Capac	city): 2 Phas	:e=1500, 3	Phase=1	1425, 4+ Pi	hase=1375,	Unsignalize	id=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 turure citywide ATSAC/ATCS system installation.

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

CMA9 Accutek

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

CRITICAL MOVEMENT ANALYSIS

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

ALTERNATIVE E PROJECT

Date: Date of Count: Projection Year:

08/06/2008 2007 2012

	2007	EXIST. TR	AFFIC	2012	W/ AMBI	ENT GROW	TH	2012 V	W OTHE	R PROJEC	TS	2012 \	W PROP(DSED PRC	JECT	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	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	98	c	98	10	108	~ c	108	0	108	c	108	0	108	c	108	o	108	← (108
NB Thru	479	o ·	- 266	48	527	⊃ - ·	- 292	18	545	⊃ - -	302	6	554	⊃ ← ·	307	0	554	⊃ ~ ·	307
Comb. T-R NB Right Comb. L-T-R -	52	-00	. 266	ŋ	57	-00	292	7	29	-00	302	O	59	-00	307	0	59	-00	- 307
SBLeft	165	-	165	17	182		182	0	182	-	182	o	182	-	182	o	182	-	182
Comb. L-T SB Thru	430	0	371	43	472	0	408	21	493	0 •	419	ŝ	498	0	- 427	0	498	0	427
Comb. T-R SB Right Comb. L-T-R -	313	- 0 0	- 371	31	344	-00	408	o	344	-00	- 419	12	356	-00	427 -	0	356	- 0 0	- 427
EB Left	303	← d	303	30	333	- 0	333	0	333	- c	333	10	343	← 0	343	0	343	← (343
EB Thru	699	o - (-	67	736	⊃ - (- 736	38	774	⊃ - ı	- 774	0	774	o ~ (- 774	0	774	o − (- 774
Comb. I-K EB Right Comb. L-T-R -	£6	00	- 93	ົ	102	0 - 0	102	o	102	0-0	102	0	102	0 - 0	102	0	102	o - o	, 102
WB Left	76	-	76	8	84	-	84	2	86	- (86	0	86		86	0	86		86
WB Thru	523	⊃ ← ·	333	52	575	o ⊷ ·	367	38	613	o - ·	386	0	613	o ·	387	o	613	0 - 1	387
Comb. I-K WB Right Comb. L-T-R -	. 144	-00	555 1	14	158	-00	367	o	158	-00	386	ю	161	-00	- 387	0	161	-00	- 387
Crit. Volumes:		N-S: E-W: SUM:	469 745 1214			N-S: E-W: SUM:	516 819 1335			N-S: N-N: SUM:	526 859 1386			N-S: E-W: SUM:	535 859 1394			N-S: E-W: SUM:	535 859 1394
No. of Phases:			2				7				2				2				2
Volume / Capa Level of Servic	acity: ce:	Ξ	0.739 C			[2]	0.790 C			[2]	0.824 D			[2]	0.829 D			[2]	0.829
Assumptions:		Maximum 5	Sum of Criti	cal Volume	s (Interse	ction Capaci	ity): 2 Phas	e=1500, 3 i	Phase=1	425, 4+ Ph	ase=1375,	Unsignalize	d=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 future citywide ATSAC/ATCS system installation.

N-S St: E-W St: Project: File Name:	Hazeltine Ventura E Westfield	Avenue soulevard Fashion S(quare /1-05-:	3606-1				Peak Hou Annual Gi	r: owth:	AM 2.0%						Date: Date of Ct Projection	ount: I Year:		08/06/2008 2007 2012	
Counts by:	Accutek							ALTERN	ATIVE E I	PROJECT										
	2007	EXIST. TR. No. of	AFFIC Lane	2012 \ Added	N/ AMBIE Total	ENT GROW No. of	VTH Lane	2012 Added	N/ OTHE Total	ER PROJE No. of	CTS Lane	2012 Added	N/ PROP	OSED PR(No. of	OJECT Lane	2012 \ Added	W/ MITIG/ Total	ATION 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	ı	0	0	0	•	0	0	0	1	0	o	0		0	0	0	3	
Comb. L-T NB Thru	0	00		0	0	00		0	0	00		0	0	00	, ,	0	0	00	1 1	
Comb. T-R NB Right	0	00		0	0	00		0	0	00		0	0	00		0	0	00		
Comb. L-T-R		0		I	I	0		I	I	0		•	•	0		1	,	0		
SB Left	322	~ ~	177	32	355	~ ~	195	-	356	0 0	196	0	356	2 0	196	0	356	2	196	-
Camb. L-1 SB Thru	0	00	, ,	o	o	00		o	0	00		0	0	00		0	0	00		
Comb. T-R SB Riaht	513	0 -	, 513	5	564	0 -	- 564	21	585	o 	- 585		586	0	586	0	586	0	- 586	
Comb. L-T-R	-	0				0				0				0		I		· 0		
EB Left	96	c	96	10	105	c	105	24	129	c	129	-	130	- 0	130	0	130	0	130	1
EB Thru	1101	2 01	551	110	1211	0 00	- 606	154	1365	n c	- 683	0	1365	ы с	- 683	0	1365	ы с	- 683	
Comb. T-R EB Riaht	0	00		0	0	0 0		0	0	00	, ,	0	0	00		C	C	00	1 1	
Comb. L-T-R	1	0				0		1		0				0		i		0		
WB Left	o	0 0	,	0	0	0 0	1	0	0	0 0		0	0	0	,	0	0	0 0		-
VB Thru	1356	→ ~	- 739	136	1492	- c	813	93	1585	- C	- 860	0	1585	- C	- 861	0	1585	- c	- 861	
Comb. T-R WB Right	123	~ c	739	67	135	- c	813	÷	136	- c	860	Ŧ	137	~ C	861	C	137	← C	861	
Comb. L-T-R		0		!		0				0			2	0)	5	00		
Crit. Volumes		N-S: N-S:	465 001			N-S: 1 M-S	511			N-S:	520			S-N-S-	521			N-S: I	521	
		SUM:	1300			SUM:	1430			SUM:	990 1510			SUM:	1512			SUM:	1512	
No. of Phase	;;		5				5				2				2				2	
Volume / Cap	acity:	E	0.797			[2]	0.853			[2]	0.907			[2]	0.908			[2]	0.908	T
Level of Serv	vice:		υ								ш				ш				ш	1
Assumption	s:	Maximum S	tum of Critics	al Volumes	: (Intersec	tion Capac	:ity): 2 Phas	e=1500, 3	Phase=1	1425, 4+ P.	hase=1375,	Unsignalize	id=1200.							

Hazeltine Avenue @ Ventura Boulevard **CRITICAL MOVEMENT ANALYSIS**

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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 land the Victory System No. 6. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System Installation. [2] v/c ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

Ownering IV: Antipolity from the formation of the f	N-S St: E-W St: Project: File Name'	Hazeltine Ventura E Westfield	Avenue 3oulevard Fashion S	iquare /1-05-	3606-1				Peak Hou Annual Gr	owth:	2.00%						Date: Date of O Projectior	ount: 1 Year:		08/06/2008 2007 2012
SOF DEGRFT TARFIC 2012 WITGATTON 2012 WITGATTON 2012 WITGATTON 2012 WITGATTON And Teal Mont Lines Added Teal Mont Lines Added Teal Mont Lines Added Teal Mont Lines Added Teal Mont Vietnes	Counts by:	Accutek							ALTERN/	VTIVE E F	ROJECT									
		2007	EXIST. TR	AFFIC	2012 V	V/ AMBIE	NT GROW	ЧТΗ	2012	W OTHE	R PROJEC	CTS	2012 V	VI PROP(OSED PRO	DIECT	2012	W/ MITIG	ATION	
Nu Lut 0 <th>Movement</th> <th>Volume</th> <th>No. of Lanes</th> <th>Lane Volume</th> <th>Added Volume \</th> <th>Total /olume</th> <th>No. of Lanes</th> <th>Lane Volume</th> <th>Added Volume</th> <th>Total Volume</th> <th>No. of Lanes</th> <th>Lane Volume</th> <th>Volume</th> <th>Total Volume</th> <th>No. of Lanes</th> <th>Lane Volume</th> <th>Added Volume</th> <th>Total Volume</th> <th>No. of Lanes</th> <th>Lane Volume</th>	Movement	Volume	No. of Lanes	Lane Volume	Added Volume \	Total /olume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
LT 0 1 0	NB Left	0	0	1	0	0	0		0	. 0	0		0	0	0	1	0	0	0	,
	Comb. L-T NB Thru	0	00		0	0	00		0	0	00		0	0	00		0	0	00	
	Comb. T-R NB Right	0	00		0	o	00		0	o	00		o	0	00		0	D	000	ş 1
	Comb. L-T-R	Ļ	0				0				0				0				o	
Stringlight 0 <th< td=""><td>SB Left</td><td>181</td><td>~ ~</td><td>100</td><td>18</td><td>199</td><td>~ c</td><td>109</td><td>е</td><td>202</td><td>2 0</td><td>111</td><td>0</td><td>202</td><td>0 17</td><td>111</td><td>0</td><td>202</td><td>0 0</td><td>- 111</td></th<>	SB Left	181	~ ~	100	18	199	~ c	109	е	202	2 0	111	0	202	0 17	111	0	202	0 0	- 111
Comb. L-T, R,	Come. L- I SB Thru	0	00		o	0			0	ο	000	ı	0	0	000	·	0	0	00	
	Comb. T-R SB Right	216	o -	- 216	22	238	- C	- 238	20	258		- 258	ŝ	263	o (- 263	0	263	o ← (263
	Comb. L-T-R	,	0				0				0				o				D	
	EB Left	203	- 0	203	20	223	- 0	223	16	239	c	239	9	245	c	245	0	245	- c	245
	Comp. L-1 EB Thru	1474	N 0	- 737	147	1621	9 01	811	139	1760	0 01	880	0	1760	000	880	0	1760	00	880
	Comb. T-R EB Riaht	0	00		o	0	00		0	0	00	1 1	0	0	- o		0	0	00	1 1
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. L-T-R	,	0				0				0				0				0	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	WB Left	0	0	,	o	0	0 0		0	0	0 0		0	0	00	1	0	0	00	
Comb. T-R 1 753 1 828 1 905 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 1 906 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 0 2 301 10 301 114 2 114 2 114 2 301 112 301 113 301 112 301 112 301 112 301 112 301 112 301 112	Comb. L-T WB Thru	1237	- c	- 753	124	1360	⊃ ~	- 828	151	1511	- C	905	0	1511	o ← ·	906	0	1511	o ← ·	906
Comb. L-T-R- 0 </td <td>Comb. T-R WB Rinht</td> <td>269</td> <td>- 0</td> <td>753</td> <td>27</td> <td>296</td> <td>- 0</td> <td>828 -</td> <td>n</td> <td>299</td> <td>- 0</td> <td>905</td> <td>2</td> <td>301</td> <td>- 0</td> <td>906 1</td> <td>0</td> <td>301</td> <td>- 0</td> <td>906</td>	Comb. T-R WB Rinht	269	- 0	753	27	296	- 0	828 -	n	299	- 0	905	2	301	- 0	906 1	0	301	- 0	906
Crit. Volumes: N-S: 115 N-S: 126 N-S: 140 N-S: 140 N-S: 140 E-W: 956 E-W: 1051 E-W: 1051 E-W: 1151 E-W: 1151 E-W: 1151 E-W: 1151 E-W: 1151 E-W: 1151 1292 SUM: 1292 SUM: <t< 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>0</td><td></td></t<>	Comb. L-T-R	-	0				0				0				0				0	
SUM: 1071 SUM: 178 SUM: 1292 SUM: 1292 SUM: 1292 SUM: 1292 No. of Phases: 2 <td< td=""><td>Crit. Volume:</td><td></td><td>N-S: F_W.</td><td>115 956</td><td></td><td></td><td>N-S: F-W:</td><td>126 1051</td><td></td><td></td><td>N-S: E-W:</td><td>138 1144</td><td></td><td></td><td>N-S: E-W:</td><td>140 1151</td><td></td><td></td><td>N-S: Ч.</td><td>140 1151</td></td<>	Crit. Volume:		N-S: F_W.	115 956			N-S: F-W:	126 1051			N-S: E-W:	138 1144			N-S: E-W:	140 1151			N-S: Ч.	140 1151
No. of Phases: 2 10			SUM:	1071			SUM:	1178			SUM:	1283			SUM:	1292			SUM:	1292
Volume / Capacity: [1] 0.644 [2] 0.665 [2] 0.755 [2] 0.761 [2] 0.761 Level of Service: B B C C C C C	No. of Phase	s:		N				2				2				2				2
Level of Service: B C C C	Volume / Cal	pacity:	E	0.644			[2]	0.685			[2]	0.755			[2]	0.761			[2]	0.761
	Level of Sen	rice:		в				в				o				υ				0

Hazeltine Avenue @ Ventura Boulevard CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

.

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.

Woodman Avenue Magnoila Boulevard Westfield Fashion Square /1-05-3606-1 CMA11 Accutek N-S St: E-W St: Project: File Name: Counts by:

AM 2.0% Annual Growth:

Woodman Avenue @ Magnolia Boulevard Peak Hour: AM

CRITICAL MOVEMENT ANALYSIS

08/06/2008 2007 2012

Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

Note Attend Teal Mode <		2007 E	EXIST. TR	AFFIC	2012	W/ AMBIE	ENT GROW	HT	2012 V	V OTHEF	ROJEC	STS	2012 V	N/ PROP	OSED PRO	DJECT	2012	W/ MITIG	ATION	
			No. of	Lane	Added	Total	No. of	Lane	Added	Total	Na. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Nellett 16 10 105 1 105 <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
Membulity Membulity <t< td=""><td>NB Left</td><td>96</td><td>-</td><td>96</td><td>10</td><td>105</td><td></td><td>105</td><td>0</td><td>105</td><td>-</td><td>105</td><td>0</td><td>105</td><td>-</td><td>105</td><td>0</td><td>105</td><td>÷ (</td><td>105</td></t<>	NB Left	96	-	96	10	105		105	0	105	-	105	0	105	-	105	0	105	÷ (105
Martine Bregnit Martine (1) Martine (1) <thmartine (1)</thmartine 	Comb. L-T		0 7	, ,	47	915	0 +	- 463	ЯC	бря	0 +	- 477	c	843	0 -	- 478	C	843	0 **	- 478
Weiterier 10 0 - 10 113 0 - 0 113 0 - 0 133 0 - 0 133 0 - 0 133 0 - 0 133 0 - 0 133 0 - 0 133 0 - 0 133 0 - 0 133 0 - 0 133 0 - 0 133 0 - 133 0 - 133 0 - 133 1 133 1 133 1 133 1 133 1 133 1 133 1 133 1 133 1 133 1 133 1 133 1 133 1 133 133 133 133 133 133 133 133 133 133 133 133 133 133 133 133 133 133 <td>Comb T-P</td> <td>140</td> <td></td> <td>421</td> <td>ţ</td> <td>0</td> <td></td> <td>463</td> <td>2</td> <td>2</td> <td></td> <td>477</td> <td>D</td> <td>5</td> <td>•</td> <td>478</td> <td>,</td> <td>2</td> <td>• •</td> <td>478</td>	Comb T-P	140		421	ţ	0		463	2	2		477	D	5	•	478	,	2	• •	478
	NB Right	102	- 0		0	112	. 0	<u>}</u>	0	112	0	1	-	113	0		0	113	0	,
	Comb. L-T-R -		0				0				0				0				0	
	SB Left	165	-	165	17	182	-	182	5	181	F	181	0	181	-	181	0	181		181
	Comb. L-T		0	1			0		i		0	i			ο,	;	C		• •	
Remain interaction 11 0 - 12 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 130 0 - 141 1 <th1< th=""> 1 <th1< th=""> <t< td=""><td>SB Thru</td><td>1265</td><td></td><td>692 602</td><td>126</td><td>1391</td><td>.</td><td>761 761</td><td>21</td><td>1412</td><td>~ ~</td><td>177</td><td>Ω</td><td>141/</td><td></td><td>774</td><td>C</td><td>141/</td><td></td><td>774</td></t<></th1<></th1<>	SB Thru	1265		692 602	126	1391	.	761 761	21	1412	~ ~	177	Ω	141/		774	C	141/		774
	Comp. 1-K SB Rinht	119	- 0	760 '	12	130	- 0	2.	0	130	- 0		0	130	0	,	o	130	D	•
$ \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				o				0				0	
	EB Left	64	t-	64	9	71	-	71	0	71	-	71	0	11	0	71	°	71	÷- (71
	Comb. L-T		0	,	1		o ·	1 1 1 1	ā	000	0,	, ,	C	600	- c	- 597	C	690	- c	- 537
MBLeft 10 1 100 11 118 1 119 1 119 0 119 0 119 0 119 0 119 0 119 119 1 119 119 119 119 119 119 119 119 119 119 119 119 119 119 119 119 11	EB Thru	872		477	87	959		525 525	74	983		797 737	Þ	202	- +-	237 537	5	202		537
	Comb. I-K	58	- c	+	00	69	- 0	r7r -	0	92	- 0	5.	0	92	. 0	;	0	92	0	,
WB Left 107 1 107 1 108 1 119 1 119 0 119 0 119 1 119 0 119 1 119 0 119 1 119 0 119 0 119 0 119 0 119 1 119 0 119 1 119 0 119 0 119 0 119 0 119 1 119 0 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 119 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Comb. L-T-R -		0		ı		0				0				0				0	
	WB Left	107	-	107	11	118	-	118	-	119		119	0	119	-	119	0	119	+	119
WB Thru 945 1 538 95 1040 1 593 1 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 1044 1 593 0 104 1 593 0 104 1 593 0 104 1 593 0 104 1 593 593 593 593 593 593 593 593 593 593 593 593 593 593 593 593 593 593 593	Comb. L-T		0	,			0				0	1			0	•			0	
Comb. T-R 1 538 1 538 1 538 1 538 1 538 1 538 1 538 1 538 1 538 1 533 1 1 533 1 1 533 1 1 533 1 1 533 1 1 533 1 1 533 1 1 533 0 12 0 2 1 533 0 12 0 130 16 15 0 15 0 15 0 12 16 16	WB Thru	945	-	538	95	1040	-	592	ო	1043	. .	593	-	1044	- ·	593	0	1044		593
We Kign 10 0 10 144 0 154 0 154 0 153 154 0 153 154 153 154 153 154	Comb. T-R	č	- c	538	ç,	111	- c	592	ç	641	c	583	C	147	- c	 252	C	142	- 0	CRC -
Cit. Volumes: N-S: 787 N-S: 877 N-S: 879 N-S: 664 E-W: 664 <	vvb kigin Comb. L-T-R -	2	00	ı	2	ŀ	00		4	-	00)	-	0				0	
E-W: 663 E-W: 664 E-W: 664 E-W: 664 No. of Phases: SUM: 1529 SUM: 1529 SUM: 1540 SUM: 164 E-W: 664 No. of Phases: 2 2 SUM: 1540 SUM: 1543 SUM: 1543 No. of Phases: 2 2 2 2 2 2 2 2 Volume / Capacity: [1] 0.357 [2] 0.919 [2] 0.929 [2] 0.929 [2] 0.929 Level of Service: D E E E E 2	Crit Volumes.		-S-N	787			N-S:	866			N-S:	877			N-S:	879			N-S:	879
SUM: 1390 SUM: 1529 SUM: 1543 SUM: 1543 SUM: 1543 1543 No. of Phases: 2			ы. М. М.	603			E-W:	663			E-W:	663			Щ. М.	664			:^-	664
No. of Phases: 2 2 2 No. of Phases: 2 2 2 Volume / Capacity: [1] 0.357 [2] 0.919 Volume / Capacity: [1] 0.357 [2] 0.929 Level of Service: D E 2 0.923			SUM:	1390			SUM:	1529			SUM:	1540			SUM:	1543			SUM:	1543
Volume / Capacity: [1] 0.857 [2] 0.919 [2] 0.919 [2] 0.927 [2] 0.929 [2] 0.929 Level of Service: D E E E	No. of Phases.			2				2				2				2				2
Level of Service: D E E E E	Volume / Caps	acity:	E	0.857			[2]	0.919			[2]	0.927			[2]	0.929			[2]	0.929
	Level of Servic			۵				ш				Ш				ш				ш

5 2

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 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 turn. [1] vc 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 turure citywide ATSAC/ATCS system installation.

ISCOTT, LAW & GREENSPAN, ENGINEERS 5 N. Chester Avenue, Suite 200, Pasadena CA 91106 5.796.2322 Fax 626.792.0941	CRITICAL MOVEMENT ANALYSIS
St: Woodman Avenue St: Magnolia Boulevard	Woodman Avenue @ Magnolia Boulevard Peak Hour: PM Annual Growth: 2 00%
cct: Westfield Fashion Square /1-05-3606-1 Vame: CMA11	
ts by: Accutek	ALTERNATIVE E PROJECT

Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

	2007 E	XIST. TR	VFFIC	2012	W/ AMBIE	ENT GROW	E	2012 \	N/ OTHEF	R PROJEC	:TS	2012 \	W PROP(DSED PRO	DJECT	2012	W/ 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	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	66	<u>~</u> - c	66	10	109	- c	109	0	109	 (109	0	109	ب (109	o	109	* 1	109
NB Thru	1042		570	104	1146	⊃ -	- 627 627	22	1168	·	638	0	1168	⊃ - -	- 641	o	1168	0	641
Conto. 1-K NB Right Comb. L-T-R -	86	- 0 0	n/e -	10	108	-00	,	0	108	-00	1	G	114	-00	- 641	0	114	-00	- 641
SB Left Comb. IT	76	- 0		8	84	- c	84	-	83	- c	83	0	83	- c	83	o	83	÷ د	83
SB Thru	834)	462 462	83	917) -	509	24	941	, v	521	18	959	- ,	530	0	959	·	530
SB Right Comb. L-T-R -	06	- 0 0	-	σ	100	- 0 0	р Э Э Э	0	100	-00	170 -	0	100	- 0 0		o	100	-00	050
EB Left	87		87	6	96	- 0	96	0	96	÷ ۱	96	0	96		96	0	96	-	96
	937	T	- 526 720	94	1031	·	- 578 	14	1045	⊃ -	- 585	0	1045	o – ·	- 585	0	1045	0 1	- 585
Comb. I-K EB Right Comb. L-T-R -	114	-00	o7c -	5	126	- 0 0	8/c -	0	126	-00	- 585 -	0	126	- 0 0	585	0	126	- 0 0	585
WB Left	104	-	104	10	114	-	114	-	115	-	115	0	115	-	115	0	115	-	115
Comb. L-T WB Thru	545	0	315	54	599	0 -	346		610	o -	351	9	616	0 -	- 354	o	616	0 -	- 354
Comb. T-R WB Right Comb. J. T. B	84	- o c	315	80	93	- 0 0	346	7	92	- 0 0	351	0	92	- 0 (354	o	92	- 0	354 -
		5				5				5				D				D	
Crit. Volumes:		N-S: E-W: SUM:	646 630 1276			N-S: E-W: SUM:	710 693 1403			N-S: E-W: SUM:	720 701 1421			N-S: E-W: SUM:	723 701 1424			N-S: E-W: SUM:	723 701 1424
No. of Phases:			2				5				2				5				2
Volume / Capa Level of Servic	icity: e:	Ξ	0.780 C			[2]	0.835 J			[2]	0.847 D			[2]	0.849 D			[2]	0.849 D
Assumptions:	×	aximum S	um of Critics	al Volumes	: (Intersec	tion Capaci	itv): 2 Phase	9=1500.3	Phase=14	125 4+ Ph	ase=1375	Insignalize	d=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. Ianes 50% of overlapping left urn. [1] vc ratio includes a 0.07 reduction due to installation of ATSAC as part of turn. [2] vc ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

LINSCOTT, 236 N. Chesi 626.796.232	ter Avenue 2 Fax 62	KEENSPAN , <i>Suite 200</i> , 26.792.0941	, ENGINEE , Pasadena	KS CA 91106	ç			CRITICAL	MOVEM	ENT ANAI	YSIS								
N-S St: E-W St: Project:	Woodma Riverside Westfield	n Avenue : Drive 1 Fashion Sc	quare /1-05-	3606-1				Woodman Peak Hour Annual Gri	h Avenue (r: owth:	@ Riversic AM 2.0%	de Drive					Date: Date of Co Projection	unt: Year:		08/06/2008 2007 2012
File Name: Counts by:	CMA12 Accutek							ALTERNA	VTIVE E P	ROJECT									
	2007	EXIST. TR	AFFIC	2012 \	<i>NI</i> AMBIE	INT GROW	H	2012 V	W OTHEF	R PROJEC	STS	2012 V	NI PROP(OSED PR(DJECT	2012 V	V/ MITIG/	VTION	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total /olume	No. of Lanes	Lane Volume
NB Left	183	20	101	18	201	~ ~	111	0	201	20	11	18	219	21	121	0	219	5	121
Comb. L-1 NB Thru	734	2 19 0	- 367	73	808	2 10 0	- 404	20	828	2 10 0	- 414	0	828	2 10 0	- 414	0	828	000	414
Comb. 1-K NB Right [2] Comb. L-T-R	219	0-0	219	22	241	0 - 0	- 241	52	293	0-0	- 293	0	293	0 ~ 0	- 293	o	293	0-0	- 293
SB Left	229	0	229	23	252	، –	252	7	259	<u></u> + ,	259	0	259	(259	ο	259		259
SB Thru	1165	2 10 0	- 582	116	1281	0 M G	- 641	14	1295	0 0 0	- 648	ю	1298	0 10 0	649	0	1298	0 0 1	- 475
comb. 1-K SB Right [2] Comb. L-T-R	111	00	- 	11	122	0 - 0	- 122	0	122	070	- 122	ы	125	0-0	- 125	o	125	-00	c/4 '
EB Left	96	- (35	σ	104	0	104	-	105	← (105	0	105	- 0	105	0	105	- 0	105
EB Thru	880	2 14 0	440	88	968	5 M C	- 484	41	1009	2 01 0	504	ŝ	1014	2 10 0	507	0	1014	0 10 0	- 507
comb. I-K EB Right Comb. L-T-R	- 116	0-0	- 116	12	128	0 - 0	128	←	129	070	129	30	159	0-0	- 159	0	159	0-0	- 159
WB Left	291	- c	291	29	320	- c	320	35	355	- 0	355	0	355	- 0	355	0	355	0	355
	1010	2 10 0	- 505	101	1111	0 00 0	555	35	1146	0 00 0	573	12	1158	2 14 0	- 579	0	1158	5 M C	579
VB Right Comb. L-T-R	185 -	0 0	185	19	204	0 0	204	7	211	0-0	211	0	211	0-0	211	o	211	0 - 0	211

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1426, 4+ Phase=1375, Unsignalized=1200.

673 862 535

N-S: E-W: SUM:

770 862 1632

N-S: E-W: SUM:

758 860 1618

N-S: NUN: SUM:

751 804 1556

N-S: E-W: SUM:

683 731 1414

N-S: E-V: SUM:

Crit. Volumes: Comb. L-T-R .

4 0.959

4

4

4

1.061

u_ Ξ

ш

Ξ

Volume / Capacity: evel of Service:

Assumptions:

Jo. of Phases:

1.107

ц. Ξ

1.117 щ Ξ

1.016

<u></u>

ш

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. Night turns on red from excl. larnes = 50% of voerlapping left turn. [1] Vic ratio inclution excl. larnes = 50% of voerlapping left turn. [2] Northbound right turn has an overlapping phase with the westbound left-turn movement. [3] Vic ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATGS.

