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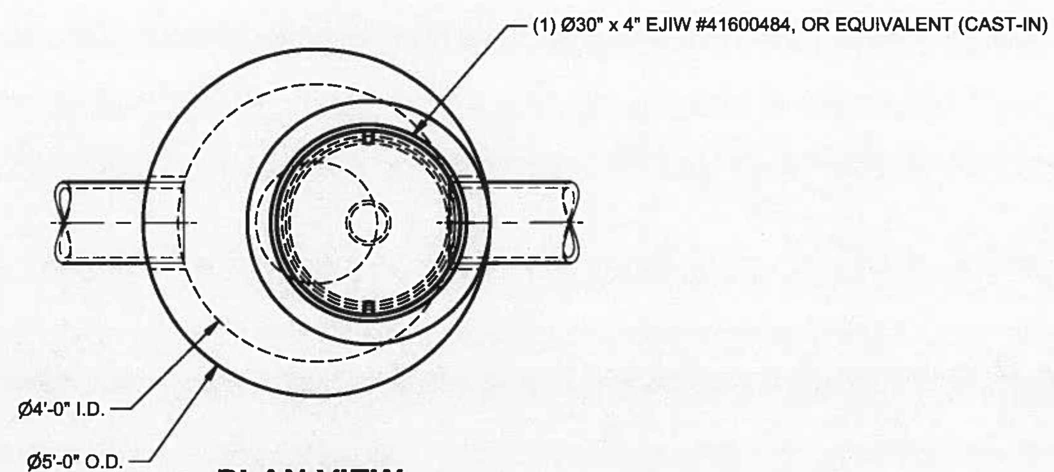
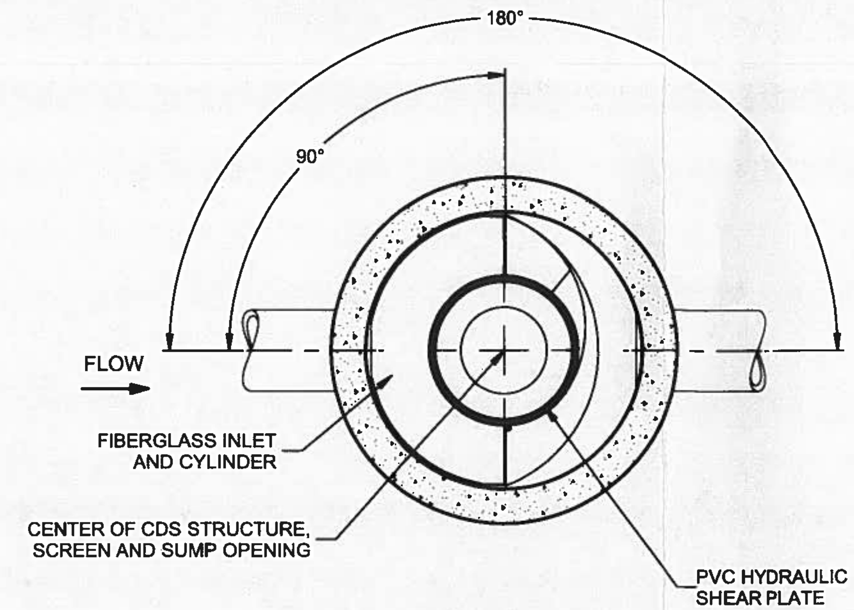
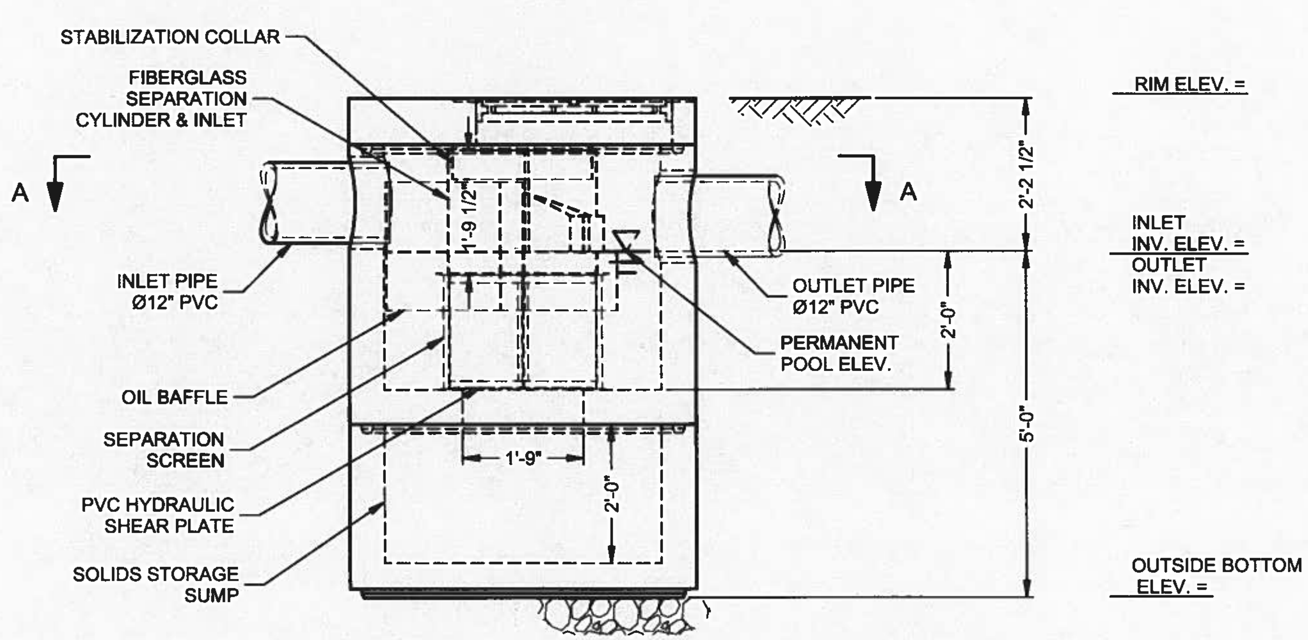


PLAN VIEW



SECTION A-A



ELEVATION VIEW

MATERIAL LIST - PROVIDED BY CONTECH

COUNT	DESCRIPTION	INSTALLED BY
1	FIBERGLASS INLET AND CYLINDER	CONTECH
N/A	CYLINDER EXTENSION	CONTRACTOR
1	STABILIZATION COLLAR	CONTRACTOR
1	HYDRAULIC SHEAR PLATE	CONTECH
1	4700 micron SEP. SCREEN	CONTECH
N/A	DEFLECTOR PAN	CONTRACTOR
N/A	SEDIMENT WEIR	CONTECH
1	SEALANT FOR JOINTS	CONTRACTOR
	GRADE RINGS/RISERS	CONTRACTOR
1	Ø30" x 4" EJIW #41600484, OR EQUIVALENT (CAST-IN)	CONTRACTOR

SITE DESIGN DATA

WATER QUALITY FLOW RATE	0.2 CFS
PEAK FLOW RATE	1.7 CFS
RETURN PERIOD OF PEAK FLOW	10 YRS

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH REPRESENTATIVE. www.contech-cpi.com
3. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS-20 LOAD RATING. CASTINGS SHALL MEET AASHTO M306, CAST WITH THE CONTECH STORMWATER SOLUTIONS LOGO.
5. IF REQUIRED, PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.

INSTALLATION NOTES
1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE.
3. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
4. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
5. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

STRUCTURE WEIGHT
APPROXIMATE HEAVIEST PICK = 5000 LBS.
STRUCTURE IS DELIVERED IN 3 PIECES

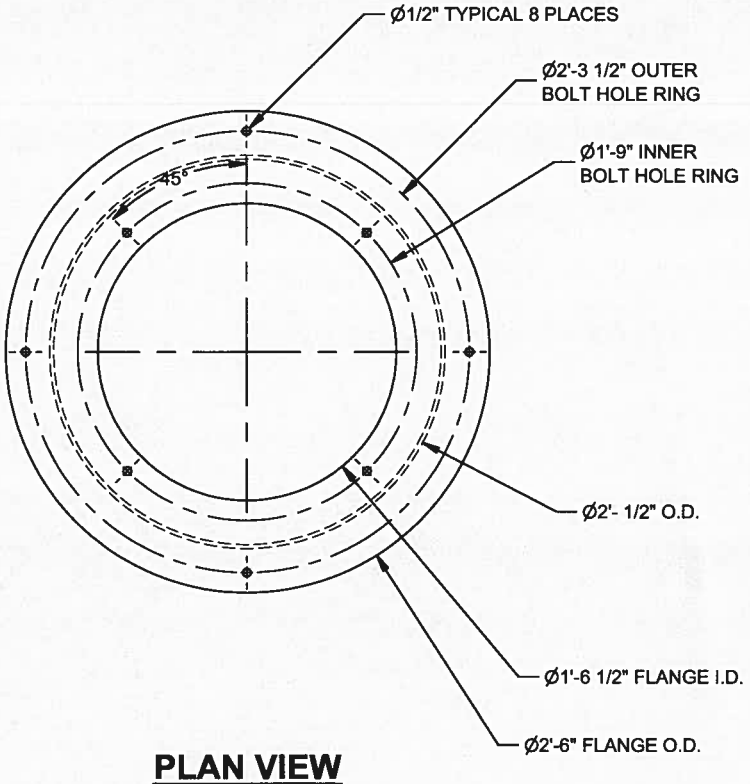
CONTECH
CONTRACT
DRAWING

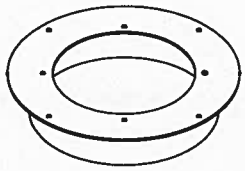
NO.	DATE	REVISION DESCRIPTION	BY

CONTECH® CONSTRUCTION PRODUCTS INC.
www.contech-cpi.com
3777 Long Beach Blvd., Suite 400, Long Beach, CA 90807
877-572-0330 562-733-0733 562-264-0733 FAX