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

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

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/06/2008 2007 2012

ALTERNATIVE E PROJECT

		2007	EXIST. TR	AFFIC	2012	W/ AMBIE	ENT GROW	HL	2012 V	V/ OTHEF	ROJEC	CTS	2012 V	V/ PROP(DSED PRC	JECT	2012	V/ MITIG/	VTION	
			No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Belletity obstantiation 34 36 36 36 36 36 37 2 201 44 2 37 6 44 2 34 6 44 2 44 2 54 0 64 2 54 0 44 2 54 0 64 2 54 0 64 2 54 0 64 2 54 0 64 2 54 0 64 2 54 0 64 2 54 0 64 2 54 0 64 2 54 0 10	Movement	Volume	Lanes	Volume	Vołume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	NB Left	342	0 0	188	34	376	21 0	207	۰.	377	20	208	71	448	20	247	0	448	20	247
	NB Thru	917	5 M G	- 459	92	1009	2 10 1	505	18	1027	2 10 1	514	0	1027	2 14 0	- 514	0	1027	5 M G	- 514
	Comb. I-K NB Right [2] Comb. L-T-R -	197	0 + 0	- 197	20	216	0 - 0	216	٢	223	0-0	- 223	D	223	0-0	223	O	223	0 0	223
	SB Left	150		150	15	165	- (165	5	170	- 0	170	0	170	- 0	170	0	170	- (170
	Comb. L-1 SB Thru	823	0 0 0	411	82	305	0 M C	- 452	20	925	2 4 6	- 462	10	935	2 M G	- 467	0	935	0 N C	385
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. 1-K SB Right [2]	188	o ≁ (- 188	19	207	0 - 0	- 207	-	208	o ← (, 208	12	220	o ← (- 220	0	220	- 0 1	- cae -
EB Left 213 1 213 1 213 1 213 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 235 1 235 1 235 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 236 1 233 1 233 1 233 1 233 1 233 1 233 1 233 1 236 1 253 1 253 1 253 641 0 544 0 544 0 544 0 544 0 544 0 544 0 544 0 564 1 255 543 0 1068 2 543 0 1084 1 263	Comb. L-T-R -		0				0				0				0				0	
	EB Left Comb 1 - T	213	c	213	21	235	c	235	-	236	c	236 -	0	236	т- с	236	0	236	c	236
Comb. L+R. 57 0 257 0 257 0 257 0 254 0 544 1 268 1 268 1 284 0 584 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 269 0 269 1 283		916	200	458	92	1008	000	504	38	1046	0 01 0	523	36	1082	0 14 0	541	0	1082	2 10 0	541
Comb. L-T.R- 0 </td <td>Comb. 1-K EB Right</td> <td>257</td> <td>⊃</td> <td>- 257</td> <td>26</td> <td>283</td> <td>⊃ ~</td> <td>- 283</td> <td>÷</td> <td>284</td> <td> C</td> <td>- 284</td> <td>300</td> <td>584</td> <td></td> <td>584</td> <td>ο</td> <td>584</td> <td>⊃</td> <td>- 584</td>	Comb. 1-K EB Right	257	⊃	- 257	26	283	⊃ ~	- 283	÷	284	C	- 284	300	584		584	ο	584	⊃	- 584
WE Left 239 24 263 1 263 0 263 1 263 0 263 1 283 1 283 1 283 1 283 1 283 1 283 1 283 0 1 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 1 283 1 283 1 283 1 283 1 1 <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>0</td><td></td></th<>	Comb. L-T-R -		0				0				0				0				0	
WB Thu- WB Thu- Burn, T-R OC 45 91 938 2 499 42 1040 2 520 46 1086 2 543 0 1086 2 543 0 1086 2 543 Comb, T-R 0 - 0 - 233 1 283 0 283 1 283 0 - 283 1 283 0 - 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 283 0 283 1 1433 1433 1433 1433 1433 1433 1433 1433 1433 1433 1433 1433 1433 1433 1433 1433	WB Left	239	c	239	24	263	c	263	g	269	c	269	0	269	- c	269	0	269	c	269
Comb. I-R 0 - 0 - 0 - 0 - 0 - 283 0 1433 1433 1433 1433 1433 1433 1433 1433 <	WB Thru	205	0 00 0	453	91	866	2 (1) (499	42	1040	2 (1) (520	46	1086	2 4 4	543	0	1086	0 10 0	543
Comb.L-T-R- 0 <th< td=""><td>Comb. T-R WB Right</td><td>254</td><td>o -</td><td>- 254</td><td>25</td><td>279</td><td>0 -</td><td>- 279</td><td>4</td><td>283</td><td>0</td><td>- 283</td><td>0</td><td>283</td><td>0 ~</td><td>- 283</td><td>0</td><td>283</td><td>o -</td><td>- 283</td></th<>	Comb. T-R WB Right	254	o -	- 254	25	279	0 -	- 279	4	283	0	- 283	0	283	0 ~	- 283	0	283	o -	- 283
Crit. Volumes: N-S: 608 N-S: 669 N-S: 714 N-S: 683 E-W: 697 E-W: 767 E-W: 792 E-W: 810 E-W: 810 E-W: 1306 SUM: 1475 SUM: 1524 SUM: 1493 No. of Phases: 4 4 4 4 4 4 Volume / Capacity: [1] 0.975 [1] 1.003 [1] 1.003 [1] 0.986 Level of Service: D E F F F E E 8 13 0.986	Comb. L-T-R -		0				0				0				0				0	
SUM: 1306 SUM: 1475 SUM: 1524 SUM: 1493 No. of Phases: 4	Crit. Volumes:		N-S: W: М:	608 697			N-S: Е-W:	669 767			N-S: E-W:	683 792			N-S: E-W:	714 810			N-S: E-W:	683 810
No. of Phases: 4			SUM:	1306			SUM:	1436			SUM:	1475			SUM:	1524			SUM:	1493
Volume / Capacity: [1] 0.880 [1] 0.975 [1] 1.003 [1] 1.038 [3] 0.986 Level of Service: D E F F F E	No. of Phases:			4				4				4				4				4
Level of Jerry Level of J	Volume / Capa	acity:	Ξ	0.880			[1]	0.975			[1]	1.003			E	1.038			6	0.986
	Level of Servic	e:		_				ш				L				L				ш

maximum sum or cmrcai volumes (intersection Capacity): 2 mase=13.0u, 3 mase=13.0, unsignaitzeo=12.0u. For dual turn lane, 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 just turn. [1] wc 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] wc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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 AM 2.0% Annual Growth: Peak Hour:

08/06/2008 2007 2012 Date; Date of Count: Projection Year:

ALTERNATIVE E PROJECT

		2007 EXIST. 1	rRAFFIC	2012 \	N/ AMBIE	ENT GROW	HL	2012 V	V OTHEF	ROJEC	TS STS	2012 \	NI PROP	OSED PR	DJECT	2012	W/ MITIGA	ATION	
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Nilletit 346 1 <	Movement Vo	lume Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	NB Left	348 1	348	35	383	-	383	-	384	-	384	0	384		384	0	384	-	'n
	Comb. L-T	0		:	ļ	0	1	ł		0 0		c		0 (-	c		0,	
	NB Thru Comh T-P	890 3	- 297	68	6/6		326	/c	1036	<i>n</i> 0	. 145	α	1044	00	0 1 0	C	1044	00	י י
	NB Right	, o		0	o	0	,	0	0	0		0	ο	0	•	0	0	0	,
State 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 <td>Comb. L-T-R -</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> <td></td> <td>0</td> <td></td>	Comb. L-T-R -	o				0				0				0				0	
	SB Left	0		0	0	0		0	0	0	ł	0	°	0		0	0	0	
	Comb. L-T	1067	- 765	106	1168	0 4	- 797	C 1	1210	04	- 303	6	1220	04	- 305	С	1220	04	ب
Stranger 545 545 545 545 543 543 613 1 1 </td <td>SB Inru Comh T-R</td> <td>7001 0</td> <td>CD7 -</td> <td>001</td> <td></td> <td>t C</td> <td>767 -</td> <td>71</td> <td>2 2</td> <td>+ 0</td> <td>3.</td> <td>2</td> <td>0971</td> <td>10</td> <td>-</td> <td>0</td> <td>244</td> <td>10</td> <td>,</td>	SB Inru Comh T-R	7001 0	CD7 -	001		t C	767 -	71	2 2	+ 0	3.	2	0971	10	-	0	244	10	,
	SB Right	545 1	545	54	599) (~	599	6	608	· ~	608	5	613	-	613	0	613	-	9
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. L-T-R -	Ö				0				0				0				0	
	EB Left	0	,	0	0	0	,	0	0	0		°	0	0		0	0	0	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. L-T	0	,			0				0				0	,			0	
	EB Thru	0	I	0	0	0		0	0	0		0	0	0	,	0	0	0	,
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. T-R		•	c	c	00	•	c	c	00	1	c	c	00		c	c	00	
	בם אופות כמשה ד-ם -) C	1	2	>			5	5			5	2	00	ı	>	5	0	
WE Left 314 1 173 31 345 1 190 18 363 1 200 0 363 1 200 0 363 1 200 0 363 1 200 0 363 1 200 0 363 1 200 0 5 0 <	- 2-1-2	ز				5)				,					
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	WB Left	314 1	173	31	345	-	190	18	363	,	200	0	363	- (200	0	363	(2
We Intu 4 0 200 0	Comb. L-T		-	c	u	0 0	-	c	u	0 0	- 305	c	v	50	, 205	c	ư		(7
WB Right Comb. L-T-R- Zes 1 160 14 306 1 168 8 314 1 173 0 314 1 173 1 1307 1307 1307 1307 1307 1307 1307 1307 1307 1307 1307 1307 1307	Comb T-P	ے د 4	C07 ,	D	n	- C	167 -	C	C	00	5	0	0	00	-	5	>	00	,
Comb. L-T-R- 1 1 1 1 Crit. Volumes: N-S: 983 N-S: 998 N-S: 309 E-W: 309 E-W: 309 N-S: 309 N-N: 307 309 N-N: 309 N-N: 309 N-N: 309 N-N: 309 N-N: 307 309 N-N: 307 <td< td=""><td>WB Right</td><td>265 1</td><td>146</td><td>27</td><td>292</td><td>) (</td><td>160</td><td>14</td><td>306</td><td></td><td>168</td><td>8</td><td>314</td><td>-</td><td>173</td><td>0</td><td>314</td><td>-</td><td></td></td<>	WB Right	265 1	146	27	292) (160	14	306		168	8	314	-	173	0	314	-	
Crit Volumes: N-S: 893 N-S: 998 N-S: 909 E-W: 309 E-W: 309 E-W: 309 E-W: 309 E-W: 309 201 1307 309 201 309 201 309 201 309 201 309 201 30 30 30 300 300 300 300 300 300 300 300 300 300	Comb. L-T-R -									-				-				-	
E-W: 265 E-W: 291 E-W: 309 E-W: 309 No. of Phases: 1158 SUM: 124 SUM: 1307 SUM: 1307 No. of Phases: 3 3 3 3 3 3 3 3 Volume / Capacity: [1] 0.743 [1] 0.824 [1] 0.841 [1] 0.847 [2] 0.817 Level of Service: C D	Crit. Volumes:	N-S:	893			N-S:	983			N-S:	993			N-S:	866			N-S:	6
SUM: 1158 SUM: 1307 SUM: 1307 1307 No. of Phases: 3		E-W:	265			Е-W:	291			Щ-W:	306			Е-Ķ	309			:Х Ч	e
No. of Phases: 3 3 3 3 Volume / Capacity: [1] 0.743 [1] 0.824 [1] 0.841 [1] 0.847 [2] 0.817 Level of Service: C D D D D D D		SUM:	1158			SUM:	1274			SUM:	1298			SUM:	1307			SUM:	13
Volume / Capacity: [1] 0.743 [1] 0.824 [1] 0.841 [1] 0.847 [2] 0.817 Level of Service: C C D D D D D D D D D D D D D D D D D	No. of Phases:		3				θ				е				m				
Level of Service: C D D D D	Volume / Capacit	v: [1]	0.743			Ξ	0.824			Ξ	0.841			Ξ	0.847			[2]	0.8
	Level of Service:		U				۵				۵				۵				٥

6

Maximum sum of Critical Volumes (intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsig For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volenties assigned to exclusive lane. Right turns on red from excl. lanes = 50% of voerlapping left turn. [1] Wc 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.

N-S St: E-W St: Project: File Name	Woodma Ventura F Westfield	n Avenue reeway Wé Fashion Sc	sstbound Ra quare /1-05-;	1-906-1 3606-1				Woodmar Peak Houi Annual Gr	l Avenue r: owth:	@ Ventura PM 2.00%	Freeway W	estbound F	tamps			Date: Date of C	ount: 1 Year:		08/06/20 200
Counts by:	Accutek							ALTERNA	VTIVE E F	ROJECT									
	2007	EXIST. TR	AFFIC	2012 \	VI AMBII	ENT GROV	ΥTH	2012 \	W OTHE	R PROJEC	TS	2012 V	VI PROPO	DSED PRO	DIECT	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	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	314	-	314	31	345	-	345	2	347	-	347	0	347	-	347	o	347		æ
Comb. L-T		0				0		:		0	•	i		0	,	(0 0	
NB Thru Comb T-R	1186	<i>т</i> с	395 -	119	1304	мс	435	26	1330	mο	443	31	1361	mο	454 -	D	1361	mο	
NB Right	ο	00	,	0	D	00	,	0	0	0	,	0	0	0	,	o	0	0	
Comb. L-T-R	,	0				0				0				0				0	
SB Left	P	0	,	0	0	0	,	0	0	0	ı	0	0	0		0	0	0	
Comb. L-T	917	04	-	69	1009	04	- 252	28	1037	04	- 259	67	1104	04	- 276	0	1104	04	- 2
Comb. T-R	5	r 0	-	2		• 0		1		0		;		0	1	•		0	i ,
SB Right	486	-	486	49	534	÷ (534	7	533	(533	33	566	(566	o	566	c	56
Comb. L-T-R		0				0				0				D				D	
EB Left	0	0 0		0	0	0 0	1	0	0	0 0		0	0	0 0	ı	o	0	00	ı
Comb. L-1 EB Thru	0	00		0	D	00		0	0	00	1 1	0	o	00		0	0	00	
Comb. T-R		0	•			0	,			0	,			0	,			0	,
EB Right	0	0	,	o	0	0 0	ł	0	0	0 0	,	0	0	0 0		0	0	0 0	
Comb. L-T-R		0				0				D				þ				0	
WB Left	402	- (221	40	443	- 0	244	16	459	- 0	252	o	459	- 0	252	o	459	- c	25
VB Thru	0	00	344	0	0	00	379	o	0	00	- 387	0	0	00	401	0	0	00	
Comb. T-R		0				0	,			0		1		0		1		0	
WB Right Comb. L-T-R	363		200	36	399		220		400		220	33	433		238	o	433		N
Crit. Volumes		N-S: E-W: SUM:	800 344 1144			N-S: SUM: SUM:	880 379 1259			N-S: E-W: SUM:	881 387 1267			N-S: E-W: SUM:	914 401 1315			N-S: E-W: SUM:	0 4 (
No. of Phase	s:		m				ε				ε				'n				
Volume / Cap	acity:	[1]	0.733			[1]	0.813			Ξ	0.819			Ξ	0.853			[2]	0.82
	100.		2				2												5

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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 ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

Assumptions:

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

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

Accutek

CRITICAL MOVEMENT ANALYSIS

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

08/06/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

	2007 EXIST. TH	RAFFIC	2012	W AMBI	ENT GROW	TH	2012 V	// OTHER	PROJEC	TS	2012 \	VI PROP	OSED 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 Lanes	Volume	Volume	Volume	Lanes	Volume	Volume \	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volum	<u>.</u>
NB Left	0	•	0	o	0	,	o	0	0	ı	O	0	0 0	1	D	0	01	ı	
Comb. L-T	0 0		ſ	LCC	0 0	,		000	0,	1	C	5	0,	-	c	Ċ	0,	, ,	
NB Thru Comb T-R	786 3	262	6/	865	، ت	395	44	808	، ر	303 413	n	716	، ب	304 413	D	212	ņ≁	י) ק	413 413
NB Right	359 0	,	36	395	- 0	, ,	18	413	- 0) - -	0	413	0	, ,	0	413	0		2
Comb. L-T-R -	0				0				٥				0				0		
SB Left	340 1	340	34	374	-	374	10	384	-	384	5	389	-	389	0	389	-	r r	389
Comb. L-T	0				0	,			0	ı			0	ı			0	•	
SB Thru	1093 2	547	109	1202	2	601	50	1252	2	626	сл	1257	2	629	0	1257	2	9	529
Comb. T-R	0	·	Ċ	(0 0		c	c	0 0		c	Ċ	0 0	,	c		00		
SB Kight	0	ı	C	c	5 0	ı	D	Þ	. .	1	S	5	5 0	1	5	c		,	
Comb. L-1-K -	D				þ				c				þ				c		
EB Left	339 1	186	34	373	-	205	14	387	-	213	5	392	F	216	0	392	-	2	216
Comb. L-T	0	1			0	ı			0	1			0	,			0	•	
EB Thru	3	332	0	с	0	365	0	ო	0	372	0	ю	0	374	0	ო	0	ŝ	374
Comb. T-R	0	·			0				0				0				0		
EB Right	392 1	216	39	431	-	237	-	432		238	0	432		238	0	432	•	^N	238
Comb. L-T-R -	*				*				•				•				•		
WB Left	0	,	0	0	0		0	0	0		0	0	0		0	٥	0		
Comb. L-T	0	ı			0	ı			0	•	4	•	0		•	ı	0	,	
WB Thru	0	ı	0	0	0		0	0	0 (,	0	0	0 0		0	0	00	ŧ	
Comb. T-R		·	c	C	0 0		c	c	0 0		c	c	0 0		c	c	0 0	•	
We kight			•	c) (,	0	c) (D	5	- c		5	2	- c	,	
COIIID. L-1-K -	5				5				5				2				2		
Crit. Volumes:	N-S:	669			N-S:	769			N-S:	797			N-S:	802			N-S:	8	302
	E-W:	332			:×	365			Ш-М:	372			Х Ч	374			Х Ч	ເບຼ	374
	SUM:	1031			SUM:	1134			SUM:	1169			SUM:	1176			SUM:		176
No. of Phases:		m				3				ε				£					ы
Volume / Capaci	ly: [1]	0.654			[2]	0.696			[2]	0.720			[2]	0.725			[2]	0.7	725
Level of Service:		8				Ш				с				U				υ	
Assumptions:	Maximum	Sum of Crib	ical Volume.	s (Interse	ction Capac	-itul: 2 Phase	a=1500 3 .	Dhase=14	125, 4+ Ph.	ase=1375	(Insignalize	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 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 of 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 future citywide ATSAC/ATCS system installation.

N-S St: E-W St: Project:	Woodma Ventura F Westfield	n Avenue Freeway Ea Fashion S	Istbound Ra quare /1-05-	mps .3606-1				Woodman Peak Hour Annual Gr	Avenue	@ Ventura PM 2.00%	reeway E	astbound R	amps			Date: Date of Co Projection	ount: Year:		08/06/200 200 201
Counts by:	Accutek							ALTERNA	TIVE E P	ROJECT									
	2007	EXIST. TR	AFFIC	2012 V	V/ AMBIE	ENT GROV	TH	2012 V	// OTHEF	ROJEC	STS	2012 \	NI PROPI	OSED PR(DJECT	2012 \	N/ 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	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	0	00	ı	0	0	00		0	0	00	ı	O	0	00		0	0	00	,
Comb. L- I NB Thru	1094	0 m	- 365	109	1203	⊃ m	- 401	28	1231	0 m	410	11	1242	- ო	414	0	1242	o n	- 41
Comb. T-R VB Rinht	364	c	365	36	400	c	401	14	414	- c	414	o	414	- 0	414	C	414	~ 0	4
Comb. L-T-R	1	00		2		00		:		0		•		0		,		0	
SB Left	287	-	287	29	316	-	316	0	316		316	36	352	-	352	0	352	,	35
Comb. L-T SR Thri	1010	0 0	- 505	101	1111	0 0	- 555	45	1156	0 ^	- 578	30	1186	0 ~	- 593	C	1186	0 0	- 59
Comb. T-R	2	10	-	2		10		2		0	, ,	:		0		,	-	0	•
SB Right Comb. L-T-R	•	00	,	0	0	00	•	D	0	00		0	0	00		0	0	00	1
EB Left	467	-	257	47	514	t-	283	0	514	-	283	19	533		293	0	533	-	29
Comb. L-T	Ţ	00	- 372	c	÷	00	- 404	c	-	00	- 410	c	÷	00	- 418	c	Ŧ	00	- 41
Comb. T-R	-	00	10 -	5	-	00	2 -	>	-	00	2 F	5	-	00	2 F	þ	-	00	•
EB Right	357	-	196	36	392	-	216	2	394	-	217	0	394		217	0	394	-	21
Comb. L-T-R		-				-				-				~				-	
WB Left	0	00		o	0	0 0		0	0	0 0		0	0	0 0		0	o	0 0	1 1
WB Thru	0	0		0	0	00	1	0	0	0	,	0	0	ō	ı	o	D	0	4
Comb. T-R	1	0	ı			0 (Ċ		0	•	c	Ċ	0 0	,	c	c	00	
WB Right Comb. L-T-R	o ,	00	ı	c	Þ	00	ı	þ	5	00		C	þ	00		D	2	00	
Crit. Volumes		N-S: E-W: SUM:	652 372 1023			N-S: SUM: SUM:	717 409 1126			N-S: E-W: SUM:	730 410 1140			N-S: E-W: SUM:	766 418 1184			N-S: SUM: SUM:	76 41 118
No. of Phase:	::		ε				ε				6				3				
Volume / Cap	acity:	E	0.648 D			[2]	0.690 B			[2]	0.700 B			[2]	0.731 C			[2]	0.73
															,				,

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941. Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual tum lanes, 55% of volume is assigned to heavier 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 ATSAC/ATCS system installation.

Assumptions:

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

Accutek

Project: File Name: Counts by:

N-S St: E-W St:

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/06/2008 2007 2012

ALTERNATIVE E PROJECT

	2002	TSIX:	AFFIC	2012 M	// AMBIF	INT GROW	H	2012 V	V OTHE	ROJEC	TS STS	2012	W/ PROP	OSED PRC	DJECT	2012 W/ A	MITIGAT	NOI	
				Addad	Total	No of	anel	Анден	Total	No. of	Lane	Added	Total	No. of	Lane	Added To	otal	lo. of	Lane
Movement	Volume	Lanes	Volume	Volume V	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume Voli	ume	anes	Volume
NB Left	12	-	12	-	14		14	0	14	-	14	0	14	، س	14	ο	14	÷ 0	14
Comb. L-T NB Thru	490	0 11 0	- 245	49	539	0 10 0	- 269	57	596	0 0 0	- 298	7	598	0 0 0	- 299	o	598	2 14 0	- 299
Comb. I-K NB Right Comb. L-T-R ·	- 24	0-0	- 24	2	26	0-0	, 26	2	28	0-0	28	0	28	0-0	28	o	28	0 - 0	28
SB Left	297	+- c	297	30	327	- 0	327	5	329	- c	329	F	330	c	330	0	330	- c	330
Comb. L-1 SB Thru	851	o - •	528	85	936		- 581	48	984	o ← •	- 605 605	б	987) +	607 607	0	987) 	607 607
Comb. I-K SB Right Comb. L-T-R ·	206	-00	97C -	21	227	- 0 0	000	0	227	- 0 0		0	227	- 0 0	-	o	227	- 0 0	3
EB Left	111	- 0	111	11	122	- c	122	0	122	- 0	122	-	123	- c	123	0	123	- c	123
EB Thru	551	⊃ ~ (- 551	55	606	o ← (. 606	28	634	o ← c	634	0	634	o ← c	634	0	634) c	634
Comb. I-K EB Right Comb. L-T-R ,	40	0 - 0	40	4	43	0 - 0	- 43	o	43	0 - 0	43	0	43	0 - 0	43	o	43	00	43
	L C	,		c	2	•	ro	¢	90	Ŧ	90	C	ЭQ	Ţ	дR	c	90	-	дĘ
WB Left Comb. L-T	C8	- 0	, 80 1	D	45	- 0	, 1	N	0	- 0	0 1	2	0	- 0	Р -	2	2	- 0	3
	726	c	726	73	799	- c	199	43	842	c	842		843	c	843	0	843	- c	843
Comb. I-R WB Right Comb. L-T-R	276	0-0	276	28	303	0 - 0	303	4	307	0 - 0	307	0	307	0 - 0	307	o	307	0	307
Crit. Volumes		N-S: E-W: SUM:	542 837 1380			N-S: E-W: SUM:	597 921 1518			N-S: E-W: SUM:	627 964 1591			N-S: E-W: SUM:	629 966 1595			N-S: E-W: SUM:	629 966 1595
No. of Phases			2				2				2				2				7
Volume / Cap Level of Servi	acity: ce:	E	0.850 D			Ξ	0.942 E			Ξ	0.991 E			Ξ	0.993 Е			[2]	0.963

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping left turn. [1] 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.

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:

ALTERNATIVE E PROJECT

	2007 EX	(IST. TRA	FFIC	2012 \	VI AMBIE	INT GROW	H	2012 V	V/ OTHER	ROJEC	TS	2012 \	NI PROP	OSED PR	DJECT	2012 \	W/ MITIG/	ATION	
	Z	lo, of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume L	anes	Volume	Volume	Volume	Lanes	Volume	Volume 1	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	67		67	7	73	-	73	0	73	-	73	0	73	T	73	0	73	~	73
Comb. L-T NB Thru	772	0 0	- 386	77	849	0 0	- 424	44	893	0 0	- 446	80	901	0 74	- 450	D	901	0 0	- 450
Comb. T-R NB Right	55	0 - 0	55	φ	61	0 - 0	61	7	63	0 - 0	63	0	63	0 - 0	- 63	0	63	0 - 0	63
Comb. L-T-R -		0				D				0				þ				þ	
SB Left	263	- 6	263	26	289	- c	289	0	289	- c	289	10	299	c	299	0	299	- c	299
SB Thru	734	o ← ·	492	73	808	o ← ·	542	47	855	·	565	20	875) - - 1	575	0	875) -	575
Comb. T-R SB Right	251	- 0	492	25	276	- 0	542	0	276	- 0	, coc	0	276	- 0	c/c -	0	276	- 0	c/c -
Comb. L-T-R -		0				0				0				0				0	
EB Left	205	-	205	20	225	-	225	0	225	-	225	2	227		227	0	227	- (227
Comb. L-T EB Thru	685	o –	- 685	69	754	0 -	- 754	35	789	0 -	- 789	0	789	0 ~	- 789	ο	789	o ←	- 789
Comb. T-R	87	0 -	- 82	α	06	0 +	1	O	06	0 -	- 06	0	06	o +-	- 06	0	06	0 -	- 06
Comb. L-T-R -	;	• 0	})	8	0	1	I	:	0		I		0				0	1
WB Left	11	- 0	71	7	78		78	3	81	- c	81	0	81	~ c	81	0	81	- c	81
WB Thru	551	c	551	55	606	o ← (- 606	45	651	o ← (- 651	2	653	o ≁ (653	0	653	o ← (653
Comb. T-R WB Right	258	o –	- 258	26	284	- c	- 284	0	284	- C	- 284	0	284	C	- 284	0	284	- c	- 284
Comb. L-T-R -		0				0				0				0				o	
Crit. Volumes;		N-S:	649 77.0			N-S: N-S:	714			N-S: 7 M-S:	736			N-S: N-S:	750			N-S: N-S:	750
	()	SUM:	1405			SUM:	1546			SUM:	0// 1613			SUM:	1631			SUM:	1631
No. of Phases:			5				2				2				2				2
Volume / Capa	city:	Ξ	0.867			[1]	0.960			E	1.005			Ξ	1.017			[2]	0.987
Level of Servic	ä		D			_	Ш				Ŀ				ш				ш
Accelerations		O mining	of Catto	somila/Lin	· /Interes	-tion Canac	ind: 0 Dhac	- 1500 3 v	Dhacamtu	105 A+ Dh	ara=1375	Incidnalize	nd=1 200						
Assumptions:	INC		UTI OI UTIR	Allininy IB	S (THEFISED	citori capac	INJ. Z FIIdo	- nnci - a		1 L L + 1 0 7 +	1 0 101 - 200	vzijelificijo							

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.l and one opt. turn lane, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 55% 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] wc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

08/06/2008 2007 2012

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

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

ALTERNATIVE E PROJECT

Woodman Avenue @ Ventura Boulevard CRITICAL MOVEMENT ANALYSIS

AM 2.0%

Annual Growth: Peak Hour:

08/06/2008 2007 2012

Projection Year: Date of Count: Date:

	2007	EXIST. TRU	VFFIC	2012	W/ AMBI	ENT GROW	H	2012 V	V OTHE	R PROJEC	3TS	2012 \	NI PROPI	DSED PRC	JECT	2012 W	VI MITIGA	VTION	
		No. of	Lane	Added	Totai	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 V	/olume	Lanes	Volume
NB Left	51	-	51	S	56	-	56	80	64	-	64	0	64	-	64	0	64	÷ 1	64
Comb. L-T	r da	00	,	ć	fcc	0 0	,	c	100	0 0	1	Ŧ	000	0 0	J	c	000	00	1
NB Inru Comb T-R	201	c	- 219	70	177	c	- 241	٥	177	C	- 251	-	977	c	- 252	Þ	077	⊃ ~ -	- 252
NB Right	19	0	, ,	2	21	0		4	25	0	,	0	25	0		0	25	0	
Comb. L-T-R -		0				0				0				0				0	
SB Left	216	t.	216	22	238	-	238	7	245	+	245	2	247	- (247	0	247	- (247
Comb. L-T SB Thru	225	0 ~	- 225	22	247	0 -	- 247	с	252	- c	- 252	-	253	- C	- 253	0	253	o ←	253
Comb. T-R		0 1		36	000	0,	, ,	00	201	0,	-	c	364	0 •	- 125	c	964	0 7	- 1957 -
Comb. L-T-R -	200	- 0	200	8		- 0	222	8	Pr -	- 0	2	þ	2	- 0	8	5		- 0	<u></u>
EB Left	142	÷ ۱	142	14	157		157	41	198	- 0	198	0	198	c	198	0	198	÷- د	198
Comb. L- I EB Thru	1082	⊃ ~	- 554	108	1190	- c	- 609	96	1286	C	- 665	0	1286	⊃ - -	- 665	0	1286	C	- 665
Comb. T-R	:	 (554	1	:	- - 1	609	:	!	I	665		ļ	(665	¢	ļ	(665
EB KIGNT Comb. L-T-R -	97	00	,	ŋ	67 7	00		0	4 0	00	·	C	.	00	ŧ	5	ç	00	
WB Left	45	-	45	4	49	-	49	F	50	-	50	0	50	+	50	0	50		50
Comb. L-T	2	. 0	! '	-	2	0	!			0	•			o				0	
WB Thru	1091	. .	603	109	1200	. .	663	52	1252		695 Cor	-	1253	.	696 707	0	1253	. .	696 707
Comb. I-K WB Right	114	- 0	, 103	÷	126	- 0	. 103	12	138	- 0	CR0 -	•	139	- 0	020 -	0	139	- 0	0A0 -
Comb. L-T-R -		0				o				0				o				o	
Crit. Volumes:		N-S:	436			N-S:	479			N-S:	496			N-S:	499			N-S:	499
		Щ-W:	745			E-W:	820			E-W:	893			Е-W:	894			E-W:	894
		SUM:	1181			SUM:	1299			SUM:	1389			SUM:	1393			SUM:	1393
No. of Phases:							2				2				7				5
Volume / Capa	icity:	[1]	0.717			[2]	0.766			[2]	0.826			[2]	0.829			[2]	0.829
Level of Servic	e:		U				0				٥				۵				
							i												

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] vic ratio includes a 0.07 reduction due to installation of ATSAC/ATCS system installation. Assumptions:

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: Annual Growth: 2.00%

 Date:
 08/06/2008

 Date of Count:
 2007

 Projection Year:
 2012

ALTERNATIVE E PROJECT

	1000	01119.04	0700	ICINE INV	NOOC ENE		2040			L L	2012 V		SED PRO	D.IECT	2012	N/ MITIG/	VIION	
	ZUU/ EXISI	ir RAFFIC	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement Vc	viume Lane	s Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	59	 22	9	65	<i>⊷</i> (65	24	89	~ ¢	83	0	89	÷- C	89	0	89	c	68
Comb. L-T NB Thru	213	, , , , ,	21	235	- o c	, , , ,	9	241	- 0 0		9	247	00-	- - 255	0	247	00-	- 255
Comb. I-K NB Right Comb. L-T-R -	9	- 00	~	7	- 0 0	- + 7 1	5	თ	- 0 0) 	O	თ	- 0 0		0	თ	00	
SB Left	125	1 12	5 12	137	- ,	137	÷	136	- 0	136	12	148	- 0	148	0	148	c	148
Comb. L-T SB Thru	161	1 - 16	1 16	177	o - ¢	- 177	4	181	⊃ ← c	181	9	187	o ← c	187	0	187	o – c	187
Comb. T-R SB Right Comb. L-T-R -	237	0	7 24	261	0 - 0	- 261	47	308	0-0	308		309	0-0	309	o	309	0-0	309
EB Left	206	1 20	5 21	227	-	227	40	267	-	267	0	267	- 0	267	0	267	- c	267
Comb. L-T EB Thru	1093	1 - 56	7 109	1202	0 1	- 623	84	1286	0	- 674	o	1286	o ≁ •	- 674 674	0	1286	- - -	- 674 674
Comb. T-R EB Right Comb. L-T-R -	41	1 0 - 56 0	4	45	-00	. 623	18	63	- 0 0	- -	0	63	- 0 0		0	63	- 0 0	+ -
WB Left	24	1 2	4 2	26	+	26	-	27	-	27	0	27		27	0	27	~ ~ 1	27
Comb. L-T WB Thru	910	0 - 1 51	5 91	1001	0 -	- 566	86	1087	o - ·	609	7	1089	0 ~ ,	- 611	0	1089	0 ~ 1	611
Comb. T-R WB Right Comb. L-T-R -	120	- 00 - 51	5 12	132	-00	566	0	132	-00	609 1	2	134	-00		0	134	-00	
Crit. Volumes:	N-S SUN SUN	:: 34 /: 72 /: 106	4 ~ 10		N-S: E-W: SUM:	379 793 1171			N-S: E-W: SUM:	386 876 1261			N-S: E-V: SUM:	404 878 1281			N-S: E-W: SUM:	404 878 1281
No. of Phases:			2			2				2				2				2
Volume / Capaci: Level of Service:	ty:	[1] 0.64 B	0		[2]	0.681 B			[2]	0.741 C			[2]	0.754 C			[2]	0.754 C
Assumptions:	Maxin For du For o Right [1] w([2] w(num Sum of (ual turn lanes ne excl. and c turns on rad i : ratio include : ratios reflect	Critical Volum 55% ine opt. turn I from excl. lan s a 0.07 redu additional 0.	les (Intersi ane, es = iction due 03 reducti	ection Capa of volume 70% 50% to installatic on due to th	icity): 2 Pha: is assigned of volume is of overlappi on of ATSAC ie future city	te=1500, 3 to heavier assigned t ng left tum. as part of wide ATSA	Phase=1 lane. o exclusiv the Victor C/ATCS.	425, 4+ Ph re lane. ry System i system ins	nase=1375, No. 6. tallation.	Unsignalize	ed=1200.						