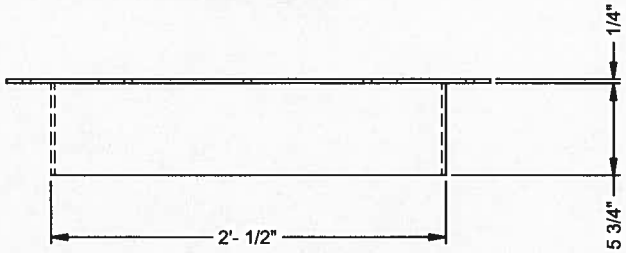
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 5,788,848; 5,641,720; 5,511,585; 5,581,763; RELATED FOREIGN PATENTS, OR OTHER PATENTS PENDING.

DATE:	SCALE:
DESIGNED:	DRAWN:
CHECKED:	APPROVED:
PROJECT NUMBER:	
SHEET: 1 OF 1	





PLAN VIEW



ELEVATION VIEW

INSTALLATION INSTRUCTIONS

PRECASTER
THE PRECASTER SHALL PLACE THE STABILIZATION COLLAR ON THE TOP OF THE CDS FIBERGLASS INLET CYLINDER WITH THE VERTICAL RING INSIDE THE CYLINDER AND THE HORIZONTAL PRE DRILLED ATTACHMENT FLANGE RESTING ON THE TOP OF THE CYLINDER.
PRECASTER SHOULD NOT BOLT OR GLUE THE COLLAR TO THE INLET CYLINDER.

CONTRACTOR
ONCE THE CDS UNIT IS DELIVERED TO THE JOBSITE, AND THE MANHOLE TOP SLAB HAS BEEN SET, THE CONTRACTOR WILL ATTACH THE STABILIZATION COLLAR TO THE MANHOLE TOP SLAB. FOR CDS UNITS WITH JUST ONE ACCESS COVER, THE STABILIZATION COLLAR MUST BE ATTACHED TO THE TOP SLAB BY CLIMBING INSIDE THE FIBERGLASS INLET CYLINDER AND USING THE INSIDE BOLTING RING ON THE ATTACHMENT FLANGE. ON LARGER CDS UNITS WITH TWO ACCESS COVERS, THE COLLAR CAN BE ATTACHED OUTSIDE THE INLET CYLINDER USING THE OUTSIDE BOLTING RING ON THE ATTACHMENT FLANGE.

- RAISE THE COLLAR SLIGHTLY UP UNTIL THE HORIZONTAL ATTACHMENT FLANGE IS TOUCHING THE UNDERSIDE OF THE TOP SLAB, BUT BE SURE THE VERTICAL RING DOES NOT COME COMPLETELY OUT OF THE INLET CYLINDER.
- USING A SMALL ROTARY HAMMER WITH A 3/8" DIAMETER MASONRY BIT, DRILL A 3" DEEP HOLE INTO THE TOP SLAB AT ONE OF THE PRE DRILLED 1/2" HOLES IN THE ATTACHMENT FLANGE.
- NEXT, PLACE ONE OF THE PROVIDED 3/8" DIAMETER 316 STAINLESS STEEL WEDGE ANCHORS INTO THE HOLE AND SET IT USING A LARGE HAMMER.
- REPEAT STEPS TO SET ANCHORS AT ALL FOUR 1/2" HOLES AND SNUG DOWN ANCHOR NUT WITH 9/16" DEEP SOCKET.
- WITH A SEALANT GUN APPLY A BEAD OF POLYURETHANE ELASTOMERIC SEALANT, EQUIVALENT TO SIKAFLEX 1A, TO SEAL THE COLLAR TO THE TOP SLAB AND SEAL ANY GAP BETWEEN THE COLLAR AND THE FIBERGLASS INLET CYLINDER.

CDS®

CONTECH
FABRICATION
DRAWING

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CONSTRUCTION PRODUCTS INC.
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877-572-0330 562-733-0733 562-264-0733 FAX

DATE: 12/16/10	SCALE: NONE	PROJ. NO.: 422679	DRAWN: RWP	CHECKED: N/A

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Noise Impact Analysis Technical Data

APPENDIX I

COVER SHEET

Noise Impact Analysis for the Agoura Landmark Light Industrial Project

Initial Study/Mitigated Negative Declaration

This appendix contains the technical information Envicom Corporation relied upon in conducting the noise impact analysis for the Agoura Landmark Light Industrial project in the City of Agoura Hills (City). Information to support the noise analysis was derived from the following sources:

- City of Agoura Hills General Plan, March 2010
- Federal Highway Administration, Transit Noise and Vibration Impact Assessment, May 2006
- Kimley-Horn and Associates, Inc., Agoura Landmark Development, Traffic Impact Analysis, Final Report, January 2016
- City of Agoura Hills General Plan Final Environmental Impact Report, February 2010
- Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, accessed April 2016

City of Agoura Hills
General Plan, March 2010

G. Noise (N)

The urban environment contains a variety of noise sources that can affect the way people live and work. Some types of noise are only short-term irritants, like the pounding of a jackhammer or the whirring rattle of a lawnmower. These noise sources generally can be controlled through City noise regulations, such as a noise ordinance. However, other noises, such as freeway noise, may be permanent fixtures in the community, posing long-term health hazards to community residents. The City of Agoura Hills is bisected by the Ventura Freeway and several arterial roadways. The Ventura Freeway (US-101) is the most significant noise source within the City due to the high volume of traffic using this roadway on a daily basis. Other areas of noise in the community are along heavily trafficked roads, such as Kanan Road, Thousand Oaks Boulevard, and Agoura Road.

Noise from motor vehicles is one of the main sources of noise in the community

Sound is created when objects vibrate and produce pressure variations that move rapidly outward into the surrounding air. The main characteristics of these air pressure waves are amplitude, which we experience as a sound's "loudness," and frequency, which we experience as a sound's "pitch." The standard unit of sound amplitude is the decibel (dB), which is a measure of the physical magnitude of the pressure variations relative to the human threshold of perception. The human ear's sensitivity to sound amplitude is frequency-dependent, and thus a modification is usually made to the decibel to account for this; A-weighted decibels (dBA) incorporate human sensitivity to a sound's frequency as well as its amplitude.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, during the night, or over a 24-hour period, called the community noise equivalent level (CNEL). Environmental noise levels are generally considered low when the CNEL is below 55 dBA, moderate in the 55 to 70 dBA range, and high above 70 dBA.

Community Noise Contours

Existing roadway noise contours are shown in Figure N-1 (Noise Contours—Existing). Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation.

The US-101 and arterial roads, such as such as Kanan Road, Thousand Oaks Boulevard and Agoura Road, show the greatest level of noise exposure in the community. Existing residential uses in close proximity to these roadway segments could be exposed to high noise levels on a regular basis. However, as new residential projects are proposed near major roadways or other potential noise sources, future noise levels are evaluated and noise mitigation strategies are required as appropriate to meet City noise standards. Future noise conditions for roadways are presented for the time period ending in 2035 and

were derived from projected traffic levels for that year. (Figure N-2 [Noise Contours—Future]).

New nonresidential uses proposed in proximity to existing residential uses and other sensitive receptors may also create potential noise issues. Project-specific noise studies help identify the level of impact and appropriate mitigation measures.

As shown in Figure N-2, there are limited areas of the City where noise levels are expected to increase, and these are associated with increases in traffic volumes. These areas are located along Agoura Road and the Ventura Freeway. The majority of this is associated with the increase in regional traffic along the Ventura Freeway, rather than the projected land development activity associated with the General Plan.

Building interior noise levels can be reduced by protecting the receiver with acoustical structures, enclosure, or construction techniques. Windows and doors are the most important paths for sound to enter a structure. Use of sound insulating doors and double paned windows can provide substantial reductions of interior noise levels. Because these features have little effect in reducing noise when they are left open, installation of air conditioning units for adequate ventilation may be required.