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: 2.0%

08/06/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT

	LOIVE 7000		6700	VALLA MEDIC	MOOD THE	E E	2010 1			4	1 0100			FC II	7 010	OLTIN IN	NOIT.	
			7107				A 7107			0	1 7107		יסבר דרר		A 7107			
	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	olume Lane	s Volume	Volume	Volume	Lanes	Volume	Volume V	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	0	, 0	0	0	0	,	0	0	o	,	11	£	Arre	11	0	5	-	1
Comb. L-T		، ٥			0				0	,			0	1			0	,
NB Thru	0	' 0	0	0	0	•	0	0	0		0	0	0		0	0	0	
Comb. T-R		0			0				0				0				0	
NB Right [3]	0	0	0	0	0		0	0	0		72	72	rv	40	0	72	2	40
Comb. L-T-R -		0			0				0				0				0	
SB Left	35	' 0	4	g	0	,	0	ត្ត	0	,	-39	q	¢	1	0	Ģ	a	,
Comb. L-T		' 0			0	•			0	ı			0	•			0	
SB Thru	0	0 59	0	0	0	65	0	0	0	65	0	0	0	,	0	0	0	
Comb. T-R		' 0			0				0	•			0	·			0	,
SB Right	24	0	7	26	0	1	0	26	0	1	36	62	-	62	0	62		62
Comb. L-T-R -		+			-				-				0				0	
CD 1 0#	ų	u +	T.	7	ŀ	<u> </u>	c	2	-		L -	¢	¢		c	¢	c	
Comb 1-T	D	- c	-	-	- c	- '	2	-	- c	- ,	ī	2	c		5	?	00	
EB Thru	1017	2 509	102	1119	0 0	559	43	1162	2	581	-	1163	2	581	0	1163	0 01	581
Comb. T-R		'			0	,			0				0	1			0	
EB Right	0	' 0	0	0	0	,	0	0	0	ı	62	62	-	62	0	62	-	62
Comb. L-T-R -		0			0				0				0				0	
WB Left	0		0	0	0		0	0	0		290	290	~	160	0	290	2	160
Comb. L-T		,			0				0				0				0	,
WB Thru	1103	1 556	110	1214	*	611	36	1250		629	~ -	1251	-	630	0	1251		630
Comb. T-R		1 556			•	611			~	629			-	630			*	630
WB Right	8	, 0	-	თ	0		0	თ	0		0	თ	0		0	თ	0	1
Comb. L-T-R -		0			0				0				0				0	
Crit. Volumes:	S-N	: 59			N-S:	65			N-S:	65			N-S:	73			N-S:	73
	∧- ⊔	': 562			E-W:	618			<u></u> W:	636			E-W:	741			Е-W:	741
	SUN	1: 621			SUM:	684			SUM:	702			SUM:	814			SUM:	814
No. of Phases:		∍				D				D				e				e
Volume / Capacit	Y:	0.518				0.570				0.585			[1], [2]	0.471			[1]. [2]	0.471
Level of Service:		۲			-	A				A				4				٩
		Ċ			C			2 P 4C		1207		0007						
Assumptions;	Maxin	num Sum or Cn.	tical Volume	's linterser	ction Capac.	itvi: 2 Phase	3=1500. JI	uhase=14.	25. 4+ Pn.	3Se=13/0. L	Insignalize	nu=120U.						

5

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. [3] Northbound right turn has an overlapping phase with the westbound left-turn movement. [2] Wor tapiculous a 0.10 reduction due to installation of ATSACATCS as part of the Victory System No. 6. Note: Pass-by reductions not applied to this intersection per LADOT standards.

Counts by: Accutek 2007 EXIST. No. of Movement Volume Lanes	Square /1-05-3	3606-1											Projection	Year:		2012 2012
2007 EXIST. No. of Movement Volume Lanes					ALTERNATI	IVE E PR	OJECT									
No. of Movement Volume Lanes	RAFFIC	2012 W/	AMBIENT GF	ROWTH	2012 WI	OTHER	PROJECT.	s	2012 W	PROPO	SED PRO	JECT	2012 V	V/ MITIGA	NOIT	
Movement Volume Lanes	Lane	Added Tr	otal No. of	Lane	Added T	otal N	lo. of	Lane	Added	Total N	o. of	Lane	Added	Total	No. of	Lane
	Volume	Volume Vol	ume Lanes	Volume	Volume Vc	olume L	anes	/olume	Volume V	olume	anes	Volume	Volume \	/olume	Lanes	Volume
NB Left 0 0		o	0	- 0	o	0	0		110	110	F	110	0	110	-	110
Comb. L-T	,	c		' 0 (c	c	00	,	C	c	0 0		Ċ	¢	0	
Comb. T-R		5	5	, , , ,	5	5	00		D	5	00		5	5	00	
NB Right [3] 0 0 Comb. L-T-R - 0	•	0	0	, ,	0	0	00		780	780	00	429	0	780	0 0	429
SB Left 27 C	1	3	30 (- (0	30	0		-30	q	0		c	Ģ	c	
Comb. L-T C			J				D	1		,	0	,))	0 0	,
SB Thru 0 0	46	0	0	50	0	0	0 0	50	0	0	0	,	0	0	0	
SB Right 1-K 19 C		2	21	· ·	c	5	- c		28	49	0 -	40	c	90	0	,
Comb. L-T-R -		I			I	ī	· ~		3	2	- 0	P	0	P	- 0	P
EB Left 21 1	21	2	23	1 23	0	23	-	23	-23	ę	0		0	ę	0	-
Comb. L-1 C	- 523	105	151	2 575	39	1190	0 ~	- 595	9	1196	0 ^	- 598	c	1196	0 0	- 503
Comb. T-R				,			10)	2	10	8	9		10	-
EB Right 0 0	•	0	0	' 0 (0	0	00	1	131	131	(131	0	131	 (131
			_	-			c				þ				o	
WB Left 0 0		0	0		0	0	0 0	1	670	670	~ ~	369	0	670	~ ~	369
WB Thru 1168 1	599	117 1	285 1	1 659	44	1329	c	681	ო	1332	C	- 682	0	1332	⊃ ~	- 682
Comb. T-R 30 1	200	¢	- C	1 659	c	60	c	681	c	ç	- c	682	c	Ċ	(682
Comb. L-T-R - 00000		0	20	'	þ	8	00	1	5	ŝ	00		5	5	00	
Crit. Volumes: N-S:	46		N-S:	50			l-S:	50			t-S:	158			N-S:	158
E-W: SUM:	620 666		E-W: SUM:	682 732		шõ		704 754		шo	UM:	966 1125			E-W: SUM:	966 1125
No. of Phases:	D			D			D					ю				m
Volume / Canacity:	0.555			0.610				0.628			101 11	0,680			[4] [2]	
Level of Service:	A			B			В	0.0		1	17, 14, E				E	600.0
Assumptions: Maximu	Sum of Gritica	I Volumes (In	tersection Ca	nacity): 2 Phase	e=1500 3 Ph	142	5 4+ Phas	11 775 11	perileunia	000+-						

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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. For one excl. and one opt. turn lane, 70% of overlapping left turn. [1] Intersction will be signalized as a 50% of overlapping left turn. [2] v/c ratio includes a 0.10 reduction due to instellation of ATSAC/ATCS as part of the Victory System No. 6. Note: Pass-by reductions not applied to this intersection per LADOT standards.

Hazeltine 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:

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/07/2008 2007 2012

ALTERNATIVE E PROJECT - WEEKEND ANALYSIS

	2007 EX	(IST TRA	VFFIC	2012	W/ AMBIE	ENT GROW	TH	2012 V	V/ OTHER	ROJEC	TS	2012 V	W PROP(OSED PR	DJECT	2012 V	V/ MITIGA	VTION	
	2	lo, of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume L	anes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume 1	Volume	Lanes	Volume
NB Left	173	÷ 0	173	17	190	÷ 0	190	o	190	c	190	30	220	c	220	0	220	<i>⊷</i> (220
Comb. L-1 NB Thru	668	2 10 1	334	67	735	0 0 0	- 367	23	758	2 10 0	379	18	776	2 14 0	388	o	776	5 M C	388
Comb. I-K NB Right Comb. L-T-R -	. 229	0-0	229	23	252	0-0	252	0	262	0-0	- 262	o	262	0 - 0	- 262	o	262	0-0	- 262
SB Left	178	- 0	178	18	196	- 0	196	£	201	c	201	19	220	- c	220	0	220	- c	220
SB Thru	662	- - -	, 391 301	66	728		- 430 430	26	754)	444	46	800) -	- 467 467	o	800	o	467
SB Right Comb. L-T-R -	120	- 0 0		12	132	- 0 0	2 7 1	*	133	- 0 0	- -	0	133	- 0 0	,	o	133	- 0 0	Ģ ,
EB Left	39	- c	39	4	43	- c	43	2	45	- c	45	0	45	c	45	0	45	← c	45
EB Thru	519	> •	345	52	571	·	- 379 270	52	623	· c	- 405 405	37	660	,	, 436 436	0	660		330
Collib. I-R EB Right Comb. L-T-R -	170	-00	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	17	187	- 0 0	, 100	0	187	- 0 0)) †	25	212	- 0 0) ;	0	212	0 - 0	212
WB Left	223	- 0	223	22	245	- c	245	13	258	- c	258	0	258	- c	258	0	258	- 0	258
WB Thru	358	2 0 0	179	36	394	2 10 0	197	43	437	000	218	42	478	2 14 0	239	o	478	200	239
WB Right Comb. L-T-R -	111	0-0	111		122	0-0	122	S	127	0-0	127	25	152	0 - 0	152	o	152	0-0	152
Crit. Volumes:		N-S: I-W: SUM:	564 568 1132			N-S: E-W: SUM:	620 624 1245			N-S: E-W: SUM:	634 663 1297			N-S: E-W: SUM:	687 694 1381			N-S: E-W: SUM:	687 588 1275
No. of Phases.			2				2				2				2				2
Volume / Capa Level of Servic	acity: :e:	E	0.684 B			[1]	0.760 C			E	0.795 C			[1]	0.851 D			[2]	0.750 C
Assumptions;	: Mi	aximum S	'um of Criti	cal Volume.	s (Interse	ction Capac	itv): 2 Phas	e=1500. 3	Phase=1	425. 4+ Pł	1375	l Insignalize	vd=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. [1] wor atio includes a corr endrome excl. lane 50% of overlapping left turns on real form excl. lane corr installation of ATSC as part of turn. [1] wor ratio reflects reduction due to installation of ATSC as part of the Victory System No. 6. [2] wor 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.

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

City Traffic Counters

CMA8

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

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2012 Projection Year: Date: Date of Count:

ALTERNATIVE E PROJECT - WEEKEND ANALYSIS

	2007 EXIST.	TRAFFIC	2012	N/ AMBIE	NT GROV	VTH	2012 V	V/ OTHEF	RROJE	CTS	2012 \	NI PROP	OSED PR	OJECT	2012 V	V/ MITIGA	NOIL	
Movement Vol	NO. OT UME Lanes	Lane Volume	Volume	Volume	No. of Lanes	Lane Volume	Volume /	l otal /olume	No. of Lanes	Lane Volume	Volume	l otal Volume	No. of Lanes	Lane Volume	Volume	l otal Volume	No. of Lanes	Lane Volume
NB Left	5	5		9	-	9	0	9	-	9	o	9	-	9	0	G	-	G
Comb. L-T	0	,			0	,			0				0	,			0	,
NB Thru	688 1	432	69	757	 .	475	33	790	. .	491	7	767	.	509	0	797	. .	509
Comb. T-R	، ۔۔ إ	432	!	ļ	. (475			- 1	491	;		 1	509	•		 1	509
NB Kight Comh 1 T D	1/5 0	•	18	193	3 0		0	193	0 0	•	29	222	0 0	,	D	222	0 0	,
	5				2				5				5				þ	
SB Left	437 1	437	44	481	-	481	0	481	-	481	71	552	-	552	0	552	-	552
Comb. L-T	0	ı			0	ı			0				0	•			0	,
SB Thru	625 1	315	63	688	-	346	39	727	-	365	D	727	-	365	0	727	-	365
Comb. T-R		315			-	346			-	365			•	365			-	365
SB Right	4		0	4	0		0	4	0	,	0	4	0	•	0	4	0	,
Comb. L-T-R -	0				0				0				0				0	
EB Left	5 1	5	-	9	-	9	0	9	-	9	0	9	-	9	0	9	-	9
Comb. L-T	0				0	1			0	ų			0				0	,
EB Thru	2 0	•	0	2	0	•	0	2	0		0	2	0	•	0	2	0	1
Comb. T-R	-	9			-	7				7			•	2				2
EB Right	4	•	0	4	0 0		0	4	0 (,	0	4	0	٠	0	4	0	,
Comp. L-1-K -	0				5				þ				0				D	
WB Left	101 1	101	10	111		111	0	111	+	111	24	135		135	0	135	-	135
Comb. L.T	0	,			0				0				o				0	,
WB Thru	0	,	0	0	0	,	0	0	0		0	0	0	•	0	0	0	
Comb. T-R	-	133			•	146			•	146			0	•			0	,
WB Right Comb. L-T-R -	133 0	1	<u>5</u>	146	00		0	146	00	·	17	163	- 0	163	0	163	- 0	163
Crit. Volumes:	N-S:	869			N-S:	955			N-S:	972			N-S:	1061			:S-N	1061
	е.W.	138			E-W:	152			Ш-N:	152			М Ш	142			NШ	142
	SUM:	1001			SOW:	1011			SUM:	4711			aum:	5021			SUM:	5021
No. of Phases:		ε				ъ				ы				3				ю
Volume / Capacity	: [1]	0.636			Ξ	0.707			Ξ	0.719			Ξ	0.774			[2]	0.744
Level of Service.		n																

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

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] wc 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.

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:

CRITICAL MOVEMENT ANALYSIS

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

08/06/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT - WEEKEND ANALYSIS

	2007	EXIST. TR	AFFIC	2012	W/ AMBI	ENT GROW	H	2012 \	N/ OTHE	R PROJEC	CTS	2012 \	N/ 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	484	2 17	266	48	532	~ ~	293	~	533	2 12	293	102	635	2 0	349	0	635	0 0	349
	674	2 10 0	337	67	741	0 10 0	371	32	773	201	- 387	0	773	2 14 1	387	o	773	2 01 1	- 387
Comb. I-K NB Right [2] Comb. L-T-R -	209	070	209	21	230	0 - 0	- 230	17	247	0-0	- 247	o	247	070	- 247	0	247	070	- 247
SB Left	66		66	10	109	c	109	2	114	- 0	114	0	114	- c	114	o	114	c	114
SB Thru	842	0 M C	421	84	926	0 00 0	463	33	959	2 14 0	480	15	974	2 10 0	- 487	ο	974	- M C	- 405
Comb. L-T-R - Comb. L-T-R -	200	0 - 0	200	20	220	0-0	220	ы	223	0 - 0	223	18	241	00	- 241	0	241	-00	-
EB Left	197	- c	197	20	217	(- c	217	4	221	- c	221	11	232	c	232	0	232	c	232
EB Thru	753	0 0 0	377	75	828	000	414	64	892	2 01 0	446	44	936	2 14 0	468	0	936	0 10 0	468
EB Right Comb. L-T-R -	389	00	389	39	428	0 – 0	428	.	429	0 - 0	429	174	603	0-0	603	o	603	0 - 0	603
WB Left	234	c	234	23	257	c	257	28	285	- 0	285	0	285	- 0	285	0	285	0	285
WB Thru	591	0 10 0	296	59	650	0 N C	325	56	706	2 0 0	353	67	773	0 10 0	- 387	o	773	5 M C	- 387
WB Right Comb. L-T-R -	134	0 - 0	134	13	147	0-0	147	n	150	0 - 0	150	0	150	0 - 0	150	0	150	0 - 0	150
Crit. Volumes:		N-S: E-W: SUM:	687 611 1298			N-S: SUM: SUM:	756 672 1427			N-S: E-W: SUM:	773 732 1505			N-S: E-W: SUM:	837 754 1590			N-S: E-W: SUM:	755 754 1508
No. of Phases:			4				4				4				4				4
Volume / Capar Level of Service	city: *:	Ξ	0.874 D			Ξ	0.968 E			E	1.024 F			Ξ	1.086 F			fe]	0.997 E
Assumptions:		Aaximum S	um of Critic	sal Volume	s (Interset	stion Canadi	itul: 2 Phas	e=1500_3	Phase=14	425 4+ Ph	aca=1375	Incidnalize	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 the from excl. lanea = 50% of volume is assigned to exclusive lane. [1] vic 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] vic ratio reflects reduction of a difficuation measure consisting of the upgrade to ATCS.

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

City Traffic Counters

CMA13

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% Annual Growth:

Date: Date of Count: Projection Year:

08/06/2008 2007 2012

ALTERNATIVE & PROJECT - WEEKEND ANALYSIS

	2007 EX	IST. TRA	=FIC	2012 V	V/ AMBIE	INT GROW	ΗH	2012 \	W OTHEI	R PROJEC	CTS	2012 V	W PROP(OSED PR(DJECT	2012 \	NI MITIGA	VION		
	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 Vi	olume La	anes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Т
NB Left	416	 (416	42	458	÷- (458	2	460	- (460	o	460	÷- (460	0	460	- i	460	
Comb. L-T NB Thru	991	0 ო	330	66	1090	0 0	, 363	48	1138	0 0	- 379	44	1182	0 ო	- 394	o	1182	0 M	394	
Comb. T-R	c	00	ı	c	c	00	ı	c	c	00	ı	c	c	00	ı	c	c	00	ı	
Comb. L-T-R -	5	00	,	C	5	00		>	5	00	ı	2	C	00	1	5	5	00		
SB Left	0	0		0	0	0	1	0	0	0	,	0	0	0		0	0	0	1	T
Comb. L-T SB Thru	1062	04	- 266	106	1168	04	, 292	57	1225	04	- 306	82	1307	⊃ 4	- 327	0	1307	04	- 327	
Comb. T-R SB Right	493	0	- 493	49	542	0 -	- 542	ŝ	547	0 ~	547	41	588	0 ~	588	C	588	0 -	- 588	
Comb. L-T-R -		0		!		0	1	I		0				0		I		0	•	
EB Left	0	0 0	,	0	0	0 0	-	0	0	0 0	-	0	0	0 0		0	0	0		T
Comp. L-1 EB Thru	0	00		0	o	00		0	0	00	, ,	0	0	00	, ,	0	0	00		
Comb. T-R	c	00	,	c	c	00	,	c	c	00	١	c	c	00	1	c	c	00	ł	
Comb. L-T-R -	5	00		D	2	00		þ	2	00	ı	5	þ	00		2	5	00		
WB Left	318	0	175	32	350	0	192	32	382	<i>←</i> (210	o	382	- 0	210	0	382	- c	210	Т
WB Thru	ю		- 270	0	ო	00	- 297	0	n	00	- 312	0	ю	00	- 334	0	ю	00	- 334	
Comb. T-R WB Right	275	0	- 151	28	303	0 1	- 166	2	305	0 ~ 1	- 167	48	353	0	- 194	0	353	0	- 194	
сатр. ב- I -К -		-				-				-				-				-		
Crit. Volumes:	~шй		909 270 1179			N-S: E-W: SUM:	1000 297 1297			N-S: E-W: SUM:	1007 312 1319			N-S: E-W: SUM:	1048 334 1382			N-S: E-W: SUM:	1048 334 1382	
No. of Phases:			m				m				n				m				ε	<u> </u>
Volume / Capacit Level of Service:	ty:	E	0.757			Ξ	0.840 D			Ξ	0.856 D			[1]	0.900 D			[2]	0.870 D	
Assumptions:	Ma For Rig [1]	ximum Su dual turn one excl. ht turns o. V/C ratio ir	Im of Critica lanes, and one o _i n red from (ncludes a 0.	il Volumes 55% (ot. turn lar. excl. lanes 07 reducti uction of a	s (Intersec of volume ne, ion due to dditional (ction Capac i is assigne 70% o 50% o 50% o 50% o 5003 due to	ity): 2 Phas d to heavier f volume is f overtappin of ATSAC	e=1500, 3 lane. assigned tu as part of i on measur	Phase=1 o exclusiv the Victor e consisti	425, 4+ Pl re lane. Y System I ing of the u	hase=1375, No. 6. Ipgrade to A	Unsignalize TCS.	9d=1200.							

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

CRITICAL MOVEMENT ANALYSIS Woodman Avenue Ventura Freeway Eastbound Ramps Westfield Fashion Square /1-05-3606-1 CMA14 City Traffic Counters

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

08/06/2008 2007 2012 Date: Date of Count: Projection Year:

ALTERNATIVE E PROJECT - WEEKEND ANALYSIS

	2007 EXIST. T	RAFFIC	2012	W AMBI	ENT GROW	ТН	2012 V	V/ OTHE	REQUEC	TS	2012 \	N/ PROP(OSED PR(DJECT	2012	W/ MITIGA	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 Comb. L-T	00	, ,	ο	0	00		o	0	00	, ,	0	0	00	, ,	0	0	00	
NB Thru	951 3 1	262 262	95	1046	· دى -	288 288	48	1094) (r) +	306 306	16	1110	o ლ. ≁	310	0	1110) (r) -	310
NB Right Comb. L-T-R -	96	1 2 1	10	106	- 0 0)) 1	26	132	- 0 0	,	0	132	- 0 0	2	0	132	- 0 0	2
SB Left	333 1	333	33	366	c	366	ß	372	- 0	372	45	417	c	417	0	417	- 0	417
SB Thru	1027 2	514	103	1130	5 M G	- 565	82	1212	2 14 0	- 606	37	1249	2 14 1	- 624	o	1249	0 10 0	- 624
comb. I-K SB Right Comb. L-T-R -	0	, ,	0	0	000		0	o			0	O	000		0	0	000	
EB Left	432 1	238	43	475		261	ŀ	476		262	28	504	- (277	0	504	- (277
EB Thru	0 0	346		10	00	381	0	10	00	382	0	10	00	- 395	0	10	00	395
Comb. T-R EB Right	317 1	- 174	32	349	0	- 192	2	351	0	- 193	0	351	0 ~	193	0	351	0 -	- 193
Comb. L-T-R -	-				-				-				.				-	
WB Left Comb I - T	00	1 1	o	0	0 0		0	0	0 0		0	0	0 0		0	0	o c	
WB Thru	0		0	0	0		0	0	0	,	0	0	00	,	0	0	00	
Comb. T-R WB Right	00	1 1	0	0	0 0		0	0	00		0	0	0 0		0	o	0 0	
Comb. L-T-R -	0				o				0				0				0	
Crit. Volumes:	S-N-S:	595			N-S:	654			N-S:	679			N-S:	728			N-S:	728
	E-W: SUM:	346 941			E-W: SUM:	381 1035			E-W: SUM:	382 1061			E-W: SUM:	395 1122			E-W: SUM:	395 1122
No. of Phases:		ε				m				е				ß		I		ę
Volume / Capac Level of Service	city: [1] *	0.590 A			[2]	0.626 R			[2]	0.644 B			[2]	0.688 B		- - -	[2]	0.688
		5																
Assumptions:	Maximum	1 Sum of Criti	ical Volumes	; (Interse	ction Capac	ity): 2 Phase	∋=1500, 3 i	phase=14	425. 4+ Ph	ase=1375. l	Unsignalize	id=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 heavler lane. For one exc. and one opt. turn lane, 55% of volume is assigned. Right turns on red from excl. lanes = 50% of voetunging left turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System INo. 6. [2] wc ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

LINSCOTT, 236 N. Che. 626.796.23.	, LaW & GREENSPAN, ENGINEERS ster Avenue, Suite 200, Pasadena CA 91106 22 Fax 626,792.0941	oj	RITICAL MOV	EMENT ANAL	SIS				
N-S St: E-W St:	Fashion Square Project Driveway-Matilija Avenue Riverside Drive	шс∢	ashion Square eak Hour: nnual Growth:	Project Drive Saturday M 2.0%	way-Matilija Ave lid-Day	enue @ Riverside	b Drive	Date: Date	of Count:
Project: File Name: Counts by:	westrieid rasmon square /1-05-5505-1 CMA17 City Traffic Counters	٩	LTERNATIVE	E PROJECT	- WEEKEND A	ALYSIS			cuon Year.
	2007 EXIST. TRAFFIC 2012 W/ AMBIENT GRO	ИТН	2012 W/ OT	HER PROJEC	CTS	2012 W/ PROP0	DSED PROJEC	20	12 W/ MITIG
	No. of Lane Added Total No. of	Lane	Added Tota	No. of	Lane A	ded Total	No. of La	ne Add	ed Total

08/06/2008 2007 2012

Moment Volume Volume<		2007	EXIST. TR No. of	AFFIC Lane	2012 \ Added	V/ AMBIE Total	ENT GROW No. of	TH Lane	2012 V Added	V/ OTHEI Total	RPROJEC	:TS Lane	2012 Added	N/ PROP	OSED PR(No. of	DJECT Lane	2012 V Added	W/ MITIG/ Total	ATION No. of	Lane
MB Left 0 0 0 0 137 137 137 137 137 137 1 137 1 137 1 137 1 137 1 137 1 137 1 1 137 137<	Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Omenication 0 <th< td=""><td>NB Left</td><td>0</td><td>o</td><td>1</td><td>0</td><td>0</td><td>0</td><td>,</td><td>o</td><td>0</td><td>0</td><td>1</td><td>137</td><td>137</td><td>Ŧ</td><td>137</td><td>C</td><td>137</td><td>Ŧ</td><td>137</td></th<>	NB Left	0	o	1	0	0	0	,	o	0	0	1	137	137	Ŧ	137	C	137	Ŧ	137
	Comb. L-T	1	0	ı	,	•	0	,)	ı	0		2	2	0	2)	2	- 0	,
	NB Thru	0	0	ı	0	0	0	•	0	0	0	,	0	0	0		0	0	0	ı
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Comb. T-R		0	ı			0	,			0	,			0	,			0	,
	NB Right [3]	0	0	ı	0	0	0	,	0	0	0		778	778	2	428	0	778	2	428
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. L-T-R -		0				0				0				o				0	
	SB Left	ю	0		0	е	0		0	en N	0		'n	0	0		0	0	0	-
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Comb. L-T		0	ı			0	,			0				Ö	1			0	,
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	SB Thru	0	0	20	0	0	0	22	0	0	0	22	0	0	0		0	0	0	,
SB Rgirt 17 0 - 2 19 0 - 0 19 0 - 3 22 1 22 0 22 1 22 Comb. L-T.R. 1 24 2 26 1 26 - 26 1 26 - 26 1 26 - 26 1 275 2 638 Comb. L-T.R. 1 24 2 2 61 67 128 2 634 7 1275 2 638 0 1275 2 638 Comb. L-T.R. 0 0 - 0 0 0 - 413 413 1 413 0 413 1 413 Comb. L-T.R. 0 0 0 - 528 528 528 0 1775 2 898 Comb. L-T.R. 0 0 0 - 528 528 2 0 179 1 598 Comb. L-T.R. 0 0 0 0 - 528 51 1 175 1 593 Comb. L-T.R. 0 0 0 0 - 11 10 0 0 0 0 0 0 0 0 0 0 0 0	Comb. T-R		0				0				0				0				0	۲
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	SB Right	17	0	,	2	1	0	,	0	19	0	,	с С	22	-	22	0	22	-	22
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. L-T-R -		-				-				-				0				0	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	FR Left	24	ţ	24	~	26	F	26	c	26	+	26	-26	c	С		c	c	c	
	Comb. L-T	i	• 0		I	i	0	i ,	•	i	. 0	¦ ,	1	1	0	,	,	•	0	,
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	EB Thru	1092	10	546	109	1201	2	601	67	1268	2	634	7	1275	2	638	0	1275	0	638
	Comb. T-R		0	ı			0				0	,			0				0	,
Comb. L-T.R- 0 0 0 0 0 0 528 528 528 2 290 0 5 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 2 290 0 1 355 2 290 0 1 355 2 290 0 1 355 200 1 355 2 290 0 1 1 355 355 355 3 3 3 3 355 355 3	EB Right	0	0	,	0	0	0		0	0	0		413	413	-	413	0	413	*-	413
WB Left 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 - 11 - 0 - 0	Comb. L-T-R -		0				0				o				0				0	
Comb. L-T 0 - 555 0 1179 1 555 0 1179 1 555 0 1179 1 555 0 1179 0 - 555 0 111 0 - 555 0 111 0 - 555 0 11 0 0 1 10 0 - 555 0 11 0 0 1 10 0 11 0 0 11 0 0 11 0 0 11 0 11 0 11 0 11 0 11 0	WB Left	°	P	. 3	o	0	0	,	0	0	0		528	528	53	290	0	528	2	290
WE Thru 1013 1 512 101 1114 1 563 61 1175 1 593 4 1179 1 595 0 1179 1 595 Comb. T-R 1 512 1 1 11 0 - 0 11 0 - 0 11 0 - 0 11 0 0 - 0 11 0 0 - 0 11 0 0 - 0 11 0 0 - 0 11 0 0 - 0 11 0 0 - 0 11 0 0 0 0	Comb. L-T		0	,			0				0				0				0	1
Comb. I-R 1 512 1 1 563 1 563 1 1 563 1 1 565 1 1 565 1 1 595 1 1 595 1 1 595 1 1 595 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 <t< td=""><td>WB Thru</td><td>1013</td><td> ·</td><td>512</td><td>101</td><td>1114</td><td> -</td><td>563</td><td>61</td><td>1175</td><td>~ ·</td><td>593</td><td>4</td><td>1179</td><td>~</td><td>595</td><td>0</td><td>1179</td><td>-</td><td>595</td></t<>	WB Thru	1013	 ·	512	101	1114	 -	563	61	1175	~ ·	593	4	1179	~	595	0	1179	-	595
WB Right 10 0 - 1 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 11 0 - 0 107 0 - 0 107 0 1087 528 E-W: 528 E-W: 528 E-W: 528 E-W: 528 E-W: 528 SUM: 1087 1087 1087 1087 1087 1087 1087 1087 1087 1087 1087 1087 1087	Comb. T-R	2		512		:	. - 1	563			- 1	593			~	595			-	595
Crit. Volumes: N-S: 22 N-S: 159 N-S: 159 Crit. Volumes: N-S: 546 E-W: 601 E-W: 634 E-W: 928 E-W: 928 No. of Phases: U U U U 1087 SUM: 1087 1087 1087 No. of Phases: U U U U U 3 3 3 Volume / Capacity: 0.472 0.519 0.547 11/1/21 0.663 11/1/21 0.663 11/1/22 0.663	WB kight Comb. L-T-R -	10	0 0	ı				·	0	-	0 0	,	D	11	0 0	•	o	F	0 0	
Crit. Volumes: N-S: 20 N-S: 159 N-S: 150 N-S: 100 N-S:											I				ł				•	
E-W: 546 E-W: 601 E-W: 534 E-W: 928 E-W: 928 No. of Phases: U 623 SUM: 656 SUM: 1087 SUM: 1087 1082 1085 1085 1085 1085 101653 111, 129 10653 111, 129 10653 111, 129 10653 111, 12	Crit. Volumes:		N-S:	20			N-S:	22			N-S:	22			N-S:	159			N-S:	159
No. of Phases: U <thu< th=""> U U <</thu<>			с-W:	546 766			E-W: SLIM:	601 633			с-W:	634 656			si M:	928				928
No. of Phases: U 3				200				770				2							OUM.	
Volume / Capacity: 0.472 0.519 0.547 (11, [2] 0.663 (11, [2] 0.663 Level of Service: A A A B B	No. of Phases:			n								5				e				e
Level of Service: A A A B	Volume / Capa	city:		0.472				0.519				0.547			111. IZI	0.663			111. [2]	0.663
	Level of Servic			A			-	-				A				c.				œ

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] Intersection will be fore excl. lanes = 50% of overapping left turn. [2] we ratio includes a or 10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6. [2] we ratio includes not applied to this intersection per LADOT standards.

Assumptions:

APPENDIX B-2

ALTERNATIVE G CMA DATA WORKSHEETS

WEEKDAY AM & PM PEAK HOURS WEEKEND MID-DAY PEAK HOUR

I-S St: -W St: roject:	Van Nuys Riverside Westfield	s Boulevard 9 Drive 1 Fashion Sc	1-05-	3606-1				Van Nuy; Peak Hoi Annual G	s Bouleval Jr: rowth:	rd @ River AM 2.0%	side Drive					Date: Date of Co Projection	ount: Year:		08/07/2(20	2008 207 211
ile Name: counts by:	CMA1 Accutek							ALTERN.	ATIVE G	PROJECT										
	2007	EXIST. TR	AFFIC	2011	NI AMBIE	ENT GRO	WTH	2011	WI OTHE	R PROJE	CTS	2011	W/ PROI	POSED PF	ROJECT	2011	W/ MITIGA	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	9
lB Left	0	0	ı	0	0	0	ŗ	0	0	0	ŗ	0	0	0	ı	O	0	D	,	
Comb. L-T	0111	0,	- 667	442	1573	0,	-	90	1610	0 0	-	c	1610	0,	- 785	c	1610	0,	-	745
to mb. T-R	2	u	652	2	C701	1 – 1	704	20		u ←	744	c		u 1	745	2	2	u		745
4B Right tomb. L-T-R ·	546	00	,	44	590	00	1	23	613	00	ł	ო	616	00	1	0	616	00		
B Left	158	- 0	158	13	171		171	8	179	(- (179	б	182	← (182	0	182			182
Comb. L-1	1001	5 m	- 404	80	1325) e	- 447	37	1362) (1)	- 454	С	1362) m	- 454	C	1362	o m	۷ -	154
comb. T-R	177	00	2 7 7	8	0701	00	i .	5	4001	00	1 7 7	D	1001	00	r -	D	100	00	r ,	ŀ
B Right tomb. L-T-R	o	00	ı	0	0	00	I	0	0	00	ı	0	0	00		0	0	00		
B Left	0	0	,	0	0	0	1	0	0	0		0	0	0		0	o	0		
omb. L-T		0	1	,	4	0			•	0	•			0	•	1	I	0		
EB Thru tomb. T-R	0	0 0		0	0	0 0		0	o	00		0	0	00		0	0	0 0		
B Right tomb. L-T-R	•	00		O	o	00		0	0	00	ï	0	0	00	·	D	D	00	1	
VB Left	488	5 5	268	39	527	5 5	290	16	543	5 5	299	υ	546	5 5	300	0	546	~ ~	ŝ	300
VB Thru	0	00	, ,	0	0			0	0	00	* 1	o	0	00	1 1	0	0	00		
comb. 1-R VB Right comb. L-T-R -	257	0-0	- 257	21	277	0-0	- 277	11	288	0-0	- 288	£	293	0 - 0	- 293	o	293	0-0	N '	293
rit. Volumes:		N-S: 1.M:	810 268			N-S: N-S:	875 200			N-S: P_M:	923 200			N-S: N-S:	927			N-S: M.W.	0 0	327
		SUM:	1078			SUM:	1165			SUM:	1221			SUM:	1227			SUM:	, 5	227
lo. of Phases			ε				ε				e.				3					ы
olume / Capi	acity:	Ξ	0.687			Ξ	0.747			Ξ	0.787			Ξ	0.791			[2]	0.7	761
evel of Servi	ce:		8				υ				0				0				υ	

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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 ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

Assumptions:

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

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

Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

ALTERNATIVE G PROJECT

	0.71 2000					10000	1	1 100	OTUE:		Ŭ.	1 1 1 1 1			FUE C	1 1100	ALL MITTO	TION.		Γ
	ZUU/ EXIS	I. IRAFFIC	7		AMBIEN	MOY S	<u>c</u>				0								,	
	No.	of Lar	be Add	ed T	otal	lo. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	
Movement \	/olume Lan	es Volu	me Volu	me Vo	lume L	anes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Τ
NB Left	0			o	o	00	,	0	o	00	ı	ο	o	00	*	ο	ο	00	٠	
NB Thru	1592)))))) () ,	719	127	1720	- N C	- 776 776	71	1791	- N C	808 808	O	1791	- M	- 812 812	0	1791	- 10 0	, 100 g	24
Comb. I-K NB Right Comb. L-T-R -	564	-00	<u>n</u>	45	609	- 0 0	-	24	633	- 0 0	- -	13	646	- 0 0	N 0 1	0	646	- 0 0	,	4
SB Left	216		216	17	234	c	234	6	243	c	243	13	256	- c	256	0	256	c	- 25	90
	1431	,) ന c	177 1	114	1546		515	82	1628	ი ი ი	543	O	1628		543	ο	1628	ი ი c	54	ε
Come. I-K SB Right Comb. I_T_P_	o	 		0	0	000		0	0	000		o	O	000		D	ο	000		
		5				2				2				D				>		
EB Left Comb - T	0	, o c		0	0	00	1	0	0	0 0	1	0	0	0 0		0	0	00	, ,	
EB Thru	0	, , , ,		0	0	00		0	0	00		0	0	00		0	o	00		
Comb. T-R	c	' 0 0		c	c	00	1	c	c	00	ı	c	c	0 0	ı	c	c	00	ı	
EB Right Comb. L-T-R -	þ	, 		5	þ	- 0	1	5	D	00		D	5	00		5	5	00	•	
WB Left	475	2	261	38	513	2	282	29	542	2	298	17	559	2	308	0	559	2	30	8
Comb. L-T		, 0				0				0	•			0	•			0	,	
WB Thru Comh T-R	0	• •		0	o	0 0		0	o	0 0		o	o	0 0	, ,	o	0	0 0		
WB Right	234	, . .	234	19	253)	253	7	260		260	45	305	· –	305	0	305		30	5
Comb. L-T-R -		0				0				0				0				0		
Crit. Volumes:		:::::::::::::::::::::::::::::::::::::::	935 164			N-S: : W:	1010			N-S: N-B	1050 208			N-S: N-S:	1068 308			N-S: E_M:	106	80 9
	SUI		196		- 03	:UM:	1292			SUM:	1349			SUM:	1375			SUM:	137	ទ័ស
No. of Phases:			e				e				e				9					6
Volume / Capac	ity:	[1] 0.7	770			Ξ	0.837			Ξ	0.876			Ξ	0.895			[2]	0.86	35
Level of Service		υ									۵								٥	7
Assumptions:	Maxi	unm Sum o	f Critical Voli	umes (I	ntersectiv	on Capaci	tv)· 2 Phase	=1500, 3	Phase=1.	425, 4+ Pt	1375	l Insianalize	-d=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 an end is and opt turn lane, 70% of volume is assigned to exclusive lane. Right turns con 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 No. 6. [2] wc ratio reflects reduction of additional 0.03 due to the miligation measure consisting of the upgrade to ATCS.

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

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

Accutek

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2011 Date: Date of Count: Projection Year;

ALTERNATIVE G PROJECT

	2007 5	EXIST. TRV	VFFIC	2011	W/ AMBIE	INT GROW	E	2011 V	V/ OTHER	ROJEC	TS	2011 V	W PROP(OSED PR(DJECT	2011	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	7	194	28	382	2	210	23	405	2	223	0	405	2	223	0	405	2	223
Comb. L-T		0	,			0	,		4.5	0	: ;	4		0 (,			0 0	
	1423	<i>т</i> с	474	114	1537	ი c	512		1648	т с	549	en.	1651		- 1 2 2 2 1	o	1091		066
NB Right	0	00		0	0	00		0	0	00	1 1	0	0	00		0	0	00	
Comb. L-T-R -		0				O				o				0				0	
SRIeff	С	c		C	0	c		0	0	0	.	0	0	0		0	0	0	
Comb. L-T	þ	00))	00	ı	•	•	0	۱			0	ı			0	•
SB Thru	1093	2	459	87	1180	2	496	48	1228	2	512		1229	2	513	0	1229	2	513
Comb. T-R	000	 .	459	50	102		496	Ľ	282	.	512	Ŧ	687		513 378	c	687		513 378
Comb 1-T-R -	000	- c	140	2	- 00	- c	5	2	200	- c	5	-	200	- 0	5	0	8	- 0	5
		2				•)				•				•	
EB Left	0	0		0	0	0	,	0	0	0	,	0	0	0		0	0	0	1
Comb. L-T		0	ł			0	ı			0	,			0				0	1
EB Thru	0	0		0	0	0	•	0	0	0	,	0	0	0	,	0	0	0	1
Comb. T-R		0	,			0	1			0		•	•	0		•	•	0	ı
EB Right	0	0	ı	0	0	0		o	0	0 1		D	0	0 0	•	D	D	0 0	
Comb. L-T-R -		0				o				D				0				o	
WB Left	291	-	160	23	314	-	173	2	316	t-	174	0	316	-	174	ο	316	-	174
Comb. L-T		0	ı			0	,			0	,			0	ŀ			0	,
WB Thru	8	0	380	-	თ	0	410	0	თ	0	415	0	თ	0 1	415	0	ი	0 (415
Comb. T-R	L C L	0,	-	ç		0 1	-	c	101	э ,	-	c	202	э .	-	c	202	э ,	-
vvb kigni Comb. L-T-R -	020		234	1	110	- 4	010	0	000		770	5	600		770	5	000		770
		-								0				0	0.07			0	
Crit. Volumes:		М Ч	653 380			N-S:	/06			У-И- Ц	(35 15			л. Л	415			У.Ч.	135
		SUM:	1033			SUM:	1116			SUM:	1150			SUM:	1150			SUM:	1150
No. of Phases.			ε				n				в				n				e
Volume / Cape	acity:	Ξ	0.655			[2]	0.683			[2]	0.707			[2]	0.707			[2]	0.707
Level of Servic	.e:		в				в	:			U				с				c
Assumptions.	-	Maximum 5	Sum of Critic	al Volume.	s (Interseu	stion Capac	vitv): 2 Phas	e=1500, 3	Phase=14	425, 4+ Ph	ase=1375,	Unsignalize	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 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.

N-S St: E-W St: Project: File Name	Van Nuys Ventura F Westfield	s Boulevard ⁻ reeway We Fashion Sç	istbound Ra juare /1-05-:	mps 3606-1				Van Nuys Peak Hour Annuai Gri	Boulevar : owth:	d @ Ventu PM 2.00%	ra Freeway	Westbound	l Ramps			Date: Date of C Projectior	ount: 1 Year:		08/07/2 20 20	2008 007 011
Counts by:	Accutek							ALTERNA	TIVE G F	ROJECT										
	2007	EXIST. TR/	VFFIC	2011 V	V/ AMBIE	ENT GROM	E	2011 V	V/ OTHEI	R PROJEC	STS	2011 \	VI PROP(OSED PRO	DUECT	2011	W/ MITIG	ATION	1	
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	Na. 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	g
NB Left	724	2	398	58	782	7	430	21	803	2	442	0	803	2	442	0	803	2		442
Comb. L-T		0				0 0	1	ä		0 0	;	5	1001	0,		c	2001	0,	,	
NB Thru Comh T-R	1698	m 0	2000 -	136	1834	<i>n</i> 0	- 11	DA	1924	<i>n</i> 0	- 140 -	<u>5</u>	1081	n 0	040	5	1957	0 O	,	040
NB Right Comb. I -T-R	0	00		ο	0	00		0	0	00		0	0	00	•	0	0	00	,	
				ď	ď	c		d	ſ	d		c	c	c		c	c	c		Τ
SB Left	0	0 0		5	Ð	э с	•	o	Þ		1 1	S	þ	, , ,	, ,	5	5		• •	
SB Thru	1101	2 01	483	88	1189	2 (1)	521	101	1290	2 14	556	6	1299	2	561	0	1299	5		561
Comb. T-R		-	483				521	1		•	556		1	-	561	1		- ·	47	561
SB Right Comb. L-T-R	- 770	- 0	423	62	831	- 0	457	6	841	- 0	463	თ	850	- 0	468	0	850	- 0		468
ER I eft	C	C		С	С	C	,	c	0	0		0	0	0		0	0	0		Τ
Comb. L-T	1	0	,			0	1			0				0	ı			0	ı	
EB Thru	0	0	,	0	0	0 (0	0	00		0	0	00	•	0	0	00	١	
Comb. T-R	C	0 0		C	C	- c		C	C	0 0		0	0	00		0	0			
Comb. L-T-R	,	00		•	1	00		•	,	0				0				0		
WB Left	304	-	167	24	328	-	180	11	339		186	0	339	(186	0	339	- (186
Comb. L-T WB Thru	2	0 0	- 341	0	2	00	- 368	0	2	00	- 376	o	2	00	- 376	0	2		1	376
Comb. T-R	1	0	,	I	I	0	•			0	•			0	,			0	,	
WB Right Comb. L-T-R	449 -	-	247	36	485		267	9	491	~ ~	270	0	491		270	0	491	~~ ~-		270
Crit. Volumes		N-S: M-S:	881 341			N-S: Ч.	951 368			N-S: E-W:	998 376			N-S: E-W:	1002 376			N-S: M-V:	Ę.,	002 376
		SUM:	1222			SUM:	1319			SUM:	1374			SUM:	1378			SUM:	¥	378
No. of Phase	s:		т				e				г о				ო					m
Volume / Cap	acity:	E	0.787			[2]	0.826 D			[2]	0.864			[2]	0.867 D			[2]	ю С	867
			,								1]

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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 overlapping lat of the Victory System No. 6. [1] vc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System installation.

Assumptions:
Van Nuys Boulevard Ventura Freeway Eastbound Ramps Westfield Fashion Square /1-05-3606-1

Accutek CMA3

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

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

	2007 1	EXIST. TR	AFFIC	2011	W/ AMBIE	ENT GROW	H	2011 V	V/ OTHEF	ROJEC	TS	2011 \	NI PROP	OSED PR	OJECT	2011		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	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	0	0		0	O	00	,	0	0	00		O	0	00		ο	0	00	,
Comb. L-T NB Thru	1050	0 0 1	- 318 210	84	1134	ວ ຕ .	344	127	1261	⊃ m +	- 377 377	7	1263	- m -	377 377	0	1263	- m c	371
Comb. 1-R NB Right Comb. L-T-R	. 223	-00	ט. זמ	18	240	-00		Ð	246	-00		0	246	-00		0	246	- 0 0	
SB Left	310	F	310	25	335	-	335	4	339	-	339	0	339	- (339	0	339		33
Comb. L-T SB Thru	1276	0 0	- 638	102	1378	0 N 0	- 689	46	1424	0 11 0	- 712	-	1425	0 0 0	- 713	0	1425	⊃ ~	- 715
Comb. T-R SB Right Comb. L-T-R	0	000		D	o	000		o	0	000		0	0	000		0	o		
EB Left	607	-	334	49	656		361	8	664	-	365	-	665	- (366	0	665	c	36(
Comb. L-T EB Thru	-	00	- 592	O		00	- 639	0	-		- 652	o	*	00	- 652	ο	-	000	
Comb. T-R EB Right	706	0 - 1	-	56	763	0	- 419	19	782	0	430	0	782	o ~ ~	- 430	0	782	o ← ←	430
COIIID. E-1-A		-				-				-				-				•	
WB Left	0	0 0		D	0	0 0	1	o	0	00	,	0	0	0 0	1	0	o	0 0	
Comp. L-1 WB Thru	o	00	, ,	O	0	00	1 1	0	0	00		0	0	00	1	0	0	00	
Comb. T-R	c	00	•	c	c	00		c	c	00		c	c	00		C	c	00	, ,
Comb. L-T-R	с ,	00	ı	D	0	00		0)	00		>	•	0		1	•	0	
Crit. Volumes		N-S: E-W: SUM:	638 592 1230			N-S: E-W: SUM:	689 639 1329			N-S: E-W: SUM:	716 652 1367			N-S: E-W: SUM:	716 652 1368			N-S: E-W: SUM:	71(65) 136(
No. of Phases			3				ε				m				3				
Volume / Cap Level of Servi	acity: ce:	Ξ	0.793 C			[2]	0.832 D			[2]	0.860 D			[2]	0.860 D			[2]	0.86(

5 2 Assumptions:

Maximum Sum of Chitcal Volumes (intersection Capacity): 2 Phase=1500, 3 Phase=1426, 4+ Phase=131 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] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] vc ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

N-S St: E-W St: Project: File Name:	Van Nuy Ventura Westfiel	rs Boulevarı Freeway Ea d Fashion S	d astbound Rar ìquare /1-05-	трs 3606-1				Peak Hour Annual Gru	: swth:	PM 2.00%						Date: Date of Cc Projection	ount: Year:		08/07/2008 2007 2011
Counts by:	Accutek							ALTERNA	TIVE G P	ROJECT									
	2007	EXIST. TR	AFFIC	2011 V	V/ AMBIE	ENT GROW	E	2011 V	W OTHER	RROJEC	TS	2011 V	VI PROPC	SED PRC	JECT	2011 V	V/ MITIGA	TION	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume \	Total /olume	No. of Lanes	Lane Volume	Volume /	Total /olume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	o	00	Ŧ	0	0	00	1	0	o	00	,	0	0	00	I	0	o	00	,
NB Thru	1707	- m	- 507 507	137	1843	⊃ m +	- 548 548	103	1946	⊃ m +	- 576 576	89	1954	ວຕະ	- 578 579	0	1954	⊃ m +	- 578 578
NB Right Comb. L-T-R	322	- 0 0	-	26	348	- 0 0	, ,	თ	357	- 0 0	5	0	357	- 0 0	5	0	357	- 0 0	,
SB Left	362	~~ c	362	29	391		391	σ	400	- 0	400	٥	400	c	400	0	400	c	400
SB Thru	1054	00	- 527	84	1138	0 0	569	102	1240	2 01	- 620	თ	1249	5 01	- 624	0	1249	ыс	- 624
Comb. T-R SB Right Comb. L.T.P	0	000		o	0	000		o	0	000		0	0	000		0	0	000	
	713	, -	307	57	774	, ,	VCV	L	778	, -	8CV	ſ	783		130	c	782	-	UEV
Comb. L-T	2	- 0	100	5	2	- 0	r	-		- 0	-	0	2	- 0	, ,	0	202	- 0	- -
EB Thru Comb T-R	9	00	591	0	7	0 0	639	0	7	0 0	653	0	7	0 0	655	0	~	00	655 -
EB Right Comb. L-T-R	- 587)	323	47	633)	348	25	658	. – –	362	0	658		362	0	658)	362
WB Left	°	0	1	0	0	0	1	0	0	0	1	0	0	0	,	0	0	0	
Comb. L-T WB Thru	0	00		0	0	0 0		0	0	0 0		o	C	0 0	, ,	C	c	0 0	
Comb. T-R	ſ	0 (ı			0	ı	,		0	1			0	,			0	1
vvв кідпі Comb. L-T-R	> ,	- 0		5	Þ	- 0	ı	5	þ	00	1	Ð	5	00	ı	0	0	00	
Crit. Volumes	16	N-S: SUM: SUM:	869 591 1460			N-S: SUM: SUM:	939 639 1577			N-S: E-W: SUM:	976 653 1629			N-S: E-W: SUM:	978 655 1633			N-S: E-W: SUM:	978 655 1633
No. of Phase	s:		3				3				'n				3				Ϋ́
Volume / Car Level of Servi	bacity: ice:	[1]	0.955 E			[2]	1.007 F			[2]	1.043 F			[2]	1.046 F			[2]	1.046
			H .																

CRITICAL MOVEMENT ANALYSIS

Van Nuys Boulevard @ Ventura Freeway Eastbound Ramps

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, 55% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping latt of the Victory System No. 6. [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.

Assumptions:

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 AM 2.0% Annual Growth: Peak Hour:

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

ALTERNATIVE G PROJECT

																:			
		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
VB Left	34	0	,	n	37	0	,	۲	38	0	ı	0	38	0	ı	0	38	o	
Comb. L-T		-	4			-	43				63				63		1	 -	
NB Thru	Ω	0 0		0	9	00		0	25	0 0	·	0	25	00		0	25	00	
Comp. 1-K VB Riaht	239	c	- 239	19	258		- 258	2	260	c	- 260	2	262	c	262	0	262	→ ~	ณี
Comb. L-T-R		0				0				0				0				0	
SB Left	8	0	,	-	ნ	0			10	0		0	10	0	•	0	10	0	
Comb. L-T		0				0				0	•			0		1	ł	0	,
SB Thru	32	00	51	с	35	00	55	20	55	00	78	0	55	00	. 78	0	55	0 0	
SB Right	0	00		-	1	00		2	13	00		0	13	00		0	13	00	
Comb. L-T-R		-				-				-				-				-	
EB Left	ε	F	ε	0	ε	-	3	2	ភ	-	5	0	5	+	2	0	5	1	
Comb. L-T		0	1	1		0		:	-	0		•		0	•	•		0	,
EB Thru	284	- (284	23	307	c	307	39	346	c	346	Ð	346	c	346	C	346	- c	τ υ
Comb. I-K =R Right	37	c	- 37	n	40	C	40	~	41	⊃ ←	- 41	0	41	c	- 41	0	41		•
Comb. L-T-R	I	0				0				0				0				0	
WB Left	297	-	297	24	321	-	321	2	323	-	323	1	324	F	324	0	324	F	E.
Comb. L-T		0	,			0	ı			0				0	•			0	•
WB Thru	759	0		61	820	0	,	18	838	0		0	838	0		0	838	0	
Comb. T-R MB Binht	٢	c	766	÷	α	c	828	~	0	- c	848	C	10	- c	, 848	C	ç	- c	жо '
Comb. L-T-R		00)	0		I	!	0		I		0		I		0	
Drit. Volumes		N-S:	66			N-S:	107			N-S:	116			N-S:	116			N-S:	
		Е-W:	770			Е-V:	831			: М-Ш	853			:М Ш	853			щ-W:	8
		SUM:	868			SUM:	938			SUM:	696			SUM:	696			SUM:	σ
No. of Phases			с				3				б				ю				
Volume / Cap	acity:	[1]	0.539			[5]	0.588			Ξ	0.610			Ξ	0.610			[2]	0.5
evel of Servi	ce:		A				A				в				ш				۲

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

N-S St: E-W St: Project: Eile Name	Tyrone A Moorpark Westfield CMA4	venue Street Fashion S	iquare /1-05-	-3606-1				Tyrone Avi Peak Hour Annual Gro	enue @ N : wth:	Aoorpark S PM 2.00%	Street					Date: Date of Cc Projection	ount: Year:		08/07/2008 2007 2011
Counts by:	Accutek							ALTERNA	TIVE G P	ROJECT									
	2007	EXIST. TR	AFFIC	2011 V	V/ AMBIE	ENT GROW	H	2011 V	W OTHEF	ROJEC	CTS	2011 V	V/ PROPC	DSED PRC	DUECT	2011 \	// 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	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	152	0	,	12	164	0	ı	7	166	0	ı	ο	166	ο	1	o	166	o	· 3
Comb. L-T NB Thri	РE	- c	186	e.	37	c	201	02	57	c	223	c	57	c	223 -	c	57	- c	- 223
Comb. T-R	5	00		0	5	00		24	5	00		0	5	00	,	0	5	0	
NB Right Comb. L-T-R	- 612	-0	612	49	660	- 0	660	ო	663	- 0	663	2	670	- 0	670	0	670	-0	670
SB Left	23	0		2	25	0	.	2	27	0	1	0	27	0		0	27	0	
Comb. L-T	L C	0 0	ŀ	c	6	0 0		ę	ľ	0 0		c	ľ	00		c	ľ	00	
SB INTU Comb T-R	ε Υ	- c	د د	'n	βÇ		ō,	22	10	00	- 	Þ	10	00	+ - -	þ	0	00	- -
SB Right	17	00	,	-	18	00	,	2	20	0	,	0	20	0	,	o	20	0	1
Comb. L-T-R	,					-				•				-				-	
EB Left	4	F	4	0	4	+	4	3	7	F	7	0	7	-	4	0	7	-	2
Comb. L-T FR Thru	500	0	-	40	540	0	- 540	33	573	0 ~	- 573	c	573	0 -	- 573	c	573	0 +	- 673
Comb. T-R	200	- 0	-	7	240	- 0	-	3	20	- 0	5	2	5	- 0		5	2	- 0	
EB Right	45	-	45	4	48		48	2	50	-	50	0	50	-	50	0	50	-	50
Comb. L-T-R		0				0				o				0				0	
WB Left	386	-	386	31	417	-	417	e	420	- (420	ნ	429		429	0	429		429
Comb. L-T WB Thru	607	0 0		49	656	0 0		33	689	o c		c	689	- c	, ,	С	689	00	
Comb. T-R	5		624	2		,	674	}		·	602	1			709	}	2	·	202
WB Right Comb. L-T-R ·	. 17	00		.	18	00	,	8	20	00	ì	o	20	00	ı	0	20	00	
Crit. Volumes		N-S: E-W: SUM:	441 886 1328			N-S: E-V: SUM:	477 957 1434			N-S: E-W: SUM:	480 993 1473			N-S: E-W: SUM:	483 1002 1485			N-S: E-W: SUM:	483 1002 1485
No. of Phases			ъ				m				ε				n				6
Volume / Can	acity:	Ξ	0.862			E	0.936			Ξ	0.964			E	0.972			[6]	0.942
Level of Servi	ce:		۵				ш				ш			2	ш			C	Ш

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

Assumptions:

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

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: AM Annual Growth: 2.0%

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

No. of Lane Add. Movement Volume Volume Volume NB Left 87 1 87 NB Left 87 1 87 Comb. L-T 0 - 117 Comb. L-T-R 1 117 117 NB Right 71 0 - 117 NB Right 71 0 - 117 Somb. L-T-R 0 - 117 117	led Total											2			
Movement Volume Lanes Volume Volu Volume Volume </th <th></th> <th>No. of</th> <th>Lane</th> <th>Added</th> <th>Total</th> <th>Na. of</th> <th>Lane</th> <th>Added</th> <th>Total</th> <th>No. of</th> <th>Lane</th> <th>Added</th> <th>Total</th> <th>No. of</th> <th>Lane</th>		No. of	Lane	Added	Total	Na. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
NB Left 87 1 87 Comb. L-T 0 - 117 NB Thru 163 1 117 Comb. T-R 1 117 NB Right 71 0 - Comb. L-T-R 0 - 117	ame Volume	Lanes	Volume	Volume V	olume	anes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Comb. L-T 0 - 1 NB Thu 163 1 117 Comb. T-R 1 117 NB Right 71 0 - Comb. L-T-R 0 - 117	7 94	-	94	14	108	,	108	0	108	~ (108	0	108	. .	108
Comb. T-R 1 117 NB Right 71 0 - Comb. L-T-R 0 -	13 176	0	- 126	~	177	0 -	- 137	2	179	0	- 138	0	179	0 -	- 138
Comb. L-T-R - 0	6 76	- 0	126 -	20	96	- o	137 -	o	96	- 0	138	0	96	- 0	- 138
		0				0				0				0	
	1 12	c	12	13	25	- 0	25	0	25	c	25	0	25	c	25
Comb. L-1 0 - SB Thru 206 1 206 5 True 206 1 206	16 222	o ← (- 222	*	223	⊃ - 0	- 223	-	224	⊃ ← (- 224	0	224	⊃ - - (- 224
Comb. 1-K 0 - SB Right 144 1 144	11 155	⊃ -	- 155	6	164	⊃ - -	- 164	0	164	⊃	- 164	0	164	- C	- 164
Comb. L-T-R - 0		0				0				0				0	
EB Left 79 1 79	6 85	- 0	85	16	101		101	o	101		101	0	101	- 0	101
Comb. L-1 0 EB Thru 1194 1 656	96 1289	o ← ·	, 709	118	1407	⊃ -	- 779	-	1408	C	627	0	1408	⊃ - ·	- 779
Comb. T-R 11 656 EB Right 119 0 -	9 128	- 0	60 <i>1</i> -	22	150	- 0	- 179	0	150	- 0	- 17	0	150	- 0	
Comb. L-T-R - 0		o				0				0				0	
WB Left 75 1 75	6 81	c	81	13	94	- c	94	0	94	c	94	0	94	c	94
WB Thru 1146 1 578	92 1238	o ← ·	624	77	1315	o ← •	- 665 225	-	1316) .	- 665 201	0	1316) ·	665
Comb. T-R 1 578 WB Right 9 0 -	1 10	- 0	624 -	ŝ	15	- 0	665	0	15	- 0	665	0	15	- 0	- 665
Comb. L-T-R - 0		o				0				0				0	
Crit. Volumes: N-S: 293		N-S:	317			N-S:	332			S-N N-N	333			N-S:	333
E-W: 731 SUM: 1024		SUM:	1106			SUM:	1204			SUM:	1206			SUM:	1206
No. of Phases: 2			2				22				5				2
Volume / Capacity: [1] 0.613		[2]	0.638			2	0.703			[2]	0.704				0.704
Level of Service: B		u.	е			0	0				c				U
Assumptions: Maximum Sum of Critical Vol	dumes (Inters	ection Capaci	itv); 2 Phase	=1500.31	ohase=14	25 4+ Pha	se=1375	Insignatize	d=1200						

1200. naziip Trase=1373, Ulisign

Maximum Sum of Cintical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=13. 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] vc 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%

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

20	07 EXIST. TRJ	AFFIC	2011 V	V/ AMBIE	NT GROW	HT	2011 W	// OTHER	PROJEC	TS	2011 V	VI PROPO	SED PRO	JECT	2011 \	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 Volui	me Lanes	Volume	Volume	Volume	Lanes	Volume	Volume V	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left 1	90 1	190	15	206	c	206	28	234	c	234	0	234	<u>~</u> ¢	234	0	234	- c	234
NB Thru 5	57 U	347	45	602	⊃ - -	- 375 375	-	603		- 384 384	7	610) +	387	0	610	o ← ←	387 387
Comb. I-K NB Right Comb. L-T-R -	37 0	,	7	148	- 0 0	5	16	164	-00	r -	o	164	- 0 0	ŝ,	0	164	00	3
SB Left	36 1	36	3	39	- 1	39	10	49	- (49	0	49	- 0	49	0	49	- 0	49
Comb. L-T SB Thru 2	97 1	- 297	24	321	0-0	321	-	322	o - (- 322	6	331	⊃ - - c	331	o	331	⊃ ~ c	- 331
Comb. T-R SB Right	56 0 - 1 0	56	4	61	0 - 0	- 61	23	84	o – c	- 84	0	84	o ← c	84	0	84	o - c	- 84
		007	ď	077		077	L.1	101	, ,	106	c	195	, ,	125	c	125	, -	135
EB Left 1 Comb 1 - T	0	- 108	ת	118	- 0	811	2	551	- 0	<u>, 1</u>	5	201	- 0	<u></u> .	2	2	- 0	<u>.</u>
EB Thru 10	99 1	579 570	88	1187		625 625	118	1305	، ۲	695 695	£	1308	~ ~	697 697	0	1308	.	697 697
Comp. I-K EB Right	58 0	eic ,	ŝ	63	- 0		22	85	- 0 (o	85	- 0 (o	85	. 0 (-
Comb. L-T-R -	0				0				0				D				Ð	
WB Left 1	46 1	146	12	157	c	157	12	169	~ c	169	0	169	c	169	o	169	c	169
Comp. L-1 WB Thru 11	24 1	576	66	1214	-	622	126	1340	⊃ -	689	ო	1343	·	690	0	1343) -	690
Comb. T-R WR Right	28 D	576 -	2	30	- 0	- 622	7	37	- 0	- 689	0	37	- 0	, 690	0	37	- 0	- 690
Comb. L-T-R -			i	1	0				0				0				0	
Crit. Volumes:	N-S:	488			N-S:	527			N-S:	556			N-S:	565			N-S:	565
	E-W: SUM:	724 1212			E-W: SUM:	/82 1309			E-W: SUM:	864 1420			E-W: SUM:	800 1431			SUM:	1431
No. of Phases:		2				2				2				5				5
Volume / Capacity:	[1]	0.738			[2]	0.773			[2]	0.847			[2]	0.854				0.854
Level of Service:		0				0				٥								
Assumptions:	Maximum For dual tu For one ex Right turns [1] v/c ratio [2] v/c ratio	Sum of Critic rm lanes, cl. and one (on red from includes a (s reflect add	al Volume 55% 5pt. turn lau excl. lanew 3.07 reduct itional 0.03	s (Intersec ne, s = 'ion due tc } reductior	ction Capac of volume / 70% o 50% o installatior 1 due to the	zity): 2 Phasi s assigned t if volume is i overtappin. n of ATSAC tuture cityw	e=1500, 3 beavier la ssigned to g left turn. as part of t vide ATSA(Phase=14 ane.) exclusivy he Victory C/ATCS s	125, 4+ Ph e lane. / System l ystem inst	iase=1375, Vo. 6. tallation.	Unsignalize	sd=1200.						