Noise exposure criteria should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by specifying acceptable noise exposure ranges for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Table N-1 (Noise/Land Use Compatibility Matrix) presents criteria used to assess the compatibility of proposed land uses with the noise environment.

In addition to the noise/land use compatibility matrix, the City's interior and exterior noise standards are identified in Table N-2 (Interior and Exterior Noise Standards). The City's Municipal Code also contains noise standards and regulations for residential development and limits unnecessary, excessive, and annoying noise in the City.

Policies in this section protect residents, businesses, and visitors from noise hazards by establishing exterior and interior noise standards.

CITY of AGOURA HILLS
General Plan Update

NOISE CONTOURS- EXISTING

Legend

Existing Roadway Noise Contours

- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Limits
- County Boundary
- Streams

VENTURA COUNTY

Santa Monica Mountains National Recreation Area

LOS ANGELES COUNTY

Westlake Village

Lindero Canyon Road

Rolling Ridge Dr

Middle Crest Dr

Rainbow View Dr

Woodbrook Dr

Thousand Oaks Pl

Quail Run Dr

Rainbow Crest Dr

Forest Cove Lane

Meadow Vista Wy

Hillrise Dr

Castlehill Dr

Lava Dr

Grey Rock Rd

Bertrand Dr

Ridgeway Dr

Fountainwood St

Kanan Road

Capricorn Ave

Eagleton St

Timberlane St

Carell Ave

Argos St

Driver Ave

Foothill Drive

Lewis Ln

Fairview Pl

Colodny Dr

Chesebro Rd

Blythedale Rd

Palo Comado Canyon Creek

Cheseboro Canyon

Lost Hills Rd

Agoura Rd

Roadside Dr

Ventura Freeway

Canwood St

Dorothy Dr

Lewis Rd

Agoura Rd

Country Glen Rd

Liberty Canyon Rd

Kanan Road

Triunfo Canyon

Santa Monica Mountains National Recreation Area

LOS ANGELES COUNTY

Source: Fehr & Peers, June 2009

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Miles

0 0.125 0.25 0.5 0.75

PBS&J

Figure N-1

CITY of AGOURA HILLS
General Plan Update

NOISE CONTOURS- FUTURE

Legend

Future Roadway Noise Contours

- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Limits
- County Boundary
- Streams

VENTURA COUNTY

Santa Monica Mountains National Recreation Area

LOS ANGELES COUNTY

Westlake Village

Lindero Canyon Road

Rolling Ridge Dr

Middle Crest Dr

Rainbow View Dr

Woodbrook D

Thousand Oaks Bl

Quail Run Dr

Hillrise Dr

Rainbow Crest Dr

Forest Cove Lane

Meadow Vista Wy

Ridgeway Dr

Bertrand Dr

Grey Rock Rd

Lava Dr

Castlehill Dr

Fountainwood St

Kanan Road

Capricorn Ave

Edgefield St

Timberlane St

Carell Ave

Argos St

Driver Ave

Foothill Drive

Lewis Ln

Fairview Pl

Colodny Dr

Chesebro Rd

Blythedale Rd

Palo Comado Canyon Creek

Cheseboro Canyon

Lost Hills Rd

Agoura Rd

Roadside Dr

Ventura Freeway

Carlwood St

Dorothy Dr

Lewis Rd

Kanan Rd

Country Glen Rd

Liberty Canyon Rd

Triunfo Canyon

Kanan Road

Source: Fehr & Peers, June 2009

D21377_Agoura_Hills\noise.mxd

Miles

0 0.125 0.25 0.5 0.75

PBS&J

Figure N-2

Table N-1 Noise/Land Use Compatibility Matrix

Land Use Categories		Community Noise Equivalent Level (CNEL)						
Categories	Uses	<55	60	65	70	75	80>	
Residential	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
Residential	Mobile Homes	A	A	B	C	C	D	D
Commercial Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
Commercial Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
Commercial Industrial Institutional	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
Commercial Recreation **Institutional** Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track; Equestrian Center, Sports Club	A	A	A	B	B	D	D
Commercial General, Special **Industrial, Institutional**	Automobile, Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional General	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
Open Space	Parks	A	A	A	B	C	D	D
Open Space	Golf Course, Cemeteries, Nature Centers, Wildlife Habitat	A	A	A	A	B	C	C

SOURCE: Mestre Greve Associates, 1992 General Plan

Zone A: Clearly Compatible — Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B: Normally Compatible — New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Zone C: Normally Incompatible — New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Zone D: Clearly Incompatible — New construction or development should generally not be undertaken.

Table N-2 Interior and Exterior Noise Standards			
Land Use Categories		CNEL	
Categories	Uses	Interior[a]	Exterior[b]
Residential	Single Family, Duplex, Multiple Family	45[c]	55
	Mobile Home	45	55
Commercial	Hotel, Motel, Transient Lodging	45	—
	Commercial Retail, Bank, Restaurant	55	—
	Office Building, Research and Development, Professional Offices, City Office Building	50	—
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	—
	Gymnasium (Multipurpose)	50	—
	Sports Club, Movie Theatres	55	—
Industrial	Manufacturing, Warehousing, Wholesale, Utilities	65	—
Institutional	Hospital, Schools' classroom	45	55
	Church, Library	45	55
Open Space	Parks	—	65

a. Includes bathrooms, toilets, closets, corridors

b. Limited to the following:
- Private yard of single family
- Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
- Balconies 6 feet deep or less are exempt
- Mobile home park
- Park's picnic area
- School's playground

c. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

NOISE AND LAND USE COMPATIBILITY

Goal N-1

Land Use Conflicts. Minimized land use conflicts between various noise sources and other human activities.

Policies

N-1.1 **Noise Standards.** Require noise mitigation for all development where the projected noise levels exceed those shown in Table N-2, to the extent feasible. *(Imp N-1)*

N-1.2 **Compatibility of Noise-Generating Uses with Sensitive Receptors.** Require buildings and sites to be designed such that surrounding noise sensitive uses are adequately buffered from noise generating uses. *(Imp N-2)*

Federal Highway Administration
Transit Noise and Vibration Impact Assessment, May 2006

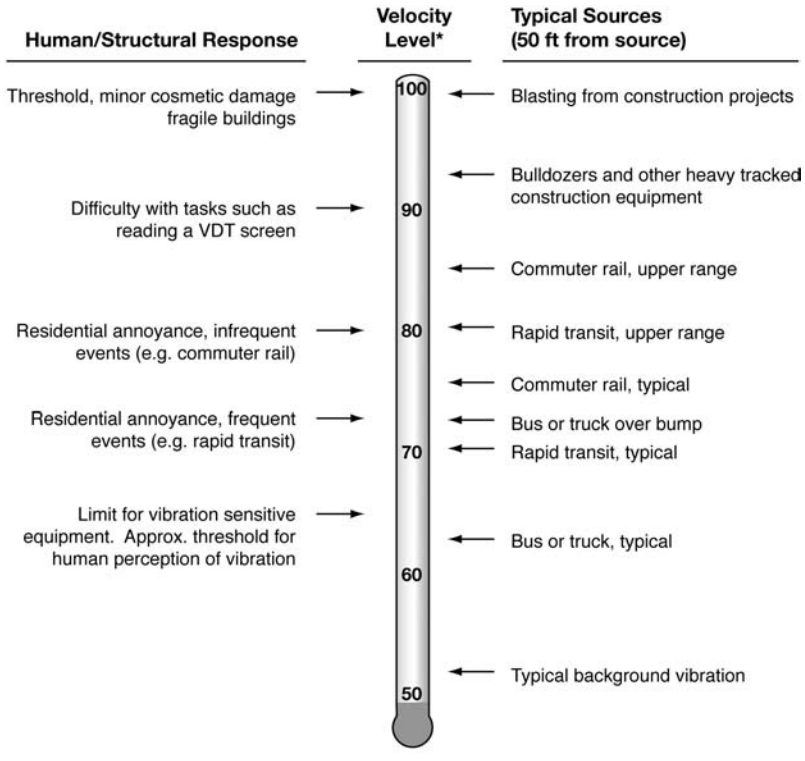
7.2 HUMAN PERCEPTION OF GROUND-BORNE VIBRATION AND NOISE

This section gives some general background on human response to different levels of building vibration, laying the groundwork for the criteria for ground-borne vibration and noise that are presented in Chapter 8.

7.2.1 Typical Levels of Ground-Borne Vibration and Noise

In contrast to airborne noise, ground-borne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 VdB or lower, well below the threshold of perception for humans which is around 65 VdB. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Figure 7-3 illustrates common vibration sources and the human and structural response to ground-borne vibration. The range of interest is from approximately 50 VdB to 100 VdB. Background vibration is usually well below the threshold of human perception and is of concern only when the vibration affects very sensitive manufacturing or research equipment. Electron microscopes and high-resolution lithography equipment are typical of equipment that is highly sensitive to vibration.



* RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second

Figure 7-3. Typical Levels of Ground-Borne Vibration

12.2.2 Vibration Source Levels from Construction Equipment

Ground-borne vibration related to human annoyance is generally related to root mean square (rms) velocity levels expressed in VdB. However, a major concern with regard to construction vibration is building damage. Consequently, construction vibration is generally assessed in terms of peak particle velocity (PPV), as defined in Chapter 7.1.2. The relationship of PPV to rms velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the rms amplitude. Peak particle velocity is typically a factor of 1.7 to 6 times greater than rms vibration velocity.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity as shown in Table 12-2. In this table, a crest factor of 4 (representing a PPV-rms difference of 12 VdB) has been used to calculate the approximate rms vibration velocity levels from the PPV values. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data provide a reasonable estimate for a wide range of soil conditions.

Table 12-2. Vibration Source Levels for Construction Equipment (From measured data.[7,8,9,10])

Equipment		PPV at 25 ft (in/sec)	Approximate L_v† at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

† RMS velocity in decibels (VdB) re 1 micro-inch/second

Kimley-Horn and Associates, Inc.
Agoura Landmark Development, Traffic Impact Analysis, Final Report,
January 2016

III. PROJECT CONDITIONS

PROJECT TRAFFIC

To determine the potential traffic impacts of the proposed project on the study area intersections, trip generation estimates were calculated for the proposed development. The following paragraphs describe trip generation, distribution, and assignment for the project.

PROJECT TRIP GENERATION

Weekday daily, AM and PM peak hour trips were estimated for the project using trip generation rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation,* 9th Edition. Trip generation rates and the resulting trips generated by the proposed project are presented in **Table 5**.

Table 5: Summary of Project Trip Generation

ITE Land Use (Code)	Unit (SF)	Project Generated Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing (150)	48,530	173	12	3	15	4	12	16
General Office Building (710)	21,320	236	29	4	33	5	27	32
Total Net Trips Generated		409	41	7	48	9	39	48

Source: ITE Trip Generation Manual, 9th Edition.

The project is estimated to generate approximately 409 new daily trips, 48 new trips during the AM peak hour and 48 new trips during the PM peak hour.

PROJECT TRIP DISTRIBUTION

Trip distribution assumptions for the project trips were developed based on the roadway system and land uses in the vicinity of the project, as well as input from the City staff Trip distribution percentages for the project. Trip distribution percentages used on each of the surrounding roadway facilities is shown on **Figure 5**.

PROJECT TRIP ASSIGNMENT

The traffic volumes generated by the project were distributed to turning movement volumes at the study intersections based on the trip distribution percentages shown on **Figure 5**. The resulting project-related peak hour turning movements are shown on **Figure 6**.

City of Agoura Hills
General Plan Final Environmental Impact Report, February 2010

Table 4.13-3 Existing Peak Hour & Daily Levels of Service						
	Street Segment	*Classification*	*# of Lanes*	*Peak Hour*	*Volume*	*LOS*
25	Agoura Rd (w/o Kanan Rd)	Arterial	2U	AM	765	C or better
			2U	PM	795	C or better
			—	Daily	9,050	—
26	Agoura Rd (e/o Kanan Rd)	Arterial	2U	AM	390	C or better
			2U	PM	525	C or better
			—	Daily	6,250	—
27	Kanan Rd (s/o Agoura Rd)	Arterial	2U	AM	1,310	D
			2U	PM	1,345	D
			—	Daily	15,500	—
28	Roadside Dr (w/o Lewis Rd)	Collector	2U	AM	225	C or better
			2U	PM	250	C or better
			—	Daily	2,800	—
29	Agoura Rd (e/o Cornell Rd)	Arterial	2U	AM	385	C or better
			2U	PM	455	C or better
			—	Daily	5,300	—
30	Chesebro Rd (n/o Driver Ave)	Collector	2U	AM	255	C or better
			2U	PM	325	C or better
			—	Daily	3,450	—
31	Driver Ave (w/o Chesebro Rd)	Collector	2U	AM	1,100	D
			2U	PM	690	C or better
			—	Daily	8,200	—
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	2U	AM	1,490	F
			2U	PM	1,080	D
			—	Daily	12,550	—
33	Chesebro Rd (s/o Driver Ave)	Arterial	2U	AM	480	C or better
			2U	PM	520	C or better
			—	Daily	5,500	—
34	Dorothy Dr (b/t Lewis Rd & US-101 SB)	Collector	2U	AM	290	C or better
			2U	PM	325	C or better
			—	Daily	3,300	—
35	Chesebro Rd (s/o Dorothy Dr)	Arterial	2U	AM	930	D
			2U	PM	650	C or better
			—	Daily	8,400	—
36	Agoura Rd (w/o Chesebro Rd)	Arterial	2U	AM	470	C or better
			2U	PM	515	C or better
			—	Daily	5,650	—

Federal Highway Administration
Highway Traffic Noise Analysis and Abatement Policy and Guidance,
accessed April 2016

Highway Traffic Noise

Highway Traffic Noise Analysis and Abatement Policy and Guidance

Noise Fundamentals

As we all know, sound is created when an object moves; the rustling of leaves as the wind blows, the air passing through our vocal chords, the almost invisible movement of the speakers on a stereo. The movements cause vibrations of the molecules in air to move in waves like ripples on water. When the vibrations reach our ears, we hear what we call sound.

Noise is defined as unwanted sound. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. Sound is composed of various frequencies, but the human ear does not respond to all frequencies. Frequencies to which the human ear does not respond must be filtered out when measuring highway noise levels. Sound-level meters are usually equipped with weighting circuits which filter out selected frequencies. It has been found that the A-scale on a sound-level meter best approximates the frequency response of the human ear. Sound pressure levels measured on the A-scale of a sound meter are abbreviated dBA.

In addition to noise varying in frequency, noise intensity fluctuates with time. In the past few years, there has been a definite trend toward the use of the equivalent (energy-average) sound level as the descriptor of environmental noise in the U.S. The equivalent sound level is the steady- state, A-weighted sound level which contains the same amount of acoustic energy as the actual time-varying, A-weighted sound level over a specified period of time. If the time period is l hour, the descriptor is the hourly equivalent sound level, Leq(h), which is widely used by SHAs as a descriptor of traffic noise. An additional descriptor, which is sometimes used, is the L10. This is simply the A-weighted sound level that is exceeded 10 percent of the time.

A few general relationships may be helpful at this time in understanding sound generation and propagation. First, as already mentioned above, decibels are logarithmic units. Consequently, sound levels cannot be added by ordinary arithmetic means. A chart for decibel addition is shown in Table 1. From this table it can be seen that the sound pressure level from two equal sources is 3 dB greater than the sound pressure level of just one source. Therefore, two trucks producing 90 dB each will combine to produce 93 dB, not 180 dB. In other words, a doubling of the noise source produces only a 3 dB increase in the sound pressure level. Studies have shown that this increase is barely detectable by the human ear.

Table 3: Decibel Changes, Loudness, and Energy Loss

Sound Level Change	Relative Loudness	Acoustic Energy Loss
0 dBA	Reference	0
-3 dBA	Barely Perceptible Change	50%
-5 dBA	Readily Perceptible Change	67%
-10 dBA	Half as Loud	90%
-20 dBA	1/4 as Loud	99%
-30 dBA	1/8 as Loud	99.9%

Table 4: Rules for Combining Sound Levels by"Decibel Addition"

When two decibel values differ by	Add the following amount to the higher value
0 or 1 dB	3 dB
2 or 3 dB	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB

For noise levels known or desired to an accuracy or +l decibel (acceptable for traffic noise analyses):

Secondly, an increase or decrease of 10 dB in the sound pressure level will be perceived by an observer to be a doubling or halving of the sound. For example, a sound at 70 dB will sound twice as loud as a sound at 60 dB.

Finally, sound intensity decreases in proportion with the square of the distance from the source. Generally, sound levels for a point source will decrease by 6 dBA for each doubling of distance. Sound levels for a highway line source vary differently with distance, because sound pressure waves are propagated all along the line and overlap at the point of measurement. A long, closely spaced continuous line of vehicles along a roadway becomes a line source and produces a 3 dBA decrease in sound level for each doubling of distance. However, experimental evidence has shown that where sound from a highway propagates close to "soft" ground (e.g., plowed farmland, grass, crops, etc.), the most suitable dropoff rate to use is not 3 dBA but rather 4.5 dBA per distance doubling. This 4.5 dBA dropoff rate is usually used in traffic noise analyses.

For the purpose of highway traffic noise analyses, motor vehicles fall into one of three categories: (l) automobiles - vehicles with two axles and four wheels, (2) medium trucks - vehicles with two axles and six wheels, and (3) heavy trucks - vehicles with three or more axles. The emission levels of all three vehicle types increase as a function of the logarithm of their speed.