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

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

Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

F.
Ш
2
Æ
G
ĥ
Ē
Ž.
£
5
<

						1000		1.1100	Litto Int		010	1 1 1 0 0			L Cal	2044	NAVI BALTIC	ATION	
	2007 EX	(IST. TRA	LEC .	2011	<i>NI</i> Amble							LINZ				1102			000
Movement \	Volume L.	lo. of anes	Lane Volume	Volume	Volume	no. or Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	78		78	ω	84		84	3	89	~ 0	89	-	06	c	06	0	06	÷ 0	06
Comb. L-T NB Thru	441	0 - 1	- 252 252	35	476	o	- 272 272	14	490	⊃ ~ ~	- 280 280	2	492	⊃ <i></i> -	- 281 281	0	492	⊃ - -	- 281 281
Comb. I-K NB Right Comb. L-T-R -	62	-00	707 -	ß	67	-00	717	ю	0/	- 0 0	-	0	70	- 0 0	-	0	70	- 0 0	, ,
SB Left	126	F ,	126	10	136	- 0	136	÷-	135	- 0	135	0	135	~- c	135	0	135	- c	135
SB Thru	813	0 - 1	, 453 453	65	878	⊃ -	- 489 480	13	891	⊃ ~ ~	- 496 496	5	896		498 498	0	896		- 498 498
Comb. I-K SB Right Comb. L-T-R -	93	-00		7	100	-00	- -	O	100	- 0 0	р т т	0	100	- 0 0	2	0	100		1
EB Left	57		57	5	62		62	-	63	- 0	63	0	63	c	63	0	63	c	63
Comb. L-T EB Thru	822	0	- 479 470	66	887	o - •	- 517 517	23	910	⊃ ~ ~	- 531 531	0	910	⊃ -	- 532 532	ο	910	⊃ -	- 532 537
Comb. I-K EB Right Comb. L-T-R -	136	- 0 0	- 4/3	11	147	- 0 0	-	Ω	152	- 0 0	- 	۲	153	- 0 0	1	O	153	- 0 0	
WB Left	147	÷ (147	12	158	(158	2	160	- 0	160	-	161	← c	161	o	161	- c	161
WB Thru	964	о г г	541	11	1041	⊃	584	с?	1044	⊃ r	- 585 585	0	1044	·	- 585 585	0	1044		- 585 585
Comb. I-K WB Right Comb. L-T-R -	118	-00		თ	127	- 0 0		Ŷ	125	-00	сос ,	0	125	- 0 0		0	125	- 0 0	
Crit. Volumes:		N-S: SUM: SUM:	531 626 1156			N-S: E-W: SUM:	573 676 1249			N-S: E-W: SUM:	585 692 1276			N-S: E-W: SUM:	588 693 1281			N-S: E-W: SUM:	588 693 1281
No. of Phases:			2				2				2				2				2
Volume / Capa Level of Service	city: 3:	Ξ	0.701			[2]	0.733 C			[2]	0.751 C			[2]	0.754 C			[2]	0.754 C
Assumptions:	ĕ₽₽ <u>₹</u> E <u>₹</u>	aximum S or dual turn or one exc. ght turns c I v/c ratio i	um of Critic n lanes, I. and one c on red from ricludes a C reflect add	al Volume: 55% 5pt. tum lai excl. lane: 7.07 reduct itional 0.03	s (Interse of volume ne, s = ifon due to 3 reductio	ction Capa e is assigne 70% (50% (o installatio n due to th	city): 2 Pha: ed to heavie of volume is of overlappi n of ATSAC e future city	se=1500, 3 r lane. assigned ng left turn as part of wide ATS/	3 Phase= to exclusi f the Victo	1425, 4+ P ive lane. ny System system ins	'hase=1375, No. 6. stallation.	Unsignaliz.	ed=1200.						

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

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

Accutek

CRITICAL MOVEMENT ANALYSIS

Hazeltine Avenue @ Magnolia Boulevard PM 2.00% Peak Hour: Annual Growth:

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

Ū¢	17 EXIST TR	AFFIC	2011 \	V/ AMRIE	WORD TN:	E	2011 V	// OTHER	2 PRO.IEC	TS	2011 \	W/ PROP	OSED PR(DJECT	2011	W/ MITIG	ATION	
	No of		Addad	Total	No of	anal	Added	Total	No of	ane	Added	Total	No.	l ane	Added	Total	No. of	ane
Movement Volur	no. u ne Lanes	Volume	Volume	Volume	Lanes	Volume	Volume /	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left 1	40 1	140	÷	152	÷	152	ۍ	157	-	157	4	161	 (161	0	161	(161
Comb. L-T NB Thru 8	58 0	502	69	927	0 -	543	12	939	0 -	- 549 	26	964	0	- 562	0	964	0	562
Comb. T-R NB Riaht 1-	47 D	502 -	12	158	- 0	543	+	159	- 0	549	0	159	- 0	562 -	0	159	- 0	. 562
Comb. L-T-R -	0				0				0				0				0	
SB Left	99 1	66	œ	107	-	107	-	106	-	106	0	106	-	106	0	106	-	106
Comb. L-T SB Thru	57 D	- 363	53	710	o -	- 392	16	726	0	400	20	746	0	- 410	0	746	o -	- 410
Comb. T-R	- - -	363	:		-	392			-	400			~	410	1		-	410
SB Right	69 0	,	сл С	74	0 0	ŀ	-	75	0 0		0	75	0 0	,	0	75	0 0	
Comb. L-T-R -	D				0				Ð				þ				D	
EB Left 1	11 1	111	6	120		120	-	121	- (121	0	121	(121	o	121	- (121
Comb. L-T EB Thru 10	06 1 1	- 622	80	1086	0	- 672	14	1100	0 +	- 682	0	1100	o	- 684	o	1100	- c	- 684
Comb. T-R	- - -	622	;			672			-	682				684			-	684
EB Right 2	39 0		19	258	0		с,	263	0		4	267	0	ı	o	267	0	,
Comb. L-T-R -	0				0				0				0				o	
WB Left 1	02 1	102	œ	110	0	110	m	113	c	113	4	117	c	117	0	117	- c	117
WB Thru 5	12 1	- 285	41	553	o ←	308	5	564	0	313	0	564	→ -	313	0	564	C	313
Comb. T-R	- c	285	L	2	c	308	·	ć	- c	313	c	S	 c	313	c	5	c	313
vve kignt Comb. L-T-R -	D 0 80	•	n	40	00	ı	,	8	00	ı	5	8	00	,	2	3	00	
Crit. Volumes:	N-S:	601			N-S:	649			N-S:	655			N-S:	667			N-S:	667
	E-W: SUM:	724 1325			E-W: SUM:	782 1432			E-W: SUM:	795 1450			ы-W: SUM:	801 1468			E-W: SUM:	801 1468
No. of Phases:		2				2				2				2				5
									2	0000			Ę	010 0			Ē	010
Volume / Capacity:	Ξ	0.814			7	0.854			[7]	0.800 D			[7]	6/0'n			[7]	
Level of Service:																		
Assumptions:	Maximum 5	Sum of Critic	al Volumes	s (Intersec	tion Capac	itv): 2 Phase	3=1500. 3 v	ohase=14	125. 4+ Ph	ase=1375	Insignalize	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 Victory System No. 6. [1] vc ratio includes a 0.07 reduction due to installation of ATSAC/ATCS system installation.

Hazettine Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA7

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

Accutek

Hazeltine Avenue @ Riverside Drive Peak Hour: AM CRITICAL MOVEMENT ANALYSIS

AM 2.0% Annual Growth:

Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

	2007 EXIS	ST. TRAF	=FIC	2011	W/ AMBIE	ENT GROW	H	2011 \	N/ OTHEI	R PROJEC	CTS	2011 \	N/ PROP	OSED PR(OJECT	2011 \	W/ 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 Lar	165 \	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	61	-	61	ŝ	99	÷	99	0	66	-	99	r	69	-	69	0	69	÷ 1	69
Comb. L-T NB Thru	363	0 0	- 181	29	392	0 0	196	15	407	ыо	- 203	2	409	0 0	- 204	0	409	9 0	- 204
Comb. T-R NB Right Comb. L-T-R -	121	0-0	- 121	10	130	0 - 0	- 130	7	137	0-0	-	0	137	0 - 0	- 137	0	137	0 - 0	- 137
SB Left Comb - T	205	- 0	205	16	221	← c	221	9	227	- 0	227	5	229	c	229	0	229	- c	229
SB Thru	860)	463	69	929	o	200	15	944	, t	203	Q	950)	512 512	o	950) -	512 512
SB Right Comb. L-T-R -	67	- 0 0	2 7 7	ŝ	72	- 0 0	-	5	74	- 0 0	, ,	O	74	- 0 0	1	0	74	- 0 0	-
EB Left	24		24	2	26	(- (26	-	27	- (27	0	27	- 0	27	0	27	0	27
Comb. L-1 EB Thru	740	o ·	403	59	800	⊃ ~ ·	435	30	830	o ·	450	4	834	⊃ ~ ·	454	0	834	⊃ ·	- 454
Comb. T-R EB Right Comb. L-T-R -	66	-00	403	Ω	71	-00	- 435	0	71	-00	450	ы	74	-00	454 -	0	74	- 0 0	, ,
WB Left	344	- 0	344	28	372	c	372	9	378		378	0	378	- 0	378	0	378	0	378
WB Thru	844	2 14 0	422	68	912	2 14 0	456	24	936	2 10 0	468	5	941	2 14 0	470	0	941	5 N C	470
WB Right Comb. L-T-R -	138	0-0	138	5	149	0 – 0	149	9	155	0 ~ 0	155	4	159	0 - 0	159	0	159	0 0	159
Crit. Volumes:	Ϋ́́	S: M: M:	525 747 1272			N-S: E-W: SUM:	567 807 1374			N-S: E-W: SUM:	575 828 1403			N-S: E-W: SUM:	581 832 1413			N-S: E-W: SUM:	581 832 1413
No. of Phases:			5				5				2				2				2
Volume / Capa Level of Servic	city: ∍:	[1] C	0.778			[1]	0.846 D			[1]	0.865 D			[1]	0.872 D			[2]	0.842 D
Assumptions:	Maxi	imum Su	m of Critic	al Volume:	s (Interse	ction Capac.	itv): 2 Phas	e=1500.3	Phase=1.	425, 4+ PI	'ase=1375,	Unsignalize	∋d=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 55% of overlapping left of the Victory System No. 6. [1] vc ratio reflects 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.

08/07/2008 2007 2011

	91106	
S	S	
ENGINEEF	Pasadena	
AN,	200	941
INSP	uite 2	792.0
REE	le, S	626.7
0 % 0	lven	Fax (
Ł	ster /	22
Ę	Che	6.23
INSC	36 N.	26.79
	Ń	ю

Hazeltine Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1

Accutek CMA7

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

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

ALTERNATIVE G PROJECT

	1000		Cirr	1 1 1 0 0		1000 11	Ē	1100							201		CITIE IN	I OIL	
	1007	EXIST. IN			WI AMBIE	ADYS IN	E -			אטראר אני	0							ALION	
Movement	Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	136	- 1	136	1	147		147	0	147		147	17	164		164	0	164	-	164
NB Thru	844	5 M G	- 422	68	912	0 M G	- 456	15	927	5 M G	- 464	10	937	0 0 0	- 469	0	937	0 01 0	469
Comb. 1-R NB Right Comb. L-T-R -	249	0 - 0	- 249	20	268	0 - 0	- 268	4	272	0 - 0	- 272	o	272	0 ~ 0	- 272	0	272	0 - 0	- 272
SB Left	168	- c	168	13	182	c	182	5	187	c	187	6	196	+- c	196	0	196	- c	196
Connu. c- 1 SB Thru Comb. T-R	795		444 444	64	858		- 479 479	18	876		- 489 489	22	898	o	500 500	o	898	o ← ←	- 500 500
SB Right Comb. L-T-R -	93	00		7	100	00		~	101	00	1	0	101	00		0	101	.00	1
EB Left	92	c	92	7	66	- c	66	2	101	- c	101	0	101	c	101	0	101	+ c	101
	610	· c	363	49	629	,	392	30	689	, v	407	18	707		422	0	707	o •	422
Conto. 1-K EB Right Comb. L-T-R -	115	- 0 0	°,	Ø	125	- 0 0	760 ,	0	125	- 0 0	1	12	137	- 0 0	1 1	o	137	- 0 0	
WB Left	229	- c	229	18	247	- c	247	£	252	c	252	o	252	÷ د	252	0	252	- c	252
WB Thru	587	0 0 0	293	47	633	0 01 0	317	35	668	. 17	334	48	716	2010	358	0	716	0 0 0	358
Comb. I-K WB Right Comb. L-T-R -	179	0-0	- 179	4	193	0 - 0	- 193	Ω.	198	070	-	39	237	0 - 0	- 237	o	237	0 - 0	- 237
Crit. Volumes:		N-S: E-W: SUM:	591 592 1182			N-S: E-W: SUM:	638 639 1277			N-S: E-W: SUM:	650 659 1310			N-S: E-W: SUM:	664 674 1339			N-S; E-W; SUM:	664 674 1339
No. of Phases:			2				2				2				2				2
Volume / Capa Level of Servic	city: e:	Ξ	0.718 C			Ē	0.781 C			Ξ	0.803 D			Ξ	0.822 D			[2]	0.792 C
Assumptions:		Maximum S For dual tur For one exc Right tums (1] v/c ratio Vote: Pass	um of Critic. n lanes, 1. and one c on red from includes a 0 reflects redu by reduction	al Volumes 55% pt. tum lar excl. lanes excl. lanes i 07 reduct iction of ac is not appli	s (Intersec ne, s = ion due to iditional 0 ied to this	ction Capac of volume i 70% a 50% a installation 1.03 due to intersectio	zity): 2 Phas is assigned of volume is of overlappir of ATSAC the mitigatic in per LADC	e=1500, 3 to heavier assigned t ig left tum. as part of m measure)T standarr	Phase=1 lane. o exclusiv the Victou s consistii	1425, 4+ Pł ve lane. ry System l rg of the up	nase=1375, v Vo. 6. ograde to AT	Unsignalize -CS.	6d=1200.						

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

Accutek CMA8

Project: File Name: Counts by:

N-S St: E-W St:

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

		2007 EXIST.	TRAFFIC	2011	W/ AMBI	ENT GROI	NTH	2011	W/ OTHE	R PROJE	CTS	2011	W/ PROP	OSED PR	OJECT	2011 \	V/ MITIGA	VOIL	
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Weiler 12 1 13 1 13 1 13 1 13<	Movement Vc	olume Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Nerhul-T 82 1 7.3 42 565 1 7.3 55 1 7.3 56 1 7.3 55 1 7.3 56 1 7.3 77 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1 7.3 7 7 1 7.5 56 1	NB Left	12 1	12	.	13	-	13	0	13	-	13	0	13	+	13	0	13	-	13
MB Thur, Birling 53 1 273 42 565 1 206 1 306 0 588 1 308 1	Comb. L-T	0	•			0				0	,			0	,			0	ı
Comb.LT-R. 1 273 1 273 1 273 1 273 1 273 1 273 1 273 1 273 1 273 1 273 1 273 1 206 206 206	NB Thru	523 1	273	42	565	-	295	22	587		306	-	588	~ ~ ·	308	0	588	- ·	308
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. T-R	~	273		1	- -	295	•	;	· 1	306	•	0	· (308	G	č	- c	308
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	NB Right	23 0	•	N	25	0		Ð	9 7	0 0	•	4	67	э (•	C	67		
SELet/ 44 1 44 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 47 1 52 1 56 0 56 1 56 0 56 1 56 0 56 1 56 0 57 1 562 0 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 1 652 0 1 1 652 0 1 1 652 0 1 1 652 0 1 1 652 0 1 1 652 1 1 1	Comb. L-T-R -	0				0				D				D				5	
	SBLeft	44 1	44	6	47	-	47	0	47	-	47	6	56	-	56	0	56	-	56
Sig Triui 1180 1 594 94 127 1 641 22 1297 1 652 0 1297 1 652 0 1297 1 652 0 1297 1 652 0 1297 1 652 0 1297 1 652 0 1297 1 652 0 1 652 0 1297 1 652 0 1 1 652 0 1297 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 1 652 0 1 652 0 1 652 0 1 652 0 1 652 0 1 1 652 0 1 1 652 0 1 1 652 0 1 1 652 0 1 1 1 1 1 1 1 1 1 1 1 0 0 0 0 0 0	Comb. L-T	0				0	,	•		0				0				0	,
	SB Thru	1180 1	594	94	1275	-	641	22	1297	-	652	0	1297		652	0	1297	-	652
SBRight 7 0 - 1 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 </td <td>Comb. T-R</td> <td>-</td> <td>594</td> <td></td> <td></td> <td>-</td> <td>641</td> <td></td> <td></td> <td>-</td> <td>652</td> <td></td> <td></td> <td>-</td> <td>652</td> <td></td> <td></td> <td>-</td> <td>652</td>	Comb. T-R	-	594			-	641			-	652			-	652			-	652
	SB Right	7 0	,	*	80	0		0	8	0		0	8	0		0	80	0	ı
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. L-T-R -	0				0				0				0				0	
	FB Left	2	2	0	2	-	2	0	2	-	2	0	~	-	2	0	2	-	2
	Comb. L-T	0	,			0	,			0	1			0				o	'
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	EB Thru	0	,	0	0	0	1	0	o	0		0	0	0	,	0	0	0	,
EB Right 7 0 - 1 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0 8 0 - 0<	Comb. T-R	-	7			-	80				80			-	80			*	ß
	EB Right	7 0	·	-	80	0	ı	0	80	0	,	0	8	0		0	80	0	,
WB Left 1 1 1 1 1 1 1 1 1 1 3 0 3 1 3 0 3 1 3 3 1 3 1 3 3 1 3 1 <th3< th=""> 3 1 3<!--</td--><td>Comb. L-T-R -</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>0</td><td></td></th3<>	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 - 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 0 0 0 0 0	WB Left	1 1	-	0	F	~	F	0	-	-	-	2	e	-	з	•	З	-	3
WB Thru 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 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 </td <td>Comb. L-T</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>0</td> <td>•</td>	Comb. L-T	0	•			0	,			0	•			0				0	•
Comb. T-R 1 2 1 2 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 11 0 0 11 0 0 11 0 - 0 0 11 0 <	WB Thru	0		0	0	0	,	0	0	0	•	0	0	0		0	0	0	'
WB Right 2 0 - 1 3 1 3 0 3 1 3 Comb. L-T-R- 0 - 0 2 0 - 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 0 3 1 3 3 0 3 1 3 1 3 0 3 1 3 0 3 1	Comb. T-R	***	7			-	7			•	2			0	•			0	•
Comb. L-T-R- 0 0 0 0 0 0 0 0 Crit. Volumes: N-S: 606 N-S: 655 N-S: 666 N-S: 677 20M: 677 20M: 677 20M: 677 20M: 677 20M: 677 20 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375 0.375	WB Right	2	,	0	2	0	•	0	2	0		-	n	-	ო	0	e	~	e
Crit. Volumes: N-S: 606 N-S: 666 N-S: 677 SUM: 673 SUM: 673 SUM: 673 SUM:	Comb. L-T-R -	0				0				0				0				0	
E-W: 8 E-W: 9 E-W: 11 E-W: 11 No. of Phases: SUM: 615 SUM: 677 SUM: 677 SUM: 677 No. of Phases: 3	Crit. Volumes:	N-S:	606			N-S:	655			N-S:	666			:o'z	666			i, N-N-1	666
SUM: 615 SUM: 664 SUM: 675 SUM: 67 SUM: 67 No. of Phases: 3 3 3 3 3 3 3 No. of Phases: 3 3 3 3 3 3 No. of Phases: 3 3 3 3 3 Volume / Capacity: [1] 0.361 [1] 0.405 [2] 0.375 Level of Service: A A A A A A		E-W:	8			М- М-	თ .			М	on j			Х	-			Х.	11
No. of Phases: 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		SUM:	615			SUM:	664			SUM:	675			SUM:	677			SUM:	6//
Volume / Capacity: [1] 0.361 [1] 0.396 [1] 0.404 [1] 0.405 [2] 0.375 Level of Service: A A A A A	No. of Phases;		3				Э				3				e				ю
Level of Service: A A A A A A A A A A A A A A A A A A A	Volume / Canacit	tv. [1]	0.361			E	0.396			E	0.404			E	0.405			[2]	0.375
	Level of Service:		A			2	A			2	A			2	٨			[A

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] vcr ratio riculdes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] vcr 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.

Hazelitine Avenue Fashion Square Lane Westfreld Fashion Square /1-05-3606-1

CMA8 Accutek

Project: File Name: Counts by:

N-S St: E-W St:

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

	2007 EX	IST. TR	AFFIC	2011	W/ AMBII	ENT GRO	WTH	2011	N/ OTHEI Total	RROJE	CTS	2011 V	W/ PROP	OSED PR		2011 V Addad	V/ MITIGA Total		ana
Movement	Volume La	o. of ines /	Lane Volume	Volume	Volume	NO. OT Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	1	.	11	~	12	-	12	0	12	-	12	O	12	-	12	o	12		12
Comb. L-T		0	,			0	•			0	,			0	ı			0	
NB Thru	1013	-	541	81	1094	-	585	19	1113	-	594	4	1117	-	603	0	1117	.	603
Comb. T-R		-	541				585			-	594		1	 1	603		:	. (603
NB Right	70	o	•	9	75	0	,	0	75	0	•	14	89	0	,	0	88	0 (
Comb. L-T-R		0				0				0				0				Ð	
SB Left	206	-	206	16	222	-	222	0	222		222	34	256	-	256	0	256	-	256
Comb. L-T		0				0				0	•			0	1			0	1
SB Thru	878	-	441	70	948		477	23	971	-	488	0	971	-	488	0	971	 ·	488
Comb. T-R			441				477			-	488			-	488			•	488
SB Right	ъ	0	,	0	9	0		0	g	0	,	0	Q	0	•	0	9	0	ŀ
Comb. L-T-R		0				0				0				0				0	
EB Left	9	-	9	0	7	+	7	0	7	-	7	0	7	-	7	0	7	-	7
Comb. L-T		0	•			0	•			0	,			0				0	
EB Thru	-	0	,	0	-	0	•	0	-	0		0	-	0 1		0	-	0 1	•
Comb. T-R		•	6			-	5				F	•	:	r~ ([Ċ	ļ	- (
EB Right	თ	0 0		-	10		•	D	5	-	,	S	2			Þ	2	, ,	
Comb. L-1-K		þ				D				D				5				2	
WB Left	76	-	76	9	82	-	82	0	82	-	82	14	96	÷- (96	0	96	. .	96
Comb. L-T		0				0	ı	1		0	,	•	•	2	,	(•	5 1	
WB Thru		0 ·	;	0	-	0 1		0	-	0 7		0	-	0	•	þ		5 0	ı
Comb. T-R	ł	 (54	•	[- (58	c	[- c	80	5	10		- 57	c	13	- T	- 67
WB Kight Comb. L-T-R	50	00	ı	4	10	00	•	5	'n	00		2	70	- 0	ò	c	5	- 0	õ
Crit Volumes		Ċ.	747			:S-N	807			N-S:	817			;s-z	860			N-S:	860
	. ш <i>(</i>)	N. N.	86 834			E-W: SUM:	93 900			E-W: SUM:	93 910			E-W: SUM:	107 967			E-W: SUM:	107 967
No. of Phases			6				3				'n				ю				3
Volume / Cap.	acity:	Ξ	0.515 A			[1]	0.562 A			Ξ	0.568 A			Ξ	0.608 B			[2]	0.578 A
רכתבו הו סבו או	20.0	1	c				<u>د</u>												

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. Note: Pass-by reductions not applied to this intersection per LADOT standards.

Assumptions:

v	0	46	~	46	0	46	-	46	0	46	÷	46	Ċ	43	-	43	NB Left
Volum	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Movement
Total	Added	Lane	No. of	Total	Added	Lane	No. of	Total	Added	Lane	No. of	Total	Added	Lane	No. of		
TIM /M	2011	ROJECT	OSED PR	W/ PROP	2011	ICTS	ER PROJE	W/ OTHE	2011	WTH	ENT GRO	W/ AMBI	2011	RAFFIC	EXIST. T	2007	
						L	PROJECI	ATIVE G	ALTERN							Accutek	Counts by:
on Year;	Projectic												5-3606-1	Square /1-0	l Fashion	Westfield CMA9	Project: File Name:
Count:	Date: Date of (ark Street	@ Moorpa AM 2.0%	e Avenue ur: srowth:	Hazeltine Peak Ho Annual G						: Avenue K Street	Hazeltine Moorpark	N-S St: E-W St:
						ALYSIS	MENT AN	L MOVEN	CRITICA			96	ERS a CA 911(N, ENGINE 10, Pasadene 41	REENSPA , Suite 20 26.792.09	AW & GF er Avenue 2 Fax 62	LINSCOTT, I 236 N. Chesi 626.796.2323

08/07/2008 2007 2011

	2007	T TR	AFFIC	2011 \	V/ AMBIE	ENT GROW	E	2011 V	// OTHEF	3 PROJEC	TS	2011 \	W PROP(OSED PR(OJECT	2011 \	N/ 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	Volume	Lanes	Volume
NB Left	43	-	43	ų	46	£	46	o	46	-	46	0	46	~-	46	o	46	-	46
Comb. L-T		0				0	•			0	•			o				0	ı
NB Thru	215		121	17	233	-	130	22	255		143	2	257		144	0	257		144
Comb. T-R		•	121			-	130				143				144			. .	144
NB Right	26	0		2	28	0	ł	e	31	0	1	0	31	0	1	0	31	0	ı
Comb. L-T-R		0				0				o				0				0	
SB Left	167	F	167	13	181	-	181	0	181	-	181	0	181	-	181	0	181		181
Comb. L-T		0	t			0	,			0				0				0	ı
SB Thru	904	-	627	72	976	-	677	21	661	-	687	-	998		688	0	<u> 866</u>	~ ~~ ·	688
Comb. T-R		(627	č		· (677	c	240	c	687		04.6	c	688	c	020	c	688
SB Kight	349	5 0	ı	87	311		ı	5	115	5 0		-	0/0) (•	5	0/0	5 C	1
Comb. L-I-K		C				Þ				5				2				2	
EB Left	93	-	93	7	100	-	100	0	100	-	100	2	102	-	102	0	102	-	102
Comb. L-T		0	,			o	ı			0	1			0	,			0	•
EB Thru	392		392	31	423	*	423	42	465	-	465	0	465	 (465	0	465	• I	465
Comb. T-R	1	0 ·	,	•	i	0,		C	i i	0,	, ,	c	Ĺ	•	۱	c	Ĺ	0,	, ,
EB Right	52	-	29	4	90		00 00	0	000	- (90	D	o C	- (ac	þ	8	- (00
Comb. L-T-R		0				0				0				C				c	
WB Left	86	+	86	7	93	-	63	4	67	- 1	67	0	67	- (67	0	67	، - ر	26
Comb. L-T		0	1			0	1			0	,			0	•	,		э [.]	
WB Thru	711	~ ·	407	57	768	~ ·	439	22	790		450	0	190	- - •	451	0	790	•- •	451
Comb. T-R	1		407			- (439	ſ		- 0	450	•		(451	c		- (451
WB Right	102	0	ı	ß	110	o		o	110	0	,	-	111	5		c		5	,
Comb. L-T-R		0				o				0				0				D	
Crit. Volumes:		N-S:	699			N-S:	723			N-S:	733			N-S:	734			N-S:	734
		Е-W:	499			Е-W:	539			Е-V:	563			Щ-М:	563			E-W:	563
		SUM:	1168			SUM:	1262			SUM:	1296			SUM:	1297			SUM:	1297
No. of Phases			2				2				2				2				2
										5	101 0			Ę	2010			5	1010
Volume / Cap	acity:	Ε	0.709			7	U. / 4 I			[7]	U. / D4			Z	co/.n			[7]	co/.n
Level of Servi	Ce:		U U				u v				0				0				J

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.

Assumptions:

	91106	
ENSPAN, ENGINEERS	uite 200, Pasadena CA 5	792.0941
N & GREI	Avenue, S	Fax 626.
LINSCOTT, LA	236 N. Chester.	626,796.2322

Hazeltine Avenue Moorpark Street Westfield Fashion Square /1-05-3606-1 CMA9 Accutek

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

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

ALTERNATIVE G PROJECT

	2007	EXIST. TR	AFFIC	2011	W/ AMBIE	ENT GROW	HL	2011 \	VI OTHEF	R PROJEC	CTS	2011	WI PROP	OSED PR	COLECT	2011	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	98	 1	98	8	106		106	0	106	÷- (106	D	106	÷ (106	ο	106	(106
Comb. L-T NB Thru	479	0	- 266	38	518	0	- 287	18	536	⊃ - -	- 297	9	542	⊃ - - ·	300	0	542	⊃ ·	300
Comb. T-R NB Right	52	- 0	266	4	56	- 0	- 287	2	58	- 0	297 -	ο	58	- 0	300	0	58	- 0	300£
Comb. L-T-R	-	0				0				0				0				o	
SB Left	165	ب	165	13	179	- 0	179	0	179	- 0	179	o	179	c	179	o	179	- c	179
Comb. L-1 SB Thru	430	o ← ·	371	34	464	⊃ -	401	21	485	⊃ -	411	ო	488	o ← •	417	0	488	• • •	417
Comb. T-R SB Right	313	- 0 1	 -	25	338	- 0 1	- 401	o	338	- 0 (, 4	თ	347	- 0 (- +	0	347	- 0 0	+
Comb. L-T-F	-	o				0				þ				þ				5	
EB Left	303	- 0	303	24	327	c	327	0	327	- c	327	7	334	~ c	334	0	334	- c	334
EB Thru	699	⊃ - - (- 669	53	722) — (722	38	760	0 0	760	0	760	o o	760	0	760	o ← d	760
Comb. T-R EB Right	93	0	93	7	100	⊃ ←	100	o	100	- C	100	0	100	⊃ ⊂	100	ο	100	C	100
Comb. L-T-R	-	0				0				0				0				0	
WB Left	76	F	76	9	82	-	82	2	84	- (84	0	84	- (84	0	84	- (84
Comb. L-T WB Thru	523	o	- 333	42	565	0	- 360	38	603	0 -	- 379	0	603	o -	- 380	0	603	⊃ ←	- 380
Comb. T-R		-	333	! :		-	360		ļ		379	•	ļ	(380	(Į	(380
WB Right Comb. L-T-R	- 144	00		÷	155	00	,	o	155	00	ı	2	/cl	00	1	5	/6[00	•
Crit. Volume	S:	N-S:	469			N-S:	507			N-S:	517			N-S:	523			N-S:	523
		E-W: SUM:	745 1214			E-W: SUM:	804 1311			E-W: SUM:	844 1361			ы-W: SUM:	844 1367			E-W: SUM:	844 1367
No. of Phase	is:		2				2				2				2				2
Volume / Cal	pacity:	Ξ	0.739			[2]	0.774			[2]	0.808			[2]	0.812	:		[2]	0.812
Level of Sen	rice:		с				U				D				۵				D

 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 volume is assigned to exclusive lane.

 71 V/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6.
 11 v/c ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

N-S St: E-V St: Project:	Hazeltine Ventura B Westfield	Avenue oulevard Fashion Sc	juare /1-05-3	1606-1				Hazeltine , Peak Hour Annual Gr	Avenue @ : wth:	Ventura AM 2.0%	Boulevard					Date: Date of C Projection	ount: 1 Year:		08/07/2008 2007 2011
Counts by:	Accutek							ALTERNA	TIVE G PI	ROJECT									
	2007 E	EXIST. TR	VFFIC	2011 V	// AMBIEI	NT GROM	H	2011 V	// OTHER	PROJEC	CTS	2011 \	NI PROP(OSED PRC	DJECT	2011	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	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	0	0	ı	o	0	0		o	0	o		0	0	o	I	0	0	0	
Comb. L-T		0		Ċ	G	00	,	c	c	0 0	•	c	c	00	•	c	c	0 0	1
NB Thru Comb. T-R	0	- 0		þ	Þ	00		5	c	00		5	5	00		2	5	00	
NB Right	0	00	ı	0	o	00	ı	0	o	0 0	ŧ	0	0	00	,	0	0	00	ı
	•	5)													
SB Left	322	2	177	26	348	2	192	-	349	5	192	0	349	~ ~	192	0	349	0 0	192
Comb. L-T	C	0 0		c	c	00		c	c	0 0		c	c	00		c	c	э с	
SB Thru	D	.	, ,	Þ	D	- c		C	>	00		5	c	00	• •	2	0	00	
SB Right	513	C	513	41	554	o	554	21	575) -	575	-	576	-	576	o	576	-	576
Comb. L-T-R	,	0				0				o				D				0	
EB Left	96	-	96	8	103	F	103	24	127	F	127	-	128	+	128	0	128	-	128
Comb. L-T		0	1			0	•		!	0	, ,			0 (1	C		0 0	, ,
EB Thru	1101	0	551	88	1189	~ ~	595	154	1343	N C	672	0	1343		6/2	C	1343	2 1	2/9
Comb. T-K FB Rinht	C	- c		C	0	0 0		0	0	00	1 1	0	0	00		0	0	00	
Comb. L-T-R	1	0				o				0				0				0	
WB Left	0	0	-	0	0	0	1	0	0	P		0	0	0	-	0	0	0	•
Comb. L-T		0				0,	-	C	0 L L T	0 1		c		• •	- 270	c	1660	C	- 270
WB Thru	1356		739	108	1465		66/	59	8661		846 846	C	acc		040 846	C	0001		846
VAR Rinht	123	- c	BC/ -	10	133	- 0		-	134	- 0) 	Q	134	- 0		0	134	• •	2
Comb. L-T-R	}	0				0				0				0				0	
Crit. Volumes		N-S:	465			N-S:	502			N-S:	511			N-S:	512			N-S:	512
		Ш-N:	835			М-Ш-	902			: М Ш	973			Ч Ч	974			ы. М.	974
		SUM:	1300			SOM:	1404			Nine	404			JAIOO	0041			MOD	
No. of Phase	s:		2				2				2				7				5
Volume / Car	vacity:	E	0.797			[2]	0.836			[2]	0.889			[2]	0.890			[2]	0.890
Level of Serv	ice:	2	o			:	D				0				0				
Accumulan	ĩ	, minuiv-y	Control Controls	samiilaV ie	/Intercec	tion Canar	-ihi). 0 Phas	o=1500 3	Dhase=14	105 4+ PI	hase=1375	I Incidnaliz	<i>-d=</i> 1200.						

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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 = 55% of voetanging left turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System installation. [2] v/c ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

Contra by, focust ALTENATIVE C PROJECT No. No. L.T.R. 0	N-S St: F E-W St: V Project: V Etle Name: O	lazeltine Avt 'entura Bouli Vestfield Fas	enue levard shion Sc	quare /1-05-≎	3606-1				Hazeltine Peak Hou Annual Gr	Avenue (r: owth:	© Ventura PM 2.00%	Boulevard					Date: Date of C Projectior	ount: Year:		08/07/2008 2007 2011
	Counts by: A	ccutek							ALTERN/	TIVE G	ROJECT									
		2007 EXI	ST. TR/	VFFIC	2011 \	N/ AMBI	ENT GROV	ИТН	2011	W/ OTHE	R PROJE	CTS	2011	WI PROP	OSED PR	OJECT	2011	W/ MITIG	ATION	
		NG	o. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Volumo	Total Volumo	No. of	Lane
	MOVEMENT	volume La	anes	voiume	ADIUDE	AULINE	Lanes	aunioA	AUINIOA		Lalies				Lailes	Allinov			Lalies	Alinov
	NB Left	0	00		0	0	00	·	0	0	00	1	0	0	00		0	0	00	
Camb. T-R 0	COTTO. L-1 NB Thru	0	00		0	0	00	, ,	0	0	00		0	0	00	5 1	0	0	00	
	Comb. T-R	c	00		C	c	0 0		c	C	0 0		c	C	00		c	c	00	
	Comb. L-T-R -	þ	00)	0	00		5)	00		•)	0		I	•	0	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	SB Left	181	2	100	14	195	2	107	ы	198	2	109	0	198	2	109	0	198	2	109
	Comb. L-T	c	00		c	c	00	3	c	c	00	ı	c	c	00		c	c	00	
SB Right 216 1 216 1 214 1 234 1 234 1 234 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 1 235 2 236 1 235 1 235 1 235 1 235 1 235 1 235 1 235 2 236 1 235 2 236 1 235 2 365 0 1 236 2 2 266 0 1 231 2 2 266 1 236 2 266 1 236 2 266 2 266 2 266 2 2	Comb. T-R	5	00		c	C	00		5	0	00	, ,	2	5	00		2	0	00	
	SB Right	216	-	216	17	234	-	234	20	254	-	254	ю	257	-	257	0	257		257
$ \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	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	EB Left	203	-	203	16	219	-	219	16	235	-	235	4	239	-	239	0	239		239
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Comb. L-T FR Thru	1474	0 ~	- 737	118	1592	0 ^	- 796	139	1731	0 0	- 865	0	1731	0 ~	- 865	0	1731	5 N	865
EB Right 0<	Comb. T-R		0				0	,			0	1			0				0	,
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	EB Right	0	0 (ı	0	0	0 0	1	0	0	00	,	0	0	0 0	•	o	0	00	
WB Left 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 - 1890 0 1891 1891 10 1381 1301	Comb. L-T-R -		0				þ				þ				D				C	
World T-R 753 99 1335 1 813 151 1486 1 890 0 1486 1 891 Wurd Right 269 0 - 753 99 1335 1 813 151 1486 1 890 0 1486 1 891 Wurd Right 269 0 - 3 294 0 - 2 296 0 0 Comb. L-T-R- 0 - 2 291 0 - 3 294 0 - 2 296 0 0 0 0 0 - 137 137 137 137 137 137 137 136 136 1 1361 136 0 - 136 0 - 137 136 136 136 136 1 136 136 136 1 1361 136 136 1 136 1 136 1 136 1 136 1 1 1 1 1 1 1	WB Left	0	0 0		0	0	00	1	0	0	0 C		0	o	00		0	0	00	
Comb. T-R 1 753 1 813 1 890 1 891 WB Right 269 0 - 3 294 0 - 2 296 0 - 0 0 - 3 294 0 - 1 881 WB Right 269 0 - 3 294 0 - 2 296 0 - 137 137 137 137 137 137 137 136 N-S: 136 N-S: 136 N-S: 137 137 137 137 137 137 137 136 137 136 136 N-S: 136 N-S: 136 N-S: 137 137 136 136 136 136 137 136 136 137 136 137 136 136 137 136 136 136 136 136 136 136 137 136 136 1	WB Thru	1237	· c	753	66	1335	(813	151	1486	(890	0	1486	(891	0	1486	,	891
We Hight Z69 U - Z2 Z91 U - Z Z90 U - 137 Crit. Volumes: N-S: 115 N-S: 1136 N-S: 1126 E-W: 1136 1137 SUM: 1071 SUM: 1156 SUM: 1156 SUM: 1267 No. of Phases: 2	Comb. T-R		(753	c c	100	~- (813	C		~ (890	c	000	- 0	891	c	000	- 0	891
Crit. Volumes: N-S: 115 N-S: 136 N-S: 137 E-W: 956 E-W: 1032 E-W: 1125 E-W: 1130 SUM: 1071 SUM: 1156 E-W: 1125 E-W: 1130 No. of Phases: 2 2 2 2 2 2 2 Volume / Capacity: [1] 0.644 [2] 0.671 [2] 0.745 C 0.745	we kignt Comb. L-T-R -	502	00	•	7	1.67	00		n	427	00		N	067	00	,	5	087	00	
E-W: 956 E-W: 1032 E-W: 1125 E-W: 1130 No. of Phases: SUM: 1071 SUM: 1156 SUM: 1261 SUM: 1267 No. of Phases: 2 2 2 2 2 2 2 2 Volume / Capacity: [1] 0.644 [2] 0.571 [2] 0.745 0.745 0.745	Crit. Volumes:	Ż	S:	115			N-S:	124			N-S:	136			N-S:	137			N-S:	137
No. of Phases: 2 2 2 No. of Phases: 2 2 2 Volume / Capacity: [1] 0.644 [2] 0.745 Volume / Capacity: B C C		ய் ல	:w: -W:	956 1071			sum: sum:	1032 1156			E-W: SUM:	1125 1261			E-W: SUM:	1130 1267			e-W: SUM:	1130
Volume / Capacity: [1] 0.644 [2] 0.671 [2] 0.745 0.745 [2] <td>No. of Phases:</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>2</td>	No. of Phases:			2				2				2				2				2
	Volume / Capat	sity:	Ξ	0.644			[2]	0.671			[2]	0.741			[2]	0.745			[2]	0.745
	Level of Servict			B				a				5				5				

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chestler Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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 cityvide ATSAC/ATCS system installation.

Woodman Avenue Magnolia Boulevard Westfield Fashion Square /1-05-3606-1 CM11 Accutek

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

CRITICAL MOVEMENT ANALYSIS

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

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

н
0
ш
2
8
ā.
/h
ĥ.
2
5
÷.
20
ш
F.
7
~

	2007 E	XIST. TRV	VFFIC	2011	V/ AMBIE	ENT GROW	E	2011	W/ OTHEF	REOJEC)TS	2011	W/ PROP	OSED PR(DJECT	2011	W/ MITIG	ATION	
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	Na. 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	96	-	96	ß	103	. .	103	0	103	-	103	0	103	÷	103	0	103		103
Comb. L-T NB Thru	740	o -	- 421	59	800	0 -	455	28	828	0 -	- 469	0	828	o	- 469	0	828	- c	- 469
Comb. T-R NB Right Comb. L-T-R -	102	-00	421	œ	110	-00	455	0	110	-00	469	-	111	-00	469 -	o	111	-00	- 469
SB Left	165	-	165	13	179	- (179	<u>-</u>	178	- 0	178	0	178	- 0	178	0	178	- 0	178
SB Thru	1265	o	692	101	1366		- 747	21	1387	⊃ -	- 757 757	n	1390	⊃ ~- r	- 759 760	O	1390	⊃ - - •	- 759 760
Comb. I-K SB Right Comb. L-T-R -	119	-00	760 -	თ	128	- 0 0		0	128	-00	-	0	128	-00		o	128	- 0 0	
EB Left	64	-	64	5	70	-	02	0	20	-	20	0	20	-	70	0	70	- ·	0/
Comb. L-T EB Thru	872	0	- 477	70	941	0	- 516 210	24	965	0	- 528 720	0	965	0 - 1	- 528 720	0	965		528
Comb. I-K EB Right Comb. L-T-R -	83	- 0 0		7	06	-00	- - -	O	06	-00	22C +	O	06	-00	870 -	o	06	-00	970 -
WB Left	107	- 0	107	თ	116	- c	116		117	c	117	0	117	c	117	0	117	- c	117
WB Thru	945	- - -	538	76	1021	- - -	581 581	ო	1024	⊃ -	- 582 582	-	1025)	- 582 582	o	1025	- - -	- 582 582
VB Right Comb. L-T-R -	131	- 0 0	-	10	142	- 0 0		42	140	- 0 0	700	o	140	- 0 0	700	0	140	- 0 0	700
Crit. Volumes:		N-S: E-W: SUM:	787 603 1390			N-S: E-W: SUM:	850 651 1501			N-S: E-W: SUM:	861 651 1512			N-S: E-W: SUM:	862 652 1514			N-S: B-W: SUM:	862 652 1514
No. of Phases:			2				3				2				2				2
Volume / Capa Level of Servio	city: e:	Ξ	0.857 D			[2]	0.901 E			[2]	0.908 E			[2]	0.909 E			[2]	0.909 E
Assumptions:		Aaximum S	um of Critic	al Volume:	s lintersed	ction Capac	thv): 2 Phas	te=1500. 3	Phase=1	425. 4+ Pł	1375 1375	l Insignatiz.	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, 70% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 55% of volume is assigned to the Victory System No. 6. [1] v/c ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System installation. [2] v/c ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

Woodman Avenue Magnolia Boulevard Westfield Fashion Square /1-05-3606-1 CMA11 Accutek

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

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Magnolia Boulevard Peak Hour: PM Annual Growth: 2.00%

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

5
м
5
Ó
ñ.
Ξ.
G
ш
2
F
≤
z
œ
ш
н.,
_
-

	2007 E	XIST. TR	AFFIC	2011	W/ AMBI	ENT GROM	ΠН	2011 V	V/ OTHEF	ROJEC	STS	2011	WI PROPI	OSED PR(DJECT	2011 V	V/ 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	66		66	80	107	*	107	0	107	~ 1	107	O	107	÷ 1	107	0	107	- c	107
Comb. L-T NB Thru	1042	0 4	- 570	83	1125	0 +	- 616	22	1147	0 ~	- 627	0	1147	c	- 629	o	1147	⊃ - -	- 629
Comb. T-R			570	Ċ		- 0	616	c	0	- 0	627	-	Ċ	c	629	c	0	C	629
NB Right Comb. L-T-R -	86	00	1	æ	106	00		D	901	00		4	-	00	1	C	2	00	,
SB Left	76	-	76	9	82		82	<u>+</u> -	81		81	0	81	- 0	81	0	81	+- c	81
Comb. L-T SR Thru	834	o -	- 462	67	901	0 -	- 499	24	925	c	- 511	13	938	C	- 518	0	938	- c	- 518
Comb. T-R	5	·	462	5		- 	499	l		-	511	1	:	، ۱	518	•	2	- 1	518
SB Right Comb. L-T-R -	06	00	ı	2	86	00		0	86	00		o	86	00	\$	Ð	86	00	ı
EB Left	87	-	87	7	94	-	94	0	94		94	0	94	- c	94	o	94	- 0	94
Comb. L-T EB Thru	937	0	- 526	75	1012	0-	- 568	14	1026	- c	- 575	0	1026	c	575	0	1026	C	- 575
Comb. T-R		 (526	c	101	c	568	c	101	c	575	c	124	c	575	C	124	C	575 -
Comb. L-T-R -	<u>+</u>	00	ı	D	t 7	00	ı	5		00	ŗ	2	ł	00)	1	0	
WB Left	104	-	104	80	112		112	-	113		113	0	113	- 0	113	0	113	- c	113
Comb. L-T WB Thru	545	0	- 315	44	583	o -	340	11	600	⊃ - -	- 345	4	604	⊃ +-	- 347	0	604	- c	- 347
Comb. T-R		-	315			*	340			-	345		1	1	347	4		- (347
WB Right Comb. L-T-R -	84	00	•	7	91	00	•	7	06	00	ı	Ó	06	00	·	D	06	00	ı
Crit. Volumes:		N-S:	646			N-S:	698			N-S:	708			N-S:	710			N-S:	210
		E-W: SUM:	630 1276			E-W: SUM:	680 1378			E-W: SUM:	688 1396			SUM:	688 1398			SUM:	1398
No. of Phases:			2				2				2				2				2
Volume / Capa	city:	Ξ	0.780			[2]	0.818			[2]	0.830			[2]	0.832			[2]	0.832
Level of Servic	ë		o																
Assumptions:		Maximum . For dual tu For one ex Right turns 1] v/c ratio 2] v/c ratio	Sum of Criti Irm lanes, Irun lanes, Icl. and one Icludes a Is reflect ad	cal Volume 55% opt. tum la n excl. lane 0.07 reduc ditional 0.0	ss (Interst ane, ss = tion due i 3 reductio	sction Capa of volume 70% (50% (to installatio in due to th	city): 2 Phas is assigned of volume is of overlappli n of ATSAC e future city	e=1500, 3 to heavier assigned t ng left turn. as part of wide ATSA	Phase=1 lane. o exclusiv the Victor C/ATCS s	425, 4+ Pł e lane. y System l system insi	hase=1375, No. 6. tallation.	Unsignaliz	ed=1200.						

Woodman Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA12

Accutek

Project: File Name: Counts by:

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:

07/22/2008 2007 2011

ALTERNATIVE G PROJECT

	2007 EXI	ST. TRA	FFIC	2011 \	V/ AMBIE	ENT GROW	TH	2011 \	V/ OTHE	R PROJEC	STS	2011 \	N/ PROP	OSED PR(DJECT	2011 \	WI MITIGA	ATION	
	Ň	o, of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume La	ines	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	183	20	101	15	198	20	109	0	198	5 5	109	12	210	2 0	115	o	210	2 10	115
NB Thru	734	0 N C	- 367	59	793	201	396	20	813	2 (4) (, 406	o	813	2 10 0	406	0	813	0 0 0	406
Comb. T-R NB Right [2] Comb. L-T-R -	219	0-0	- 219	18	237	0-0	- 237	52	289	0 0	- 289	o	289	070	- 289	o	289	0-0	- 289
SB Left Comb I T	229	- 6	229	18	247	c	247	2	254	- c	254	0	254	c	254	0	254		254
SB Thru	1165	2 10 0	- 582	93	1258	2 14 0	629	14	1272	0 14 0	636	2	1274	0 10 0	637	0	1274	0 FN -	465 465
Comb. I-K SB Right [2] Comb. L-T-R -	111	0-0	111	თ	120	0-0	120	o	120	0 - 0	120	5	122	0-0	- 122	0	122	-00	1
EB Left	95	-	95	ø	102	- (102	t-	103	- 0	103	-2	101	- 0	101	0	101	- 0	101
Comb. L-1 EB Thru	880	0 M I	440	70	950	5 M I	- 475	41	991	2 64 6	- 496	4	995	2 10 0	498	ο	395	0 10 0	- 498
Comb. T-R EB Right Comb. L-T-R -	116	0-0	116	თ	126	0 - 0	- 126	-	127	0-0	-	25	152	0-0	- 152	O	152	0 - 0	- 152
WB Left	291	- 0	291	23	314	c	314	35	349	- 0	349	0	349	c	349	0	349	~ c	349
WB Thru	1010	2 14 0	- 505	81	1091	5 M C	- 545	35	1126	2 14 0	- 563	80	1134	0 00 0	567	o	1134	000	567
Comp. 1-K WB Right Comb. L-T-R -	185	00	- 185	15	200	0-0	200	٢	207	0-0	207	O	207	0-0	207	O	207	0 - 0	207
Crit. Volumes:	z ய ன	-v: ∵w: UM:	683 731 1414			N-S: E-W: SUM:	738 790 1527			N-S: E-W: SUM:	745 845 1590			N-S: E-W: SUM:	752 847 1599			N-S: E-W: SUM:	661 847 1508
No. of Phases:			4				4				4				4				4
Volume / Capac Level of Service	aity: *:	Ξ	0.959			[1]	1.041 F			[1]	1.086 F			[1]	1.093 F			[6]	0.997 E
Assumptions:	Max	ximum Su	um of Critic	al Volumes	s (Interse	ction Capac	citv): 2 Phas	se=1500.3	Phase=1.	425, 4+ Pł	1ase=1375.	Unsianalize	∋d=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.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 (1) volume excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 (1) volume excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 (1) volume excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 (2) volume excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 (2) Northbound right turns on one drame excl. and other 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 and southbound 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 and southbound right turn has an overlapping phase with the westbound left-turn movement.
 (3) vor ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

	91106	
ß	S	
ENGINEE	Pasadena	
V & GREENSPAN,	Avenue, Suite 200, I	Fax 626.792.0941
LINSCOTT, LAV	236 N. Chester ,	626.796.2322

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

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

CRITICAL MOVEMENT ANALYSIS

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

07/22/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

	JUNT EVICT	TDAFEIC	2044	VA// AMBIE	NT GDOW	I I I	2011 V	VI OTHER		TC.	2014 \	N DROD		D IECT	2011 V	W MITIGA	VUL	
		2		later			Addad Net	Total	No of		Addad	Totol			Addad	Total	No of	002
Movement V	olume Lanes	Volume	Volume	Volume	ko. or Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	ko. ur Lanes	Volume
NB Left	342 2	188	27	370	5	203	-	371	2	204	49	420	2	231	0	420	7	231
Comb. L-T NB Thru	917) - 2 459	73	991	0 0	- 495	18	1009	0 0	- 504	Ö	1009	9 0	504	o	1009	0 7	- 504
Comb. T-R NB Right [2] Comb. L-T-R -	197	- 197	16	212	0 - 0	- 212	7	219	0 + 0	- 219	0	219	0 - 0	- 219	0	219	0 - 0	219
SB Left	150	150	12	162	c	162	5	167	- 0	167	o	167	- c	167	0	167	- 0	167
Comb. L-1 SB Thru	823	411	99	888	5 M G	444	20	908	2 14 0	- 454	7	915	2 14 0	- 458	0	915	, N C	- 376 270
SB Right [2]	188	- 188	15	203	⊃ - - c	203	*-	204	⊃ – c	- 204	80	212	⊃ ~ c	- 212	o	212	- 0 0	۰ ۱
Comp. L-1-K -	-	-			Ð				Þ				þ				Ð	
EB Left	213	213	17	230	c	230	-	231	- c	231	0	231	- 0	231	0	231	- c	231
COMD. L- I EB Thru	916	458	73	066	0 00	495	38	1028	0 01	514	25	1053	2 01 1	- 526	0	1053	יאכ	526
Comb. T-R EB Right	257	257	21	277	0 -	- 277	-	278	0 -	- 278	265	543	0 -	- 543	o	543	- 0	- 543
Comb. L-T-R -	-	C			0				0				0				0	
WB Left	239	239	19	258	- c	258	9	264	c	264	0	264	- c	264	0	264	c	264
	206	453	73	679	0 01 0	490	42	1021	0 01 0	511	32	1053	0 00 0	527	0	1053	000	527
VB Right	254	254	20	274	- c	- 274	4	278	c	- 278	0	278	C	- 278	0	278	- C	- 278
Comb. L-T-R -	-	~			o				0				0				0	
Crit. Volumes:	N-S: R-W	608 697			N-S: F-W:	657 753			N-S: P-W:	671 778			N-S: F-W:	688 791			N-S: F-W'	671 791
	SUM:	1306			SUM:	1410			SUM:	1449			SUM:	1479			SUM:	1462
No. of Phases:		4				4				4				4				4
Volume / Capaci	ty: [1] 0.880			[1]	0.956			Ξ	0.984			Ξ	1.006			[6]	0.963
Level of Service:					-	ш				ш				ш				
Assumptions:	Maximu	m Sum of Crit	ical Volume	s (Interse)	ction Capac	itv): 2 Phas	9=1500.3	Phase=1	425. 4+ Ph	ase=1375.	Unsianalize	sd=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] 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.

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 AM 2.0% Annual Growth: Peak Hour:

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

ALTERNATIVE G PROJECT

	2007 EXIST. TF	WEFIC	2011 \	V/ AMBIE	ENT GROW	H	2011 V	W OTHER	ROJEC	:TS	2011 \	W PROP	OSED PR(DUECT	2011	W/ MITIG/	ATION	
	Na. 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
NB Left	348 1	348	28	376	-	376		377	-	377	0	377	~	377	o	377	-	377
Comb. L-T NB Thru	0 890 3	- 297	71	961	0 0	- 320	57	1018	0 0	- 339	ŝ	1023	0 0	- 341	c	1023	0 0	- 341
Comb. T-R	0	,			0		i		0		,		0		•		0	,
NB Right Comb 1-T-R -	o c o	1	0	0	0 0		0	0	00	ı	0	0	00	ŀ	0	o	00	ı
	•				•				0				5				2	
SB Left	0		0	0	0		0	0	o	1	0	0	0	\ \	0	0	0	,
Comb. L-T	1062 A	765	25	1147	0 4	- 787	61	1180	0 4	787	٢	1106	0 -	, 000	c	1106	0 *	-
Comb. T-R	7001	rn7 -	8	+ -	ŧ 0	107 -	42	01	4 0	167 -	-	120	4 0	667 '	D	0611	4 C	AR7 -
SB Right	545 1	545	44	589	-	589	თ	598	-	598	ო	601	·	601	0	601	·	601
Comb. L-T-R -	0				0				0				0				0	
EB Left	0 0		0	0	0		0	0	0		o	0	0	-	0	0	0	
Comb. L-T	0	,			0				0				0	,			0	
EB Thru	0	•	0	0	0		0	0	0	,	0	0	0	,	0	0	0	1
Comb. T-R	о (,		c	(0 1	,	e	•	0	1			0	,			0	•
בם אוסת סיייה	о (о	·	C	С	5	1	þ	Э	э (,	o	0	0	•	0	0	0	ı
Comb. L-1-K -	D				0				D				0				0	
WB Left	314 1	173	25	339	- 0	187	18	357	- c	196	0	357	0	196	0	357		196
WB Thru	4	- 265	0	4	00	- 286	0	4	00	300	0	4	00	303	C	4	- C	- 303
Comb. T-R	0	,			0	,			0		•	•	0	; ,	,		0	
WB Right	265 1	146	21	286	-	158	14	300	-	165	9	306	-	169	0	306		169
Comb. L-T-R -	***				-				~-				-				4	
Crit. Volumes:	N-S:	893			N-S:	965			N-S:	975			N-S:	978			N-S:	978
	с. W.	265			М. М.	286			: М Ш	300			N.	303			Х Ш	303
	SUM:	8611			SUM:	1621			SUM:	9/21			SUM:	1281			SUM:	1281
No. of Phases:		е				e				ε				ε				e
Volume / Capacit	y [1]	0.743			E	0.808			Ε	0.825			[1]	0.829			[2]	0.799
Level of Service:		U			1					۵				Δ				с
Assumptions:	Maximum	Sum of Criti	cal Volumes	; (Intersec	tion Capac.	itv): 2 Phase	9=1500, 31	Phase=14	425, 4+ Ph	ase=1375.	Unsignalize	id=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 con red from excl. lanes = 50% of voetlapping left. turk Victory System No. 6. [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.