The level of highway traffic noise depends on three things: (l) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of the traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater numbers of trucks. Vehicle noise is a combination of the noises produced by the engine, exhaust, and tires. The loudness of traffic noise can also be increased by defective mufflers or other faulty equipment on vehicles. Any condition (such as a steep incline) that causes heavy laboring of motor vehicle engines will also increase traffic noise levels. In addition, there are other, more complicated factors that affect the loudness of traffic noise. For example, as a person moves away from a highway, traffic noise levels are reduced by distance, terrain, vegetation, and natural and manmade obstacles. Traffic noise is not usually a serious problem for people who live more than 150 meters from heavily traveled freeways or more than 30 to 60 meters from lightly traveled roads.

Federal Highway Administration
Transit Noise and Vibration Impact Assessment, May 2006

previously mentioned "usage factor" of the equipment, which is the percentage of time during the workday that the equipment is operating at full power. Time-varying noise levels are converted to a single number (L_{eq}) for each piece of equipment during the operation. Besides having daily variations in activities, major construction projects are accomplished in several different phases. Each phase has a specific equipment mix depending on the work to be accomplished during that phase.

As a result of the equipment mix, each phase has its own noise characteristics; some have higher continuous noise levels than others, some have high impact noise levels. The purpose of the quantitative assessment is to determine not only the levels, but also the duration of the noise. The L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase. The impact and the consequent noise mitigation approaches depend on the criteria to be used in assessing impact, as discussed in the next section.

Table 12-1. Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level (dBA) 50 ft from Source
Air Compressor	81
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Paver	89
Pile-driver (Impact)	101
Pile-driver (Sonic)	96
Pneumatic Tool	85
Pump	76
Rail Saw	90
Rock Drill	98
Roller	74

Table 12-1. Construction Equipment Noise Emission Levels (continued)	
Equipment	**Typical Noise Level (dBA) 50 ft from Source**
Saw	76
Scarifier	83
Scraper	89
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	88
Table based on an EPA Report,[4] measured data from railroad construction equipment taken during the Northeast Corridor Improvement Project, and other measured data.	

12.1.3 Construction Noise Criteria

No standardized *criteria* have been developed for assessing construction noise impact. Consequently, criteria must be developed on a project-specific basis unless local ordinances can be found to apply. Generally, local noise ordinances are not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. While it is not the purpose of this manual to specify standardized criteria for construction noise impact, the following guidelines can be considered reasonable criteria for assessment. If these criteria are exceeded, there may be adverse community reaction.

General Assessment

Estimate the combined noise level in one hour from the two noisiest pieces of equipment, assuming they both operate at the same time. Then identify locations where the level exceeds the following:

Land Use	One-hour L_{eq} (dBA)	
	Day	Night
Residential	90	80
Commercial	100	100
Industrial	100	100

Traffic Study

APPENDIX J

Agoura Landmark Development

FINAL REPORT
TRAFFIC IMPACT ANALYSIS

Prepared For:

City of Agoura Hills
30001 Ladyface Circle
Agoura Hills, CA 91301

Prepared By:

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JANUARY 2016

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Kimley»Horn

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EXECUTIVE SUMMARY

This report documents a Traffic Impact Analysis (TIA) conducted by Kimley-Horn for the proposed Landmark Development (Project). The proposed project is located on the north side of Agoura Road west of Roadside Drive in the City of Agoura Hills, California. The total project site area is approximately 5.17 acres and is expected to be constructed and operational in 2018. The key findings and conclusions from the analysis are as follows:

- The proposed project will include 48,530 square feet of warehouse use and 21,320 square feet of office use.
- As per the site plan, the project will provide a total of 161 parking spaces for the development, which exceeds the required 100 parking spaces per the City's municipal code.
- The project will utilize three (3) proposed driveways including two (2) driveways along Agoura Road and one (1) driveway at the west of the site. Both driveways along Agoura Road will provide right-in right-out access to the site and the driveway at the west of the site will provide full access to the site from the adjacent property. Results from the driveway access analysis conducted for Near Term (2018) with Project and Future Term (2035) With Project conditions show that driveway operations are adequate.
- The traffic impact analysis includes an analysis of nine (9) intersections within the City of Agoura Hills.
- The project is estimated to generate approximately 409 new daily trips, 48 new trips during the AM peak hour, and 48 new trips during the PM peak hour.
- Weekday peak hour intersection operations analysis was conducted for five (5) scenarios including Existing (2015), Existing With Project (2015), Near Term (2018), Near Term With Project (2018), and Long Term (2035) With Project.
- For the Existing (2015) base conditions, the intersection of Roadside Drive at Kanan Road/SB US 101 operates at LOS E during the AM and PM peak periods while the remaining study intersections operate at LOS C or better during the AM and PM peak periods.
- For the Existing (2015) With Project conditions, the intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS E during the AM and PM peak periods while the remaining study intersections would operate at LOS C or better during the AM and PM peak periods.
- For the Near Term (2018) base conditions, the intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during both AM and PM peak hour periods. The intersection of Agoura Road at Kanan Road is projected to operate at LOS E during the PM peak hour period. All other intersections are projected to operate at LOS C or better.
- For the Near Term (2018) With Project conditions, the intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during both AM and PM peak hour periods. The intersection of Agoura Road at Kanan Road is projected to operate at LOS E during the PM peak hour period. All other intersections are projected to operate at LOS C or better.
- For the Long Term (2035) Without Project conditions, the intersection of Agoura Road at Reyes Adobe Road is projected to operate at LOS D during the PM peak period. The intersection of Agoura Road at Kanan Road is projected to operate at LOS F during the PM peak period and the intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during

both AM and PM peak hour periods. All other intersections would operate at LOS C or better during the AM and PM peak hour periods.

- For the Long Term (2035) With Project conditions, the intersection of Agoura Road at Reyes Adobe Road is projected to operate at LOS D during the PM peak period. The intersection of Agoura Road at Kanan Road is projected to operate at LOS F during the PM peak period and the intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during both AM and PM peak hour periods. All other intersections would operate at LOS C or better during the AM and PM peak hour periods.

- The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak periods based on Agoura Hills traffic impact criteria.

- A signal warrant analysis was conducted for the intersection of Agoura Road at Roadside Road. The signal warrant analysis was completed based upon the methodology described in the CA MUTCD. Only warrants 1 through 3, which relate to vehicular volume thresholds, were included in this analysis. In the Near Term (2018) Without Project and in the Near Term (2018) With Project conditions, all three warrants are met. These warrants are meant to be a minimum threshold that must be met before a traffic signal is considered. Since this intersection is expected to operate at LOS A in all scenarios, the intersection should be monitored for signalization in the future.

- A freeway impact screening and CMP analysis was conducted as per Agoura Hills Traffic Study Guidelines. The project is expected to add fewer than 150 peak hour trips to US Highway 101 (US 101); therefore, no additional CMP and Freeway screening analysis is required.

I. INTRODUCTION

PROJECT DESCRIPTION

The Agoura Landmark Project includes the creation of 6 buildings on a total site area of 5.17 acres. Roughly 69,850 square feet of the site area will be dedicated to the building development, which includes 48,530 square feet of warehouse use and 21,320 square feet of office use. The proposed project is located on the north side of Agoura Road west of Roadside Road in the City of Agoura Hills, California. The project site is expected to be constructed and operational in 2018. **Figure 1** illustrates the study area and project location.

Kimley-Horn and Associates, Inc. has been retained to prepare a traffic impact analysis for the proposed development. The study will address existing traffic conditions in the area, including regional growth, project-related and cumulative project traffic impacts on the surrounding street system, and project access.

For site access, the project will provide three (3) driveways, including two (2) right-in right-out driveways along Agoura Road and a full access driveway at the west of the project site. The project site plan and driveway locations are provided in **Figure 2**.

STUDY METHODOLOGY

A Traffic Impact Analysis was conducted to analyze the traffic conditions in the project are under the following five scenarios:

1. Existing (2015) Conditions
2. Existing (2015) With Project Conditions
3. Near Term (2018) (Project Opening Year) Conditions
4. Near Term (2018) (Project Opening Year) Conditions With Project
5. Long Term (2035) (Cumulative) Conditions

Traffic count data for the study area intersections and roadways was collected during the months of February and August 2015. A growth rate of 0.75% was applied to the Existing (2015) Conditions to estimate Near Term (2018) conditions and Long Term (2035) conditions.