N-S St: E-W St: Project: Eile Name'	Woodma Ventura I Westfield	In Avenue ⁻ reeway W I Fashion S	estbound Ra	amps -3606-1				Peak Hou Annual Gr	r: owth:	PM 2.00%						Date: Date of C Projection	ount: I Year:		08/07/2008 2007 2011
Counts by:	Accutek							ALTERN/	TIVE G	PROJECT									
	2007	EXIST. TR No. of	AFFIC Lane	2011 V Added	V/ AMBIE Total	ENT GROV No. of	VTH Lane Volumo	2011 Volume	N/ OTHE Total	R PROJEC No. of	CTS Lane Volumo	2011 Added Volume	W/ PRO	POSED PF No. of	COJECT Lane Volumo	2011 Volumo	W/ MITIG Total	ATION No. of	Lane
VB Left	314		314	25	339		339		341		341		341		341	0	341		341
Comb. L-T VB Thru	1186	C M	395	92 92	1280	. O M	- 427	26 1	1306	00	435	21	1327	C W	442	0	1327	0 0	442
Comb. T-R NB Right Comb. L-T-R	•	000	1 1	O	o	000	, ,	0	o	000		O	0	000		0	0	000	
SB Left	0	0		0	0	0		0	0	0	,	0	0	0	,	0	0	0	
Comb. L-T SB Thru	917	04	- 229	73	991	04	- 248	28	1019	04	- 255	46	1065	041	- 266	o	1065	04	- 266
Comb. T-R SB Right Comb. L-T-R	486	0 - 0	486	39	525	0-0	- 525	,	524	0 - 0	524	23	547	0 - 0	- 547	D	547	0 - 0	- 547
EB Left	0	0		0	0	0	,	0	0	0		0	0	0	1	0	0	0	•
Comb. L-T EB Thru	0	00	1 1	o	0	00		0	0	00		0	0	00	1 1	0	0	00	
Comb. T-R =B Picht	c	00		c	c	00		c	C	00	1 1	c	C	00		C	C	00	
Comb. L-T-R	,	00		0	b	00		>	0	00		0)	00		0	5	0	
WB Left	402	c	221	32	435	- 0	239	16	451	- c	248	o	451	- 0	248	0	451	c	248
	0		344	0	o	00	372	0	0	000	380	0	0	000	390	0	0	001	390
Comb. I-K WB Right Comb. L-T-R	363		200	29	392		216	-	393		- 216	23	416)	- 229	0	416	- - -	- 229
Crit. Volumes		N-S: E-W: SUM:	800 344 1144			N-S: N-S: SUM:	864 372 1236			N-S: E-W: SUM:	865 380 1244			N-S: SUM: SUM:	888 390 1278			N-S: E-V: SUM:	888 390 1278
No. of Phase	10		e				е				m				ε				e
Volume / Cap Level of Servi	hacity: ice:	[1]	0.733 C			Ε	0.797 C			Ξ	0.803 D			[1]	0.827 D			[2]	0.797 C
Accimutione	.	minivery	Cum of California	of Volumes	/Intered	ana Canat	citul: 0 Dhac	2-1500 3	1 - osodo	HO TY YOR	1076	-inconter 1	0001-1-						

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Freeway Westbound Ramps

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.

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:

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT

	2007 1	EXIST. TR	AFFIC	2011	W/ AMBIE	ENT GROW	Ħ	2011 V	V/ OTHEF	ROJEC	TS	2011 \	WI PROP	OSED PR(DUECT	2011	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	Т
NB Left	0	0	,	0	0	0	ı	o	0	0	,	0	0	0	,	0	0	0		
Comb. L-T		0	,			0				0	,			0				0	1	
NB Thru	786	en l	262	63	849	ю ·	283	44	893	ო 1	298	5	895	რ .	298 406	0	895	ი, -	298	
Comb. T-R	([- 0	359	ç	000	c	388	4	106	- c	400	c	406	- c	- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	C	406	- 0		
NB KIGM Comb. L-T-R -	AC2	- 0		R7	000	00	,	2	r t	00	ı	0	2	00)		0		
SB Left	340	F	340	27	367	-	367	10	377	-	377	4	381	F	381	0	381	-	381	Т
Comb. L-T	1	o	,			0				0	ı			0				0		
SB Thru	1093	2	547	87	1180	2	590	50	1230	0 0	615	ო	1233	~ ~	617	0	1233	~ ~	617	
Comb. T-R	c	00	ı	c	c	00		c	C	- c	, ,	C	C	00		0	0	00		
comb. L-T-R -		00	,	D	0	00)	•	0				0				0		
EB Left	339	F	186	27	366	-	201	14	380	-	209	ε	383	-	211	0	383	-	211	
Comb. L-T		0	ı			0	,	1	•	0		c	C	0 0		c	ſ	0 0	736	
EB Thru	ю	0 0	332	0	ι Γ	00	359	0	ო	00	365	Ð	'n	- c	195	C	ŋ	э с	/ac -	
Comb. T-R FR Right	392	- c	- 216	<u>.</u>	423	C	- 233	-	424	C	- 233	0	424	C	233	0	424	u	233	
Comb. L-T-R -		-								-								-		
WB Left	0	0		0	0	0	'	o	0	ο		0	0	0	1	0	0	0	ı.	
Comb. L-T		0				0	•	4	0	0 0	,	C	c	0 0		C	c	50	,	
WB Thru	0	0 (0	0	0 0	,	D	o	5 0	,	5	D	5 C		2	5	5 C		
Comb. 1-R	C	- c		C	C	- a		0	0	00		0	0	00		0	0	00	•	
Comb. L-T-R .		00)	•	0				0				0				0		
Crit. Volumes:		N-S:	669			N-S:	755			N-S:	783			N-S:	787			N-S:	787	Г
		Ш-М:	332			E-W:	359			E-W:	365			М-	367			: М	367	
		SUM:	1031			SUM:	1113			SUM:	1148			SUM:	1154			SUM:	1154	
No. of Phases			3				m				ю				ω				e	
Volume / Cap	acity:	E	0.654			[2]	0.681			[2]	0.706			[2]	0.710			[2]	0.710	
Level of Serviv	ce:		В				B				С				U				ы	
			Dium of California	omnio/i jos	e l'intered	ction Canad	citul: 2 Phas	a=1500 3	Phase=1	405 4+ PH	1375	(Insignatiz	ed=1200.							
Assumptions				al volutio	10111110101	יבעורטי למשמי	City). 2 1 1101	0 '000' - DE			5.0.000									

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 volume jeft. turn. [1] wc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System No. 6. [2] wc ratios reflect additional 0.03 reduction due to the future citywide ATSAC/ATCS system installation.

4-S St: :-W St: roject: "le Name'	Woodma Ventura F Westfield	in Avenue [⊑] reeway E∉ I Fashion S	sstbound Ra	1. -3606-1				Woodmar Peak Houi Annual Gri	n Avenue r: owth:	@ Ventura PM 2.00%	t Freeway E	eastbound F	Ramps			Date: Date of C Projectior	tount: n Year:		08/07/2C 20(20 ⁻	008 07 11
Counts by:	Accutek							ALTERNA	VTIVE G F	PROJECT										
	2007	EXIST. TR	AFFIC	2011 \	W/ AMBI	ENT GROV	WTH	2011 V	N/ OTHEI	R PROJEC	CTS	2011	W/ PROF	OSED PR	OJECT	2011	W/ MITIG	ATION		
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	Na. 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	
JB Left	0	0	,	0	0	o	,	0	0	0	ı	0	0	0	,	0	0	o	,	
comb. L-T		0	,			0				0				0	ı			0	3	
UB Thru Yomh T D	1094	ლ .	365 365	88	1182	იე .	394 304	28	1210	، ش	403	80	1218	ω +	406	0	1218	ω -	4 4	06
Ullib. I-r.	364	- 0	-	29	393	- 0	-	14	407	- 0	ř,	0	407	- 0	È,	0	407	Ō	•	5
comb. L-T-f	-	0				0				0				0				0		
sB Left	287	-	287	23	310	-	310	0	310	-	310	25	335	-	335	0	335	-	ю́	35
comb. L-T	1010	0,	- 505	81	1091	0 ^	- 545	45	1136	0 ~	- 568	12	1157	0 0	- 578	0	1157	0 0	<u>ن</u> م '	78
Comb. T-R		10		5		10	1	2		0	1	i		0	1	I		0		
SB Right	0	00	ı	0	0	00		0	0	00	ı	0	0	00	•	0	0	00	,	
omp. L-1-	'	o				C				D				c				5		
B Left	467		257	37	504	- 0	277	0	504	0	277	13	517	c	285	0	517	c	2	85
comb. L-I EB Thru	÷	00	- 372	0		00	401	0		00	, 402	0	-	00	408	0	-	00	, 4(08
Comb. T-R	736	0,	90F -	00	200	0 -	-	ſ	785	0,	- 013	c	287	0 •	י 12	c	785	0 -	ء ب	
ce rugni Comb. L-T-F	/cc -)		061	R7	600		7 7	V	600		2	5	50	- +-	2	D	2		J	<u></u>
VB Left	0	o	,	0	0	0		0	0	0	1	0	0	0	1	0	0	0	,	Τ
Comb. L-T	c	00	·	c	c	00	ı	c	c	00	ı	c	c	00		c	c	00	r -	
ve Inru Somb. T-R	5	00		5	2	00		5	2	00		2	0	00		2	0	00		
VB Right	0	0		0	0	0		o	0	0		0	0	0	,	0	0	0		
Comb. L-T-F	- 2	0				0				0				0				0		
Crit. Volume	s:	S-N S-N	652			N-S: N-S:	704			N-S: N-S:	717			N-S: N-S:	742			N-S: N-S:	×	42
		SUM:	1023			SUM:	1105			SUM:	1119			SUM:	1150			SUM:	1 1	3 65
lo. of Phase	IS:		3				3				3				n					
																				Т
/olume / Ca	pacity:	Ξ	0.648 D			[2]	0.676 B			[2]	0.686 B			[2]	0.707			[2]	0.7	
בעבו כו ככו	4ICC.		n				2				5				, ,				>]

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

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, 55% of volume is assigned to exclusive lane. Right turns on red from excl. lanes = 50% of overlapping late the Victory System No. 6. [1] vc ratio includes a 0.07 reduction due to installation of ATSAC as part of the Victory System Installation. [2] vc ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

Assumptions:

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 AM 2.0% Annual Growth: Peak Hour:

Date: Date of Count: Projection Year:

08/07/2008 2007 2011

ALTERNATIVE G PROJECT

	2007 E	:XIST. TR/	VFFIC	2011 \	W/ AMBIE	INT GROW	HF	2011 V	V/ OTHER	ROJEC	TS	2011	WI PROP	OSED PR(DJECT	2011	W/ MITIGA	TION	
		No. of	Lane	Added	Total	No. of	Lane	Added	Totai	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume 1	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	12	÷- 1	12	Ţ	13	÷- (13	o	13	- u	13	0	13	- c	13	0	13	c	13
Comb. L-T NB Thru	490	0 0 1	- 245	39	529	0 M C	- 265	57	586	D M G	- 293	-	587	2 14 0	- 294	0	587	0 M C	294
Comb. IK NB Right Comb. L-T-R -	24	0-0	- 24	2	26	0 - 0	- 26	3	28	0-0	- 28	0	28	0-0	- 28	0	28	0-0	- 28
SB Left	297	c	297	24	321	- c	321	2	323	- c	323	F	324	+ c	324	0	324	c	324
Comb. L- I SB Thru Comb. T D	851	- - -	- 528 528	68	919	c	- 571 571	48	967	⊃ -	595 595	2	969)	- 596 596	0	696		596 596
Collib. I -K SB Right Comb. L-T-R -	206	- 0 0	070	16	222	- 0 0	- - -	0	222	- 0 0	'	0	222	- 0 0		0	222		·
EB Left	111	-	111	თ	120	- 0	120	0	120	c	120	0	120	- 0	120	0	120	- c	120
Comb. L- I EB Thru	551	o - (- 551	44	595	⊃ - - (595	28	623	⊃ (- 623	O	623	o ← c	- 623	0	623	o – c	623
Comb. I-K EB Right Comb. L-T-R -	40	00	40	ы	43	0-0	- 43	0	43	0-0	43	0	43	0-0	43	O	43	0-0	43
WB Left	85		85	7	92	t.	92	2	94	-	94	0	94	-	94	0	94		94
Comb. L-T WB Thru	726	0 1	- 726	58	784	0 - 0	- 784	43	827	0 - 0	- 827	o	827	0-0	- 827	0	827	o - 0	- 827
Comb. T-R WB Right	276	0 -	- 276	22	298	- c	- 298	4	302	- c	302	O	302	C	302	o	302	C	- 302
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S: F_W	542 837			N-S: М-Ю	586 904			N-S: E-W:	616 947			N-S: E-W:	618 947			N-S: E-W:	618 947
		SUM:	1380			SUM:	1490			SUM:	1563			SUM:	1565			SUM:	1565
No. of Phases:			2				2				2				2				2
Volume / Capa	city: e	Ξ	0.850			Ξ	0.923 F			[1]	0.972 E			Ξ	0.973 E			[2]	0.943 E
			,				1												
Assumptions:	V	Maximum S	um of Critic	al Volume.	s (Interser	stion Canac.	itul: 2 Phas	e=1500.3	Phase=14	125 4+ Ph	ase=1375	(Insignalizy	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, 70% of volume is assigned to exclusive lane.

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.

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

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

Accutek

Woodman Avenue @ Moorpark Street Peak Hour: Annual Growth:

Ы 2.00%

CRITICAL MOVEMENT ANALYSIS

ALTERNATIVE G PROJECT

08/07/2008 2007 2011

Date of Count: Projection Year: Date:

	2007	EXIST. TR/	AFFIC	2011	W/ AMBIE	ENT GROW	TH	2011 V	V/ OTHEF	ROJEC	3TS	2011 \	NI PROP	OSED PRO	DJECT	2011	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	67	-	67	ŋ	72	 (72	0	72	. .	72	0	72	- 0	72	0	72	~ (72
Comb. L-T NB Thru	772	0 0	- 386	62	833	0 0	- 417	44	877	0 10	- 439	5	882	5 M C	- 441	0	882	5 M I	- 441
Comb. T-R NB Right Comb. L-T-R -	55	0-0	- 55	4	60	0 - 0	. 60	2	62	0 - 0	- 62	0	62	0-0	62	0	62	0-0	- 62
SB Left	263	-	263	21	284	1	284	0	284	-	284	7	291	-	291	0	291	-	291
Comb. L-T SB Thru	734	0	492	59	793	0 - 1	- 532	47	840	0	555	14	854	0 ~ 1	- 562 562	0	854	0 - 1	- 562 662
Comb. I-K SB Right Comb. L-T-R -	251	-00	492	20	271	-00	700 -	0	271	- 0 0	ccc -	o	271	- 0 0	70C '	0	271	- 0 0	700
EB Left	205	-	205	16	221		221	0	221	+	221	2	223		223	0	223	- 0	223
Comb. L-T EB Thru	685	0 ~	- 685	55	740	0 1	- 740	35	775	0 - 0	- 775	0	775	0 - (- 775	0	775	o - 0	- 775
Comb. T-R EB Right	82	0 - 0	- 82	7	89	0 - 0	- 89	o	89	0 - 0	- 88	0	89	o – c	- 89	o	89	o - c	,
Comb. L-1-K -		þ				D				0				5				2	
WB Left	11	- 0	11	9	76		76	ю	62	- 0	52	0	6/	c	62	o	6/	c	. 62
WB Thru	551	- C	- 551	44	595	C	595	45	640	⊃ - - I	640	2	642	o ← (642	0	642	o a	642
Comb. T-R WB Right	258	o -	- 258	21	279	0 -	- 279	0	279	0 -	- 279	0	279	o ←	- 279	0	279	- c	- 279
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		ы-S: Ч.:	649 756			N-S: E-W:	701 817			N-S: E-W:	723 862			N-S: П-V:	732 866			N-S: П-W:	732 866
		SUM:	1405			SUM:	1517			SUM:	1584			SUM:	1598			SUM:	1598
No. of Phases:			2				2				2				2				5
Volume / Capa	icity:	Ξ	0.867			Ξ	0.942			Ξ	0.986			Ξ	0.995 T			[2]	л 0.965
Level of Servic	ie:		۵				ш				ш				ш				ш
Assumptions'		2 minuter	Sum of Critic	-al Volume	e lintarea	rtion Canac	vini- o Phas	=1500 3	Phase 1	40 4 H	7575-226	l Incirnali7	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%

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.

N-S St: E-W St: Project: file Name:	Woodma Ventura I Westfielc CMA16	an Avenue Boulevard I Fashion S	iquare /1-05	-3606-1				Woodmar Peak Hou Annual Gr	Avenue ir: owth:	: @ Ventura AM 2.0%	a Boulevard					Date: Date of Co Projection	ount: i Year:		08/07/2008 2007 2011
Counts by:	Accutek							ALTERN	ATIVE G	PROJECT									
	2007	EXIST. TR	VAFFIC	2011 \	N/ AMB	IENT GRO	WTH	2011	W/ OTHE	R PROJEC	CTS	2011 V	V/ PROP(OSED PR(JUECT	2011 \	W/ 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
VB Left	51	-	51	4	55	-	55	80	63	-	63	0	63		63	0	63	-	63
Comb. L-T Vid That	100	00		4	7+7	00	1	u	273	00		Ŧ	YCC	00	,	c	100	00	
Comb. T-R	107	C	219	2	117	C	237	5	222	c	247	-	t	C	248	2	1 2 2	o ⊷	248
VB Right Comb. L-T-R	- 19	00			20	00	ı	4	24	00	ı	0	24	00	ı	o	24	00	ı
SB Left	216		216	17	234		234	7	241	0	241	t	242	- 0	242	0	242	- 0	242
Comb. L-1 SB Thru	225	c	- 225	18	243	- c	243	5 C	248	- C	- 248	-	249	- C	- 249	0	249	⊃	- 249
Comb. T-R	367	0 •	- 367	90	301	0 •	- 301	ac	007	0+	-	c	001	0 -	- 170	c	001	0.	-
Comb. L-T-R		- 0	1	3	8	- 0	3	8		- 0)		- 0	2	0		- 0	
EB Left	142		142	1	154	- 0	154	41	195	- 0	195	0	195	(- c	195	0	195	c	195
COMU.L-I	1082		- 554	87	1168		- 598	96	1264	C	- 654	o	1264	- c	- 654	o	1264	C	- 654
Comb. T-R	7 6	- c	554	c	ВC	C	598	д	44	- c	654	c	44	~ c	654	c	44	c	654
comb. L-T-R	2	00	I	J	2	00		2	F	00		>	F	0		5	F	0	
VB Left	45		45	4	48	- 0	48	-	49	c	49	0	49	c	49	0	49	- 0	49
Jomb. L-1 NB Thru	1091	C	- 603	87	1178	C	- 651	52	1230	C	- 683	o	1230	c	- 683	0	1230	C	- 683
Comb. T-R			603	,	į		651	!	1	- 1	683			• (683	•		(683
NB Right Comb. L-T-R	- 114	00	ŧ	ۍ ۵	124	00		12	136	00	,	Ð	136	00		D	136	00	,
Crit. Volumes		N-S:	436			N-S:	471			N-S:	488			N-S:	490			N-S:	490
		E-W: SUM:	745 1181			E-W: SUM:	805 1275			E-W: SUM:	8/8 1365			E-W: SUM:	878 1367			E-W: SUM:	878 1367
Vo. of Phase			2				2				2				2				2
/olume / Cap	acity:	Ξ	0.717			[2]	0.750			[2]	0.810			[2]	0.812			[2]	0.812

CRITICAL MOVEMENT ANALYSIS

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

υ

υ

Level of Service:

Assumptions:

۵

Δ

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 cityvide ATSAC/ATCS system installation.

N-S St: E-W St: Project: Tile Name	Woodma Ventura I Westfield CMA16	in Avenue Boulevard I Fashion S	iquare /1-05-	-3606-1				Peak Houi Annual Gr	r: owth:	2.00%						Date: Date of C ⁱ Projection	ount: i Year:		08/07/2008 2007 2011
Counts by:	Accutek							ALTERNA	TIVE G F	PROJECT									
	2007	EXIST. TF	AFFIC	2011 W	// AMBIE	ENT GROW	ЧТН .	2011 \	V/ OTHEI	R PROJEC	CTS .	2011 \	W PROP	OSED PRO	DJECT	2011	W/ MITIG	ATION	
Movement	Volume	No. of Lanes	Lane Volume	Added Volume V	Total olume	No. of Lanes	Lane Volume	Volume	l otal Volume	No. of Lanes	Lane Volume	Volume	l otal Volume	No. of Lanes	Lane Volume	Volume	l otal Volume	No. of Lanes	Lane Volume
VB Left	59		59	ۍ	64	÷- (64	24	88	← (88	o	88		88	0	88	÷ (88
Comb. L-T VB Thru	213	00	1 1	17	230	00	; ;	9	236	- o c	1 1	4	240			o	240		
Comb. I-K VB Right Comb. L-T-R	G ,	-00		0	7	-00	-	2	თ	-00		0	თ	-00	- 143	0	თ	- 0 0	
SB Left	125	- (125	10	135	- 0	135	ŀ-	134	(- c	134	თ	143	c	143	0	143	c	143
Comp. L-1 SB Thru	161	o ← (161	13	174	⊃ - - 0	- 174	4	178	o ← c	- 178	4	182	⊃ - - 0	- 182	O	182	o ⊷ c	- 182
Comb. I-K SB Right Comb. L-T-R	237	070	- 237	19	256	0 - 0	. 256	47	303	0-0	- 303	-	304	0-0	304	ο	304	0 - 0	304
EB Left	206	- 0	206	16	222	0	222	40	262	- c	262	0	262	c	262	o	262	~- c	262
COMD. L-1 EB Thru	1093	⊃ r	- 567 572	87	1180	⊃ ~ •	- 612 612	84	1264	o ← •	663 663	ο	1264	⊃ -	663 663	0	1264	⊃ - - •	- 663 663
comb. I-K EB Right Comb. L-T-R	- 41	-00	/ac	ю	44	-00	-	18	62	- 0 0	, ,	0	62	- 0 0	500	o	62	-00	,
NB Left	24	- 0	24	2	26	c	26	-	27	- 0	27	0	27	0	27	0	27	- 0	27
VB Thru	910		, 515 115	73	983	⊃ ~ •	- 556 775	86	1069	⊃ ~ •	599	2	1071	⊃ - -	601	o	1071		, 601
Jomb. 1-K WB Right Somb. L-T-R	120	-00	000	10	129	-00	000 -	o	129	- 0 0	ת ה ה י	7	131	-00		O	131	- 0 0	
Crit. Volumes		N-S: E-W: SUM:	344 721 1065			N-S: E-W: SUM:	372 778 1150			N-S: E-W: SUM:	379 861 1240			N-S: E-W: SUM:	392 863 1255			N-S: E-W: SUM:	392 863 1255
Vo. of Phase	iri		2				2				2				2				5
Volume / Cap	acity:	Ξ	0.640			[2]	0.667			[2]	0.727 C			[2]	0.737			[2]	0.737
	29										>				2				>

LINSCOTT, LAW & GREENSPAN, ENGINEERS 236 N. Chester Avenue, Suite 200, Pasadena CA 91106 626.796.2322 Fax 626.792.0941

N-S St:

CRITICAL MOVEMENT ANALYSIS

Woodman Avenue @ Ventura Boulevard Peak Hour: PM . . . 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 INo. 6. [2] v/c ratios reflect additional 0.03 reduction due to the tuture citywide ATSAC/ATCS system installation.

Assumptions:

Fashion Square Project Driveway-Matilija Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA17

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

08/07/2008 2007 2011

Date: Date of Count: Projection Year:

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

Annual Growth:

CRITICAL MOVEMENT ANALYSIS

		2007 EXIST. TH	VAFFIC	2011	W/ AMBIE	INT GROW	TH	2011 \	W OTHEF	ROJEC	TS	2011	N/ PROP	OSED PR(DUECT	2011	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	Lan Volu	
			AllinioA	AUNOA						Lalida								Failes		2
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	NB Left	0	,	0	0	0 0	ı	0	o	00	,	10	10	c	6	0	1	c		₽
	Comb. L-T		۱	c	c	0 0	,	c	c	0 0		c	c	50	•	c	c	50	•	
			ı	C	D	5 0	,	>	0	5 C		Þ	þ	- c		2	2	- c		
	NB Richt [3]		, ,	С	С	- c	, ,	c	С	o c		64	64	2 ~	35	C	64	2 ~		35
	Comb. L-T-R -	,))	0))	0		i		0	:	•		0		:
Image: Condition of the condite conditication of the conditient of the condite condit	90 I 00	36		c	95	c		c	38	6		35	C	c		c	c	c		
Set Trut 0 59 0 64 0 64 0 0 5 5 5 1 1 1 1 1 1 <th< td=""><td></td><td>200</td><td>1</td><td>D</td><td>5</td><td></td><td>1</td><td>5</td><td>2</td><td>o c</td><td></td><td>22</td><td>0</td><td></td><td></td><td>0</td><td>0</td><td></td><td></td><td></td></th<>		200	1	D	5		1	5	2	o c		22	0			0	0			
	SB Thru	0	- 28	0	0	00	- 64	0	0	00	- 64	0	0	00		0	O	00		
SB Right 24 0 - 2 26 0 - 36 62 1 62 0 62 1 62 0 - 0 0 1 1 7 -7 -0 0 - 1	Comb. T-R	0		•	•	0	;			0	•			0	1			0	'	
Comb.L-T-R- 1 1 7 0 7 -7 -0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 1 1141 2 5 5 5 5 5 5 5 5 5 5 1 1 1 1 1 2 5 5 1 1 1 1 1 2 5 5 1 1 1 1 1	SB Right	24 0	•	2	26	0		0	26	0	,	36	62	-	62	0	62	-		62
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comb. L-T-R -									-				0				0		
Comb. L-T 0 0 0 1 1017 2 503 81 1088 2 514 1 1142 2 571 1 1142 2 571 0 1 Comb. L-T.R., 0 0 0 0 0 0 0 1 141 2 571 0 1 55 571 0 1 55 571 0	EB Left	6 1	9	0	4	-	2	0	7	+	4	2-	q	0	,	0	ę	0		
	Comb. L-T	0				0	,			0				0	1			0	,	
	EB Thru	1017 2	503	81	1098	2	549	43	1141	2	571	-	1142	2	571	0	1142	2		571
EB Right 0 0 - 0 0 - 59 59 1 59 0 Comb. L-T-R. 0 0 - 0 0 - 59 1 59 0 WB Left 0 - 0 0 - 280 280 2 154 0 WB Left 1 556 88 1192 1 600 - 280 280 2 154 0 1 Comb. L-T 1 556 88 1192 1 600 36 1228 1 618 0 1 618 0 1 618 0 1 618 0 1 618 0 1 618 0 1 618 0 1 618 0 1 618 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	Comb. T-R	0	ı			0				0	,			0				0	•	
	EB Right	0	,	0	0	0		0	0	0	,	59	59	- 1	29	0	29	 (20
WE Left 0 0 - 280 280 2 154 0 Comb. L-T 0 - 0 - 0 - 280 2 154 0 - WB Thru 1103 1 556 88 1192 1 618 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0	Comb. L-T-R -	0				0				o				D				0		
Comb. L-T 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 1 618 0 - 0 - 0 - 1 618 0 - 0 - 0 - 0 - 1 618 0 - 0 - 1 618 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 0 - 0 0 - 0 0	WB Left	0		0	0	0		0	0	0		280	280	ы	154	0	280	2		154
WB Thru 1103 1 556 88 1192 1 600 36 1228 1 618 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1	Comb. L-T	0	•			0				0				0				0	•	
Comb. T-R 1 556 1 600 1 618 1 618 1 618 1 618 1 618 0 - 0 0 1 618 0 - 0 0 1 618 0 - 0 0 0 - 0 0 10 10 10 10 </td <td>WB Thru</td> <td>1103 1</td> <td>556</td> <td>88</td> <td>1192</td> <td></td> <td>600</td> <td>36</td> <td>1228</td> <td>-</td> <td>618</td> <td>0</td> <td>1228</td> <td>-</td> <td>618</td> <td>0</td> <td>1228</td> <td>-</td> <td></td> <td>618</td>	WB Thru	1103 1	556	88	1192		600	36	1228	-	618	0	1228	-	618	0	1228	-		618
WB Right 8 0 - 1 9 0 - 0 9 0 - 0 Comb. L-T-R- 0 0 - 0 9 0 - 0 9 0 - 0 0 - 10 0 - 10 0 - 10 0 - 10 0 - 10 0 - 10 0 - 10 0 - 10 0 - 10 <	Comb. T-R	-	556			*	600				618			-	618	,		•		618
Comb. L-T-R- 0 0 0 0 0 Crit. Volumes: N-S: 562 N-S: 64 N-S: 72 Crit. Volumes: N-S: 562 E-W: 607 E-W: 72 Crit. Volumes: N-S: 562 E-W: 639 SUM: 797 No. of Phases: U U U U 0 3 Volume / Capacity: 0.518 0.559 0.574 11, f27 0.459 Level of Service: A A A A A A	WB Right	8	,	-	ი	0	•	0	თ	0		0	თ	0		0	თ	0	•	
Crit. Volumes: N-S: 59 N-S: 64 N-S: 72 E-W: 562 E-W: 607 E-W: 625 E-W: 75 SUM: 621 SUM: 671 SUM: 689 SUM: 797 No. of Phases: U U U 0 0 569 510 3 Volume / Capacity: 0.518 0.559 0.574 11, f27 0.459 Level of Service: A A A A A A	Comb. L-T-R -	0				o				o				D				0		
E-W: 562 E-W: 607 E-W: 725 SUM: 621 SUM: 671 SUM: 689 SUM: 797 No. of Phases: U U U 0 0 0 0 797 Volume / Capacity: 0 0 0 0 0 3 3 Level of Service: A A A A A A	Crit. Volumes:	N-S:	59			N-S:	64			N-S:	64			N-S:	72			N-S:		72
SUM: 621 SUM: 671 597 No. of Phases: U U 3 Volume / Capacity: 0.518 0.559 0.574 11, [2] 0.459 Level of Service: A A A A		E-W:	562			 Х	607			:-М:	625			М	725			: М- Ш		725
No. of Phases: U U 3 3 Volume / Capacity: 0.518 0.559 0.574 [1], [2] 0.459 Level of Service: A A A A		SUM:	621			SUM:	671			SUM:	689			SUM:	797			SUM:		797
Volume / Capacity: 0.518 0.559 0.574 [1], [2] 0.459 Level of Service: A A A A A	No. of Phases:		n				n				n				ε					е
Level of Service: A A A A	Volume / Capacit	ty:	0.518				0.559				0.574			[1], [2]	0.459			[1]. [2]		.459
	Level of Service:		A				A				٨				A				۷	

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=150, 3 Phase=1426, 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.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Intersection mill be signalized as part of the proposed project.
 Vic 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.