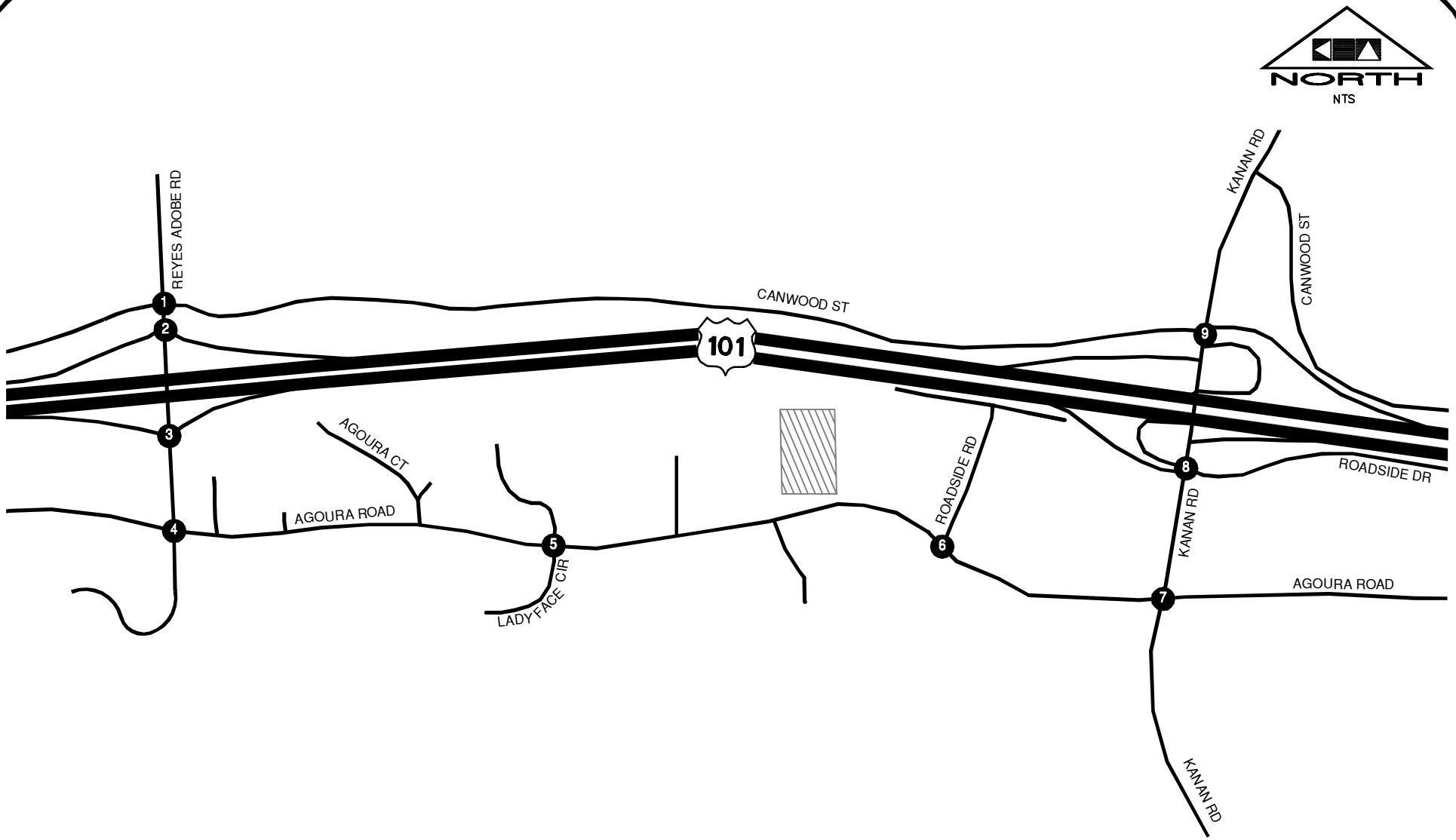

FIGURE 1
LANDMARK DEVELOPMENT
PROJECT LOCATION AND VICINITY MAP

LEGEND

- X — Study Area Intersection
- Project Site

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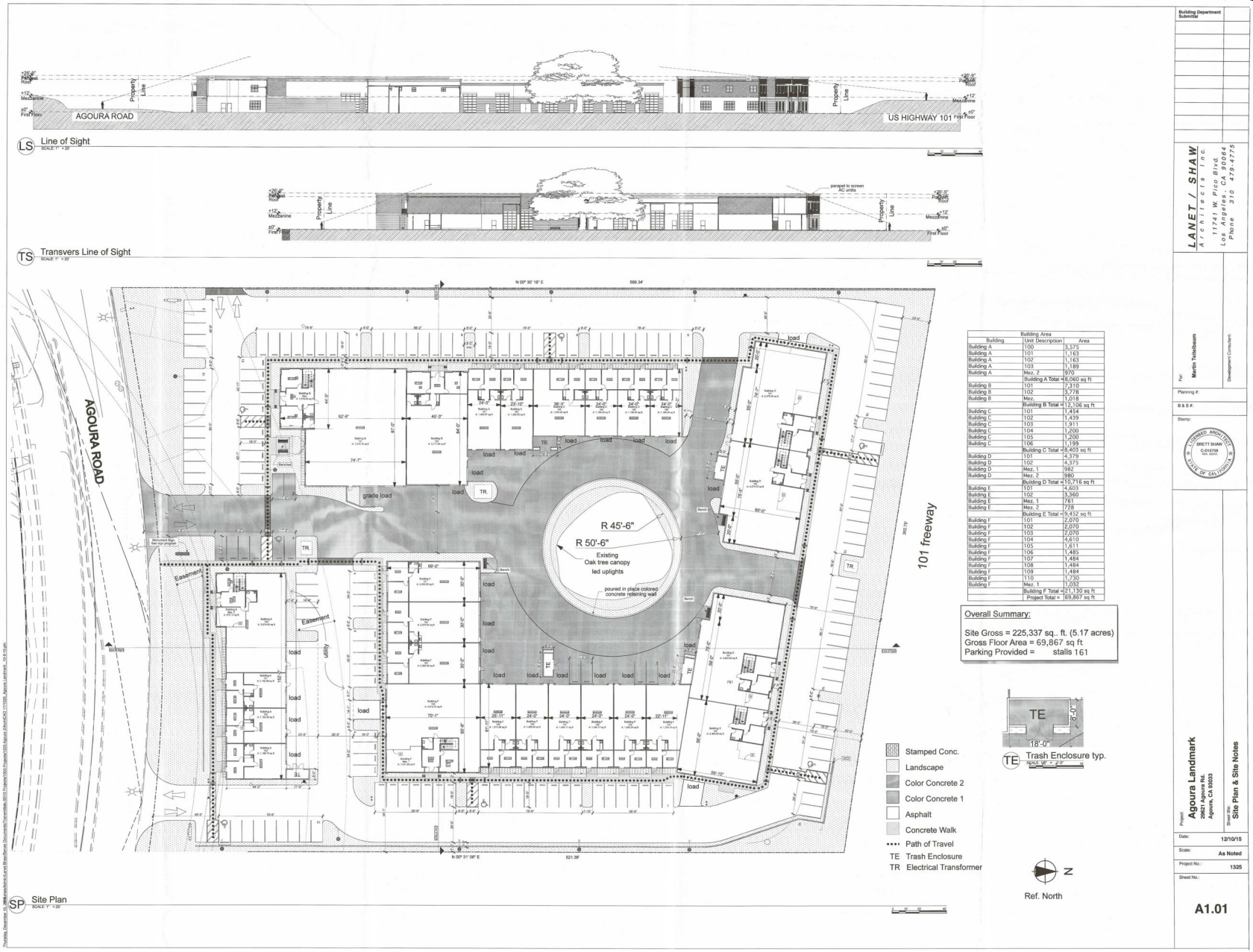

FIGURE 2
LANDMARK DEVELOPMENT
PROJECT SITE PLAN

Kimley»Horn

II. EXISTING CONDITIONS

STUDY AREA

The project site is located on the north side of Agoura Road in the City of Agoura Hills between Reyes Adobe Road and Kanan Road. The project is served by highways, arterials, and collector roadways as shown in **Figure 1**.

The nine (9) intersections identified for analysis in this analysis are listed in **Table 1.**

Table 1: Study Area Intersections

Intersection #	Northbound/ Southbound	Eastbound/ Westbound	Signalized
1	Reyes Adobe Road	Canwood Street	Yes
2	Reyes Adobe Road	Northbound US 101	Yes
3	Reyes Adobe Road	Southbound US 101	Yes
4	Reyes Adobe Road	Agoura Road	Yes
5	Ladyface Circle	Agoura Road	Yes
6	Roadside Road	Agoura Road	No
7	Kanan Road	Agoura Road	Yes
8	Kanan Road	Roadside Drive/Southbound US 101	Yes
9	Kanan Road	Canwood Street/Northbound US 101	Yes

Figure 3 illustrates the existing lane configuration and traffic control for each study intersection.

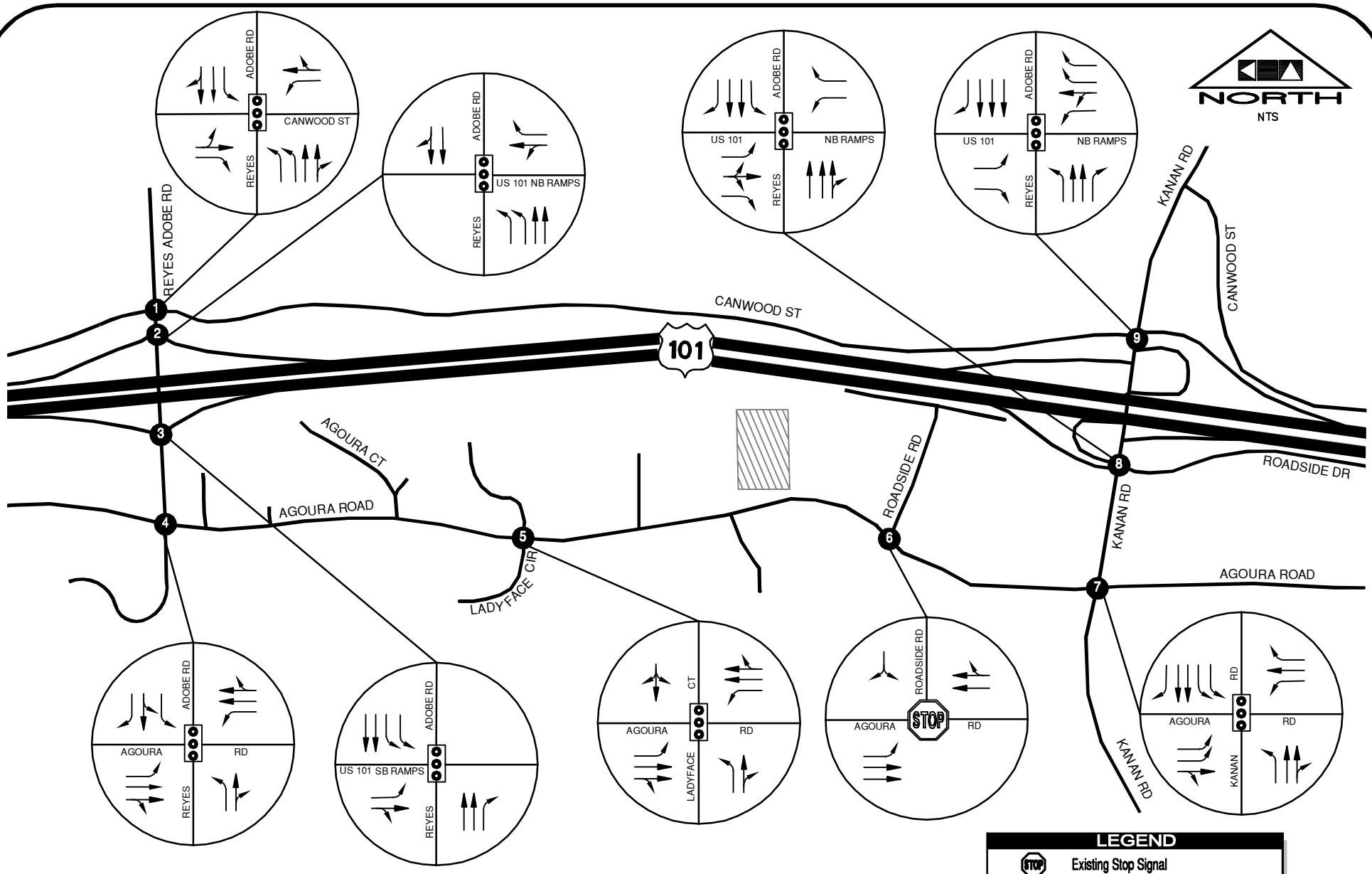

FIGURE 3
LANDMARK DEVELOPMENT
PROJECT INTERSECTION LANE CONFIGURATION
AND TRAFFIC CONTROL

Kimley»Horn

EXISTING STREET SYSTEM

The project site is located on the north side of Agoura Road (East-West) between Ladyface Circle and Roadside Road. The project area is bounded by Agoura Road to the south, Ladyface Circle to the west, Roadside Road to the east, and US 101 to the north. The key roadways in the vicinity of the site are noted below:

US 101 – US 101 is located north of the project site. It is a multilane highway through the City of Agoura Hills with a posted speed limit of 65 mph within the project area. US 101 runs in the east-west direction through the project study area although it is a north-south highway through California. US 101 connects Agoura Hills to Thousand Oaks to the west to Los Angeles to the east. Through this area, US 101 is an 8-lane highway with auxiliary add/drop lanes in both directions, 15-ft inside shoulders, and 12-ft outside shoulders. Access between the project site and US 101 is provided via the Reyes Adobe Road and Kanan Road interchanges.

Reyes Adobe Road – Reyes Adobe Road is located west of the project site. It is a secondary arterial with a posted speed limit of 40 mph and 2- to 4-lanes. Reyes Adobe Road runs in the north-south direction from The Ridge development south of Agoura Road to the YMCA north of Lake Lindero Drive. Reyes Adobe Road provides access to US 101 via two signalized ramp terminal intersections. Bicycle lanes are provided from Canwood Street to Lake Lindero Road.

Kanan Road – Kanan Road is located east of the project site. It is a divided primary arterial roadway with a posted speed limit of 35 mph within the project area and 2- to 4-lanes. Kanan Road runs in the north-south direction from Pacific Coast Highway (SR-1) to the south and Westlake Boulevard to the north. Kanan Road provides access to US 101 via two signalized ramp terminal intersections. Bicycle lanes are provided between Hillrise Drive and the northern city limit.

Agoura Road – Agoura Road provides direct access to the project site. It is an arterial roadway with a posted speed limit of 45 mph within the project area and 2- to 4-lanes. Agoura Road runs in the east-west direction through the City of Agoura Hills and generally runs parallel to US 101. Access to the proposed site will be provided by two proposed right-in right-out driveways along Agoura Road. Currently, the roadway is being widened from a 2-lane section to a 4-lane divided section throughout the project area. The widening project includes installing bicycle lanes and sidewalks throughout the project area. For this analysis, all scenarios are evaluated assuming the widening project has been completed.

Canwood Street- Canwood Street is located north of the project site. It is an undivided secondary arterial with a posted speed limit of 40 mph and 2-lanes. Canwood Street runs in the east-west direction north of US 101 and serves as a frontage road to the highway. Canwood Street extends from Lake Crest Drive to the west and becomes Cheseboro Road east of Colodny Drive. Canwood Street serves residential properties as well as various businesses to the north.

Cornell Road- Cornell Road is located east of the project site. It is a collector roadway with 2-lanes. It runs in the north-south direction from Mulhulland Highway to the south to Roadside Drive to the north.

Ladyface Circle- Ladyface Circle is located west of the project site. It is a north-south collector roadway with 2-lanes. It serves City Hall to the south and various additional businesses to the south and north.

Roadside Road- Roadside Road is located east of the project site. It is a north-south collector roadway with 2-lanes. It connects Agoura Road to the south to Roadside Drive to the north.

Roadside Drive- Roadside Drive is located northeast of the project site. It is an east-west collector roadway with 2-lanes. Roadside Drive serves as a frontage road to US 101 and runs from Roadside Road to the west to Agoura Road to the east.

EXISTING TRAFFIC VOLUMES

The following sections include the peak hour traffic volumes, methodology utilized for this analysis, and existing operating conditions. Weekday traffic counts were conducted during the morning peak hours (7:00 to 9:00 AM) and evening peak hours (4:00 to 6:00 PM) for 9 intersections on February 4, 2015 and on August 27, 2015. These counts are provided in **Appendix A** of this report.

LEVEL OF SERVICE METHODOLOGY

The City of Agoura Hills traffic analysis guidelines require the use of Intersection Capacity Utilization (ICU) methodology to analyze traffic operating conditions at the signalized study intersections. ICU is a method which determines the volume to capacity (V/C) ratio on a critical lane basis and Level of Service (LOS) associated with each V/C ratio at a signalized intersection. V/C ratios are measured on a scale of 0 to 1.00. LOS definitions range from LOS A to F, with LOS A representing comfortable, free-flowing traffic conditions with minimal delays and LOS F representing congested conditions with long delays.

Critical Movement Analysis (CMA) calculation worksheets were utilized in this analysis to determine the LOS at the signalized study intersections. The 2010 *Highway Capacity Manual* (HCM) methodology was utilized for stop-controlled intersections. The HCM methodology uses delay (seconds/vehicle) values to determine LOS for intersections. **Table 2** presents the LOS definitions for signalized and stop-controlled intersections.