N-S St: E-W St: Project:	Fashion (Riverside Westfield	Square Pro : Drive Fashion S	ject Drivewa quare /1-05-:	/-Matilija A 3606-1	venue			oeak Houi Annual Gr	: owth:	PM 2.00%						Date: Date of C Projectio	ount: 1 Year:		08/07/200 2007 2011	60 b
Counts by:	Accutek							ALTERNA	TIVE G F	PROJECT										
	2007	EXIST. TR	AFFIC	2011 V	V/ AMBIE	NT GROW	HL	2011 \	V/ OTHE	R PROJE	CTS	2011 \	NI PROP	OSED PR	DJECT	2011	W/ MITIG	ATION		
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total /olume	No. of Lanes	Lane Volume	Added Volume	Total /olume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
	•	6		6	6	6		c	c	c		ġ	đ	Ŧ	g	C	8	-	ä	
NB Left	c	- -	, '	D	c	- c	, ,	c	Þ	- c		22	n	- c	р Р -	>	n n		<u></u> ,	
NB Thru	0	00		0	0	00		0	0	00		0	0	00	ı	0	0	00	ı	
Comb. T-R	ſ	0 0		C	c	00	ŀ	c	c	00	•	505	302	0 0	, 1	c	307	0,	-	
NB KIGM [3] Comb. L-T-R	۔ ب			5	5	00	,	2	C	00	1	07/	077	0 0	6 6 7	0	071	40	ő	
SB Left	27	0	,	2	29	0		0	29	0 (,	-29	0	0 0	•	0	0	0 0	•	Γ
Comb. L-T	c	00	-	c	c	00	- -	c	C	5 0	101	C	c		1 1	C	c			
Comb. T-R	5	00	- 1	0	5	00	2 7 1	2	C	00	? ,	0	þ	00		2	D	00	,	
SB Right	19	0		~~	20	0	1	0	20	0	,	28	48	-	48	0	48		4	~
Comb. L-T-R	-	-				÷				-				0				0		
EB Left	21	-	21	2	22	F	22	0	22	-	22	-22	0	0		0	0	0	1	Τ
Comb. L-T	1046	0 ^	523	84	1130	0 ^	565	39	1169	0 ~	- 584	4	1173	0 0	- 586	0	1173	0 0		
Comb. T-R		0		5		0				0	•			0				0		
EB Right	0	0		0	0	0		0	0	0 0	,	119	119	÷ (119	0	119	÷- (11	
Comb. L-T-R	-	0				D				D				c				þ		
WB Left	0	0		0	0	0		0	0	0		631	631	2	347	0	631	2	347	
Comb. L-T		0,	, ,	8	1001	0 7	-		1005	0 •	, ,	ŗ	1207	o +	- 570	c	1307	0 +	- 671	
Comb T-R	1100		66C	20	1071		647	ţ	200		699	4			670	2	2		670	
WB Right	30	• 0		2	33	0		o	33	0		0	33	0	•	0	33	O	1	
Comb. L-T-R	-	0				0				0				o				0		
Crit. Volume:	s:	N-S:	46			N-S:	49			N-S:	49			N-S:	147			N-S:	14	
			620 666			М. К.	669 719			: Мі Мі	691 741			StiM.	934 1080			Мі Мі	93/ 108(+ ~
		. MOD	000			, MOD	2				t				200				5	
No. of Phase	is:		D				5				D				m				.,	_
Volume / Cap	oacity:		0.555				0.599				0.617			[1], [2]	0.658			[1]. [2]	0.658	_
Level of Serv	/ice:		A				A				в				в				В	
Assumption	S:	Maximum	Sum of Critic.	al Volumes	(Intersec	tion Capac	ity): 2 Phas	9=1500, 3	Phase=1	425, 4+ P	hase=1375,	Unsignalize	ed=1200.							

Fashion Square Project Driveway-Matilija Avenue @ Riverside Drive

CRITICAL MOVEMENT ANALYSIS

inaximum sum or critical volumes (intersection Capacity): 2 rhase=13uu, 3 rhase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one exci. and one opt. turn lane, 70% of volume is assigned to heavier lane.
 For procession of from exci. lanes = 70% of volume is assigned to exclusive lane.
 For and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 For and exci. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 For and exci. and an exci. lanes = 70% of volume is assigned to exclusive lane.
 Intersection will be signalized as part of the proposed project.
 Vic 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.

Hazettine Avenue Riverside Drive Westfield Fashion Square /1-05-3606-1 CMA7

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

City Traffic Counters

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

CRITICAL MOVEMENT ANALYSIS

Projection Year: Date of Count: Date:

08/07/2008 2007 2011

ALTERNATIVE G PROJECT - WEEKEND ANALYSIS

				1100		NOLO HA	ŀ	1 1100			01	T PPUC			101	2044	OLTIN IN	A TION	
	ZUU/ EX	ISI. IKA	2	LLOZ	<i>W</i> Amble	ארו פאראי				ישרטאר א	0					1107			
	Ż	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	/olume Li	anes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	173	-	173	14	187		187	o	187	-	187	21	208		208	0	208		208
Comb. L-T NB Thru	668	0 0	334	53	721	0 0	- 361	23	744	0 0	- 372	13	757	0 0	- 379	0	757	0 7	- 379
Comb. T-R NB Right Comb. L-T-R -	229	0 - 0	- 229	8	247	0 - 0	- 247	10	257	0 - 0	- 257	o	257	0 - 0	- 257	o	257	0 - 0	- 257
SB Left	178		178	14	192		192	с С	197		197	13	210	- c	210	D	210	- 0	210
Comb. L-T SB Thru	662	0 •	391 201	53	715	c	422	26	741	⊃ - -	, 436	32	773	o ← •	, 452 452	o	773	- -	452
Comb. T-R SB Right	120	- 0	- 195	10	130	- 0 -	422	-	131	- 0 1	430	0	131	- 0 1	704	0	131	- 0 (704
Comb. L-T-R -		0				o				o				o				0	
EB Left	39	- 0	39	ε	42	- c	42	2	44	- 0	44	0	44	- c	44	0	4	- c	44
Comb. L-1 EB Thru	519	C	- 345	42	561	- c	- 372	52	613	0	398	26	639	o ←	420	0	629	C	420
Comb. T-R EB Riaht	170	- 0	345 -	14	184	- 0	372 -	0	184	- 0	398	17	201	- 0	420	0	201	- 0	- 420
Comb. L-T-R -		0				0				0				0				0	
WB Left	223	- c	223	18	241	c	241	13	254	- c	254	0	254	- c	254	0	254	- c	254
WB Thru	358	2 01 1	179	29	387	0 10 1	193	43	430	000	215	34	463	0 0 0	232	0	463	0 0 0	232
Comb. 1-K WB Right	111	- c	- 111	თ	120	- c	- 120	ŝ	125	- c	- 125	22	146	- c	- 146	0	146	- C	- 146
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		K-S:	564			N-S: N-S:	609			N-S: 1 M-S	623			N-S: 1 M:	660			N-S: N-S:	660
	чv	-WC	200 1132			SUM:	1222			SUM:	1275			SUM:	1333			SUM:	1333
No. of Phases:			2				2				2				2				2
Volume / Capac	ity:	Ξ	0.684			[1]	0.745			Ξ	0.780			E	0.819			[2]	0.789
Level of Service	::						U U				o								0
Assumptions:	Ma	vximum St	um of Critics	semnlov le	s lintersed	tion Capac	itv): 2 Phase	e=1500.3	Phase=1.	425.4+ Ph	ase=1375.4	Insignalize	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. [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 milgation 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 City Traffic Counters

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

CRITICAL MOVEMENT ANALYSIS

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

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT - WEEKEND ANALYSIS

Ñ	007 EXIST.		2011	W/ AMBI	IENT GRO	WTH 1 and	2011	W/ OTHE		ECTS	2011	W/ PROF	OSED H	ROJECT	2011	W/ MITIG/ Totol	ATION No of	
Movement Volu	NO. OT IME Lanes	Volume	Volume	Volume	ko. or Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	ko, or Lanes	Volume
B Left	5	5 2	0	ŝ	-	S	0	ស	-	5	0	5	*	с,	0	S	-	c,
omb. L-T	0	,			0	,			0	ı			0	,			0	1
B Thru	588 1	432	55	743	-	466	33	776		483	5	781		495	0	781	~	495
omb. T-R		432			-	466				483			*	495				495
B Right	175 0	•	14	189	0		0	189	0		20	209	0	,	0	209	0	·
omb. L-T-R -	0				0				0				0				0	
B Left	437 1	437	35	472	-	472	0	472	t	472	49	521	-	521	0	521	-	521
omb. L-T	0	,			0	ı			0				0	ı			0	ı
B Thru	325 1	315	50	675	-	340	39	714	-	359	0	714	-	359	0	714	*	359
omb. T-R		315			-	340				359				359			-	359
B Right	4	•	0	4	0	,	0	4	0		0	4	0		0	4	0	·
omb. L-T-R -	0				0				0				0				0	
B Left	5 1	5	0	5	-	5	0	5	F	5	0	5	-	5	0	5	-	5
omb. L-T	0				0	•			a	,			0				0	ı
3 Thru	2	•	0	7	0	,	o	2	0		0	7	o		0	2	0	•
omb. T-R	-	9				9			-	G			-	9			*	9
3 Right	4 0	,	0	4	0	\$	0	4	0		0	4	0		0	4	0	
omb. L-T-R -	0				0				0				0				0	
'B Left	101 1	101	8	109	-	109	0	109	-	109	17	126	-	126	0	126	-	126
omb. L-T	0	•			0				0	·			0	,			0	1
/B Thru	0	•	0	0	0		0	0	0		0	0	0	,	0	0	0	
omb. T-R	-	133			-	144			•	144			0				0	ł
B Right	133 0	•	=	144	0	•	0	144	0		12	156	•	156	0	156		156
omb. L-T-R -	0				0				0				0				0	
rit. Volumes:	is: N	869			N-S:	938			N-S:	954			is i	1016			.s-z	1016
	М	138			Ш-М:	149			М. Ш.	149			М Ш	133			Е-W:	133
	SUM:	1007			SUM:	1087			SUM:	1104			SUM:	1149			SUM:	1149
o. of Phases:		ъ				3				3				3				ю
olume / Capacity:	[1]	0.636 B			Ξ	0.693 B			Ξ	0.704			Ξ	0.736 ۲			[2]	0.706 C
בעבו חו סבו עורב.		0				n				כ				د				ر ر

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1426, 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 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.

Westfield Fashion Square /1-05-3606-1

Woodman Avenue Riverside Drive

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

CMA12 City Traffic Counters

CRITICAL MOVEMENT ANALYSIS

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

Date of Count: Projection Year: Date:

2007 2011 07/22/2008

ALTERNATIVE G PROJECT - WEEKEND ANALYSIS

	2007 EXIS	T. TRAFF	2	11 WI	AMBIEN'	T GROWT	H	2011 M	// OTHEF	ROJEC	TS	2011 \	V/ PROP(DSED PRO	DUECT	2011	W/ MITIG/	ATION	
	No.	of La	ine Adde	ed Tc	otal N	o. of	Lane	Added	Total	Na. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement V	olume Lane	as Vol	ume Volur	me Vol	ume La	anes V	/olume	Volume V	/olume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	484		266	39	523	20	287	-	524	ο C	288	71	595	~ C	327	0	595	~ ~	327 -
NB Thru	674	' - ~ ~	337	54	728	200	364	32	760	200	380	0	760	2 14 1	380	0	760) (V C	380
Comb. 1-R NB Right [2] Comb. L-T-R -	209	' ⊃ - 0	209	17	226	0-0	226	17	243	0-0	243	0	243	0 - 0	243	0	243	o ← O	243
SB Left	66	-	66	80	107		107	5	112	c	112	0	112	- c	112	0	112	← c	112
Comb. L-T SB Thru	842	000	421	67	606	2 14 0	455	33	942	200	471	10	952	0 0 0	476	0	952	- 17 0	394 394
Comb. I-K SB Right [2] Comb. L-T-R -	200	, o≁o	200	16	216	0 ~ 0	- 216	ю	219	0 - 0	219	12	231	0-0	231	o	231	- 0 0	,
EB Left	197	- 0	197	16	213	- c	213	4	217	c	217	,	216	c	216	0	216	c	216
Comb. L-1 EB Thru	753	- - 10 -	377	60	813	2 10 0	- 407	64	877	5 M G	439	31	908	000	454	0	908	0 0 0	454
Comb. T-R EB Right Comb. L-T-R -	389	, 0 - 0	389	31	420	0-0	420	-	421	o – c	- 421	132	553	o ← o	-	o	553	0-0	- 553
WB Left	234	-	234	19	253	-	253	28	281	-	281	0	281	-	281	0	281	-	281
Comb. L-T WB Thru	591	' 77 0	296	47	638	0 0	- 319	56	694	0 10 0	- 347	46	740	0 10 0	370	0	740	0 0 0	- 370
Comb. T-R WB Right	134	' 0 ~	134	1	145	0	- 145	ი	148	o -	- 148	0	148	o –	- 148	0	148	C	- 148
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-N	ii t	687 611			4-S: . W·	742 650			N-S: F_N	759 719			N-S: F-W	803 735			N-S: P-W:	722 735
	SUI		1298		ŝ	IUM:	1402			SUM:	1479			SUM:	1538			SUM:	1456
No. of Phases:			4				4				4				4				4
Volume / Capac	ity:	E C	1.874			Ξ	0.949			E	1.005 F			Ξ	1.049 F			[2]	0.959 F
Level of Service						L L													ľ
Assumptions:	Maxir	num Sum	of Critical Voli	il) samn	ntersectic	n Capacit	'y): 2 Phase	i=1500, 3 i	Phase=1	425, 4+ Ph	ase=1375, l	Insignalize	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, 70% of volume is assigned to exclusive 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. Note: Pass-by reductions not applied to this intersection per LADOT standards. [1] wc 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] wc ratio reflects reduction of additional 0.03 due to the mitigation measure consisting of the upgrade to ATCS.

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%

07/22/2008 2007 2011 Projection Year: Date: Date of Count:

ALTERNATIVE G PROJECT - WEEKEND ANALYSIS

New process Less Constant Less Constant		2007 E	XIST TP	JEELC	2011	W/ AMPIE	ND GROW	HL	2011 V	VI OTHEL	2 PRO FC	TS	2011 \	WI PROP	OSED PR(DJECT	2011 \	W/ MITIG/	ATION	
Merrer Value Value <t< th=""><th></th><th></th><th>No of</th><th>anel</th><th>Added</th><th>Total</th><th>Nn of</th><th>lane</th><th>Added</th><th>Total</th><th>No. of</th><th>Lane</th><th>Added</th><th>Total</th><th>No. of</th><th>Lane</th><th>Added</th><th>Total</th><th>No. of</th><th>Lane</th></t<>			No of	anel	Added	Total	Nn of	lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Neutring 416 1 416 33 419 1 441 1 3 3 0 1 441 1 3 3 3 0 1 441 1	Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Memb./Time 91 2 330 73 301 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 3 333 0 144 333 333 144 333 3	NB Left	416	-	416	33	449		449	2	451	-	451	o	451	÷	451	0	451	-	45
Mitting 00 7 300 73 301 74 111 3 373 301 148 3 333 0 1148 3 333 0 1148 3 333 0 1148 3 333 0 1148 3 333 0 1148 3 333 0 1148 3 333 0 1148 3 333 0 1148 3 333 0 1148 3 333 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 </td <td>Comb. L-T</td> <td></td> <td>0</td> <td>1</td> <td></td> <td></td> <td>0</td> <td>3</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		0	1			0	3	:		0	•	:		0		,		0	
Martinity formulti-Int-term 0<		991	ოი	330	79	1070	ო (357	48	1118	<i>т</i> с	373	30	1148	m c	383	0	1148	mc	89
Omm.Lif.R. O <tho< td=""><td>Comb. 1-K</td><td>c</td><td>5 C</td><td></td><td>C</td><td>С</td><td>- c</td><td></td><td>C</td><td>C</td><td>00</td><td>, ,</td><td>C</td><td>0</td><td>00</td><td></td><td>0</td><td>0</td><td>00</td><td></td></tho<>	Comb. 1-K	c	5 C		C	С	- c		C	C	00	, ,	C	0	00		0	0	00	
$ \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		00))	00		•	i.	0		ı	ŀ	0		I	I	0	
Combut Combu <thcombu< th=""> Combu<td></td><td></td><td>ď</td><td></td><td>Ğ</td><td>ſ</td><td>c</td><td></td><td>ľ</td><td>ď</td><td>C</td><td></td><td>ſ</td><td>ſ</td><td>d</td><td></td><td>c</td><td>c</td><td>c</td><td></td></thcombu<>			ď		Ğ	ſ	c		ľ	ď	C		ſ	ſ	d		c	c	c	
Bit Mutual 165 16 117 2 27 107 2 27 107 2 27 107 2 107 2 107 2 107	SB Left Comb 1-T	o	o c		þ	Ð	э с		0	þ	- - -		C	Þ	- c	, ,	C	D	- C	1 1
Comb.LT-R. 433 0 - 0 0 - - 0 0 - - 0 0 - - 0 0 - 0 0 - 0 0 0 - 0 </td <td>SB Thru</td> <td>1062</td> <td>9 4</td> <td>266</td> <td>85</td> <td>1147</td> <td>9 4</td> <td>287</td> <td>57</td> <td>1204</td> <td>4</td> <td>301</td> <td>56</td> <td>1260</td> <td>4</td> <td>315</td> <td>0</td> <td>1260</td> <td>4</td> <td>31</td>	SB Thru	1062	9 4	266	85	1147	9 4	287	57	1204	4	301	56	1260	4	315	0	1260	4	31
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Comb. T-R		0	ı			0			;	0	•	:		0		1		0	
	SB Right	493	•	493	g	532	-	532	ŝ	537		537	28	565		565	0	565	-	56
EB Left 0 </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>o</td> <td></td> <td></td> <td></td> <td>0</td> <td></td>	Comb. L-T-R		0				0				0				o				0	
	EB Left	0	0	ſ	0	0	0		0	0	0		0	0	0		0	0	0	
EB 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>,</td> <td></td> <td></td> <td>0</td> <td>,</td> <td></td> <td></td> <td>0</td> <td>1</td>	Comb. L-T		0				0				0	,			0	,			0	1
	EB Thru	0	0	,	0	0	0		0	0	0	•	0	0	0	ı	0	0	0	
Cab Ngm	Comb. T-R	Ċ	0 0	,	c	¢	0 0		c	c	00	•	c	c	0 0		c	c	0 0	,
Comb. L-1-R- U <thu< th=""> <t< td=""><td></td><td>þ</td><td>5 0</td><td>•</td><td>C</td><td>D</td><td>5 0</td><td>ı</td><td>2</td><td>5</td><td></td><td>,</td><td>5</td><td>></td><td>- c</td><td>•</td><td>5</td><td>þ</td><td></td><td></td></t<></thu<>		þ	5 0	•	C	D	5 0	ı	2	5		,	5	>	- c	•	5	þ		
WB Left 318 1 175 25 343 1 189 32 375 1 206 0 375 1 20 Comb. L-T 0 - 1			þ				5				Þ				5				D	
Comb. L-1 0 270 0 291 0 307 0 322 0 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 3 0 - 1 11 1	WB Left	318		175	25	343		189	32	375	- (206	0	375	- 0	206	o	375	c	20
Comb. T-R 0 - 0 - 0 - 0 - 1 151 22 297 1 163 2 299 1 164 33 332 1 183 0 332 1 1 Comb. L-T-R- 1 151 22 297 1 163 2 299 1 164 33 332 1 183 0 332 1 1 Comb. L-T-R- 11 11 123 N-S: 982 N-S: 307 E-W: 307 E-W: 307 E-W: 307 E-W: 307 E-W: 307 E-W: 307 I 1017 N-S: 1017 N-S: 1017 103 1	Comb. L-T WR Thru	e7.	0 0	- 270	C	e.	0 0	- 291	C	со С	0 0	- 307	0	m	0 0	- 322	0	т		- 32
WB Right 275 1 151 22 297 1 163 2 299 1 164 33 332 1 183 0 332 1 1 Comb. L-T-R- 1 1 22 297 1 163 2 299 1 164 33 332 1 183 0 332 1 1 Crit. Volumes: N-S: 909 N-S: 982 N-S: 989 N-S: 107 N-S: 10 Crit. Volumes: N-S: 209 E-W: 307 E-W: 322 E-W: 3 1 13 SUM: 1779 E-W: 207 E-W: 307 E-W: 322 E-W: 3 3 1 13 No. of Phases: 3 SUM: 1273 SUM: 1295 SUM: 1369 1 13 Vo. of Phases: 3 3 3 3 3 3 3 3 1 1 1 1 1 1 1 1	Comb. T-R	0	00	i i	>	5	00		•	1	0	;	1	,	0		•	,	0	;
Comb. L-T-R- 1 1 1 1 1 1 Crit. Volumes: N-S: 909 N-S: 982 N-S: 107 N-S: 10 Crit. Volumes: N-S: 909 N-S: 982 N-S: 107 N-S: 10 Crit. Volumes: N-S: 209 N-S: 982 N-S: 332 E-W: 3322 E-W: 33 5UM: 13 No. of Phases: 3 3 SUM: 1273 SUM: 1295 SUM: 1338 SUM: 13 No. of Phases: 3 3 3 3 3 SUM: 1369 7 13 Volume / Capacity: [1] 0.757 [1] 0.823 [1] 0.839 [1] 0.869 [2] 0.8 Level of Service: C D	WB Right	275		151	22	297	-	163	2	299		164	33	332	-	183	0	332	-	18
Crit. Volumes: N-S: 909 N-S: 1017 N-S: 1017 N-S: 10 E-W: 270 E-W: 291 E-W: 307 E-W: 322 E-W: 3 3 No. of Phases: 3 SUM: 1295 SUM: 1295 SUM: 1338 SUM: 13 No. of Phases: 3 3 3 3 3 3 3 3 SUM: 1338 SUM: 13 No. of Phases: 3 3 3 3 3 3 3 3 SUM: 13 SUM: SUM: SUM: SUM:	Comb, L-T-R	1	-				-				-				*				-	
E-W: 270 E-W: 307 E-W: 322 E-W: 3 No. of Phases: 3 SUM: 179 SUM: 1273 SUM: 1338 SUM: 1338 SUM: 13 No. of Phases: 3 3 3 3 3 3 3 3 3 3 13 Volume / Capacity: [1] 0.823 [1] 0.839 [1] 0.869 [2] 0.8 Level of Service: C D	Crit. Volumes		N-S:	606			N-S:	982			N-S:	989			N-S:	1017			N-S:	101
No. of Phases: 3 3UM: 1.29 3UM: 1.30 3UM: 3UM: <td></td> <td></td> <td>: М</td> <td>270</td> <td></td> <td></td> <td>: М-Ш Ш</td> <td>291</td> <td></td> <td></td> <td>М Ш</td> <td>307</td> <td></td> <td></td> <td>М.</td> <td>322</td> <td></td> <td></td> <td>З А Ш</td> <td>32</td>			: М	270			: М-Ш Ш	291			М Ш	307			М.	322			З А Ш	32
No. of Phases: 3 3 3 No. of Phases: 3 3 3 Volume / Capacity: [1] 0.823 [1] 0.839 [1] 0.869 [2] 0.8 Volume / Capacity: [1] 0.823 [1] 0.839 [1] 0.869 [2] 0.8 Level of Service: C D D D D D D			SUM:	8/11			SUN:	6/21			aulwi.	C671			aum.	000			SUM.	<u><u></u></u>
Volume / Capacity: [1] 0.823 [1] 0.839 [1] 0.869 [2] 0.8 Level of Service: C D	No. of Phases			т				ы				ε				т				
Level of Service: C D D D D D D D	Volume / Cap	acity:	Ξ	0.757			Ξ	0.823			Ξ	0.839			Ξ	0.869			[2]	0.83
· · · · · · · · · · · · · · · · · · ·	Level of Servi	ce:		U			·	۵				0				D				D
	A series		fortimiter C	Sum of Orli	omilol los	c /Internet	-tion Canao	Shir 2 Dhac	5 UU1200 3	Dhaca.1	40E 4+ Dh	1275 - 1275	I Inciduality	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 of the Victory System No. 6. [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 Saturday Mid-Day 2.0% Annual Growth: Peak Hour:

08/07/2008 2007 2011 Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT - WEEKEND ANALYSIS

	2007 EXIST TE	AFFIC	2011 \	N/ AMRIE	NT GROW	H	2011 W	// OTHER	PROJEC	TS	2011 \	N/ PROP(DSED PRC	JECT	2011	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 Vc	olume Lanes	Volume	Volume	Volume	Lanes	Volume	Volume V	/olume I	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	0	3	0	o	0	,	0	0	0	,	0	0	o		0	0	0	,
Comb. L-T	051 3	- 262	76	1027	0 "	, 283	48	1075	0 0	301	;	1086	0 0	- 304	C	1086	0 0	- 304
Comb. T-R		262	2	170	·	283	P)	301			- -	304)			304
NB Right	96 0		80	104	0	,	26	130	0	1	0	130	0		0	130	0	1
Comb. L-T-R -	0				0				o				0				0	
SB Left	333 1	333	27	360	-	360	9	366	F	366	31	397	-	397	0	397	-	397
Comb. L-T	o				0				0	,			0	1			0	,
SB Thru	1027 2	514	82	1109	2	555	82	1191	0	596	26	1217	21	609	0	1217	~ ~	609
Comb. T-R	0 0	•	G	C	0 0		C	C	0 0	,	c	c	0 0	1	C	C	0 0	•
SB Right	0	,	0	D	5 0	1	D	c	5 0		D	þ	5 0	•	2	c	- c	•
Comb. L-T-R -	D				0				5				þ				þ	
EB Left	432 1	238	35	467		257	-	468	+	257	19	487	F	268	0	487	t-	268
Comb. L-T	0	,			0	,			0	,			0	,			0	•
EB Thru	0 6	346	-	10	0	374	0	9	0	375	0	10	0	384	0	10	0	384
Comb. T-R	0	ı			0				0	,			0				0	1
EB Right	317 1	174	25	342	-	188	7	344	-	189	0	344	•	189	0	344	 1	189
Comb. L-T-R -	•				-				-				-				-	
WB Left	0 0	,	0	0	0		0	0	0	,	0	0	0	,	o	0	0	1
Comb. L-T	0	,			0	,			0	ı			0	,			0	•
WB Thru	0	,	0	0	0	,	0	0	0	,	0	0	0	,	0	0	0	,
Comb. T-R	0	,		,	0		4	•	0 1			4	0 (ſ		0 0	,
WB Right	0	,	0	0	0		0	0	0 (١	D	0	0 0	,	0	D	0 0	•
Comb. L-T-R -	D				D				þ				c				5	
Crit. Volumes:	N-S:	595			N-S:	642			N-S:	667			N-S:	701			N-S:	701
	п-V:	346			: М-Ш	374			Е-W:	375			Щ-К:	384			E-W:	384
	SUM:	941			SUM:	1016			SUM:	1042			SUM:	1084			SUM:	1084
No. of Phases:		3				en				е				m				'n
Volume / Capacit	y: [1]	0.590			[2]	0.613			[2]	0.631			[2]	0.661			[2]	0.661
Level of Service:		A			-	8			-	В				в				В
Assumptions:	Maximum	Sum of Criti	cal Volume:	s linterset	ction Capac.	itv): 2 Phase	i = 1500, 3 i	phase=14	125, 4+ Ph.	ase=1375, u	Unsignalizu	9d=1200.						

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1600, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200. For dual turn lanes, 55% of volume is assigned to heavier lane.

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 turure 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:

08/07/2008 2007 2011

Date: Date of Count: Projection Year:

ALTERNATIVE G PROJECT - WEEKEND ANALYSIS

	2007 EXIS	T. TRA	=FIC	2011 V	V/ AMBIE	ENT GROW	НΗ	2011	W OTHEI	R PROJEC	:TS	2011 \	N/ PROP	OSED PRO	DJECT	2011	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 Vi	olume Lan	es	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
NB Left	o	0		o	o	0	·	o	0	0	1	123	123		123	0	123	-	-	23
Comb. L-T		0	•			0	·			0	•			0	٠			0		
NB Thru	0	0	,	0	0	0	1	0	0	0	1	0	0	0	•	o	0	0	•	
Comb. T-R	4	0	,	•		0	ı		•	0		i	i	0		1		0	,	
NB Right [3]	0	0	,	0	0	0		0	0	0	1	711	711	N	391	0	711	0	m	5
Comb. L-T-R -		0				0				0				0				o		
SB Left	с	0		0	ъ	0		0	6	0		ę	0	0		0	0	0	.	Τ
Comb. L-T		0	,			0	,			0	,			0	,			o	,	
SB Thru	0	0	20	0	0	0	22	0	0	0	22	0	0	0	•	0	0	0	,	
Comb. T-R		0	,			0	,			0				0				0	,	
SB Right	17	0	,		18	0	,	0	18	0	,	ы	22	-	22	0	22			22
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	ı	
EB Thru	1092	2	546	87	1179	7	590	67	1246	2	623	S	1251	2	626	0	1251	2	9	326
Comb. T-R		0				0	,			0				0				0	,	
EB Right	0	0	,	0	0	0	,	0	0	0	'	397	397		397	0	397	-	e	397
Comb. L-T-R -		0				0				0				0				0		
WB Left	0	0	,	0	0	0	,	0	0	0	,	471	471	2	259	0	471	2	2	59
Comb. L-T		0	1			0	,			0	1			0				0		
WB Thru	1013	-	512	81	1094	-	552	61	1155	-	583	ო	1158	-	584	0	1158	-	ŝ	84
Comb. T-R			512				552			-	583				584			-	S	84
WB Right	10	0	,		÷	0	,	o	÷	0	,	0	5	0	1	0	5	0		
Comb. L-T-R -		0				0				o				0				0		
Crit. Volumes:	o-N		20			N-S:	22			N-S:	22			N-S:	144			N-S:	1	44
	р Ч	Ş	546			E-W:	590			Е-V:	623			:Х Ш	885			E-W:	8	85
	SU	ÿ	566			SUM:	611			SUM:	645			SUM:	1029			SUM:	10	129
No. of Phases:			_												6					e
Volume / Capacit	y:		0.472				0.509				0.537			[1], [2]	0.622			[1], [2]	0.6	52
Level of Service:		٩					A				A				в				8	
Assumptions:	Maxir	ns mint	m of Critical	Volumes	Untersec	tion Canac	ity). 2 Phase	e=1500 3	Phase=14	405 4+ PH	1375 I	Insimalize	od=1200							

For dual furm lanes, 55% of volume is assigned to heavier lane. For one excl. and one opt. turm lane, 70% of volume is assigned to exclusive lane. Right turms on red from excl. lanes = 50% of overlapping left. turm. [1] Intersection will be signalized as part of the propositot. [3] Northbound right turm has an overlapping phase with the westbound left-turm movement. [2] Wc ratio includes a 0.10 reduction due instellation of ATSACATCS as part of the Victory System No. 6. Note: Pass-by reductions not applied to this intersection per LADOT standards.