Table 2: Intersection Level of Service (LOS) Definitions

V/C Value Signalized[1]	Related LOS Rating
0.00 to 0.60	A – Excellent free flow conditions
0.61 to 0.70	B – Unconstrained flow
0.71 to 0.80	C – Somewhat constrained flow, maneuverability is reduced
0.81 to 0.90	D – Constrained flow, little maneuverability
0.91 to 1.00	E – Significant vehicle queuing; not all vehicles clear intersection in one cycle
Greater than 1.00	F – Excessive delay; vehicles require more than one signal cycle to clear the intersection
Avg. Control Delay (sec/veh)[1]	**Related LOS Rating**
10.0 or Less	A – Little of no delay
10.1 and less than 15.0	B – Short traffic delays
15.1 and less than 25.0	C – Average traffic delays
25.1 and less than 35.0	D – Long traffic delays
35.1 and less than 50.0	E – Very long traffic delays
50.1 or More	F – Extreme delays

[1]*Based upon City of Agoura Hills Traffic Study Criteria / HCM 2010*

CITY AGOURA HILLS SIGNIFICANT IMPACT CRITERIA

Based upon the City of Agoura Hills impact criteria, a proposed project is considered to result in a significant impact if the proposed project results in any of the following:

- Degrades the LOS at an unsignalized intersection to an unacceptable level to D or worse; or
- Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or
- Results in satisfying the most recent *California Manual on Uniform Traffic Control Devices* (CA MUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection; or
- Increases the V/C ratio on a roadway segment operating at an unacceptable level (LOS D, E, or F) by 0.05 or more; or
- Degrades operations at a signalized intersection as shown in **Table 3**:

Table 3: Intersection Significant Impact Criteria

LOS	V/C Ratio	Project Related Increase in V/C Ratio
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E, F	Greater than 0.91	0.01 or more

Source: City of Agoura Hills Traffic Study Criteria

EXISTING (2015) CONDITIONS LOS ANALYSIS

A LOS analysis for study intersections was conducted for existing traffic conditions using peak hour (7:00 to 9:00 AM and 4:00 to 6:00 PM) turning movement count data collected in 2015. This analysis was completed assuming a 4-lane section on Agoura Road since the Agoura Road widening project is currently under construction. Traffic count worksheets are provided in **Appendix A** of this report. **Figure 4** illustrates the AM and PM peak hour traffic volumes for the Existing (2015) conditions at each of the study intersections.

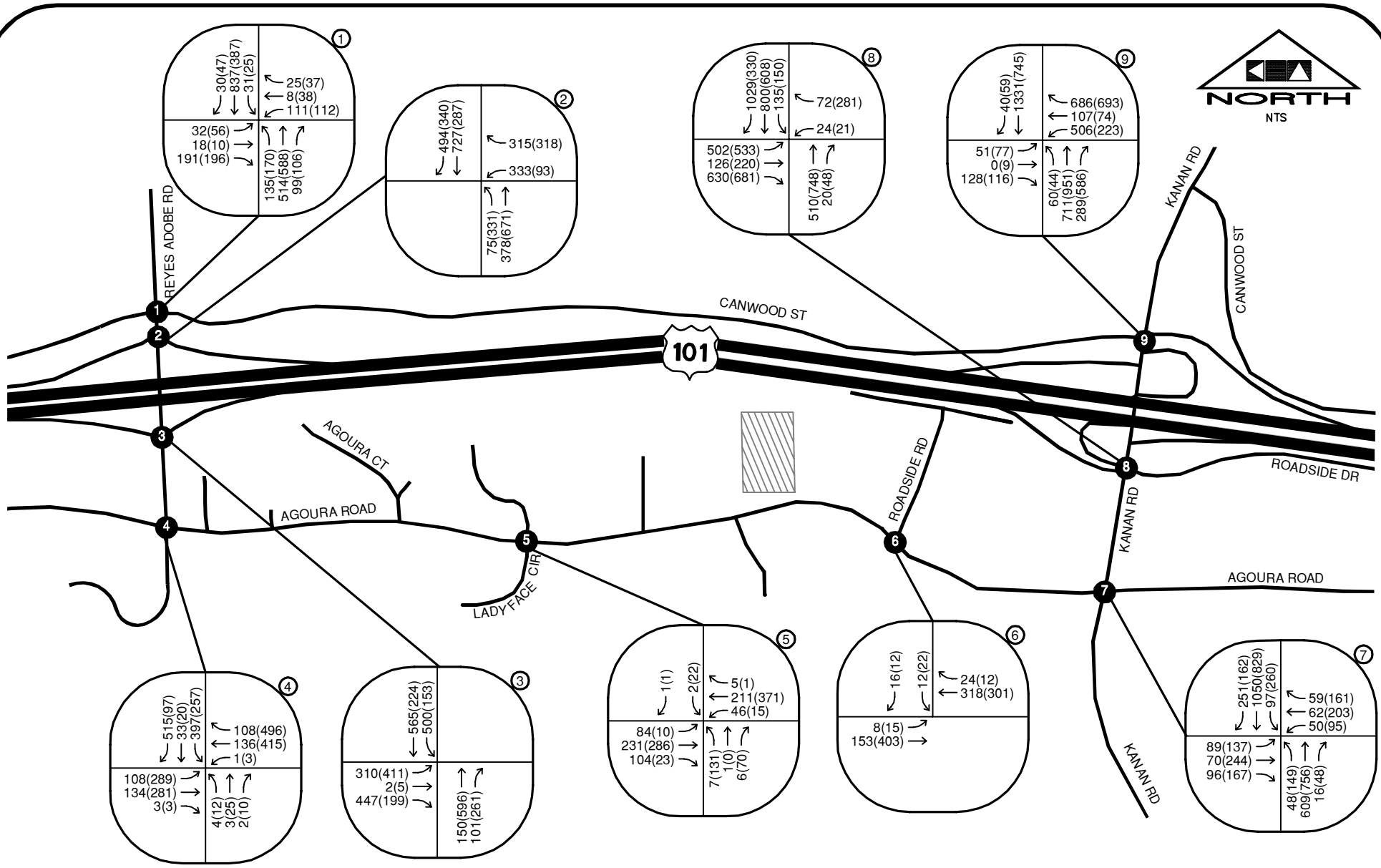

FIGURE 4
LANDMARK DEVELOPMENT
EXISTING (2015) WEEKDAY PEAK HOUR
TURNING MOVEMENT VOLUMES

Kimley»Horn

Table 4 presents the Existing (2015) conditions peak hour V/C ratio and the corresponding LOS for each intersection.

Table 4: Existing (2015) Conditions Intersection LOS

Signalized Intersection		LOS Analysis Results			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Canwood St. and Reyes Adobe Rd.	0.451	A	0.348	A
2	NB US 101 and Reyes Adobe Rd.	0.621	B	0.520	A
3	SB US 101 and Reyes Adobe Rd.	0.509	A	0.487	A
4	Agoura Rd. and Reyes Adobe Rd.	0.436	A	0.629	B
5	Agoura Rd. and Ladyface Cir.	0.120	A	0.260	A
7	Agoura Rd. and Kanan Rd.	0.492	A	0.756	C
8	Roadside Dr. and Kanan Rd./SB US 101	0.975	E	0.939	E
9	Canwood St. and Kanan Rd./NB US 101	0.611	B	0.609	B
Stop-Controlled Intersection		V/C Ratio	LOS	V/C Ratio	LOS
6	Agoura Rd. and Roadside Rd.	0.173	A	0.196	A

Source: Kimley-Horn, January 2016

The intersection of Roadside Drive and Kanan Road/SB US 101 currently operates at LOS E during the AM and PM peak periods; all other study intersections operate at an acceptable LOS C or better. Intersection analysis worksheets for this scenario are provided in **Appendix B**.

III. PROJECT CONDITIONS

PROJECT TRAFFIC

To determine the potential traffic impacts of the proposed project on the study area intersections, trip generation estimates were calculated for the proposed development. The following paragraphs describe trip generation, distribution, and assignment for the project.

PROJECT TRIP GENERATION

Weekday daily, AM and PM peak hour trips were estimated for the project using trip generation rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation,* 9th Edition. Trip generation rates and the resulting trips generated by the proposed project are presented in **Table 5**.

Table 5: Summary of Project Trip Generation

ITE Land Use (Code)	Unit (SF)	Project Generated Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing (150)	48,530	173	12	3	15	4	12	16
General Office Building (710)	21,320	236	29	4	33	5	27	32
Total Net Trips Generated		409	41	7	48	9	39	48

Source: ITE Trip Generation Manual, 9th Edition.

The project is estimated to generate approximately 409 new daily trips, 48 new trips during the AM peak hour and 48 new trips during the PM peak hour.

PROJECT TRIP DISTRIBUTION

Trip distribution assumptions for the project trips were developed based on the roadway system and land uses in the vicinity of the project, as well as input from the City staff Trip distribution percentages for the project. Trip distribution percentages used on each of the surrounding roadway facilities is shown on **Figure 5**.

PROJECT TRIP ASSIGNMENT

The traffic volumes generated by the project were distributed to turning movement volumes at the study intersections based on the trip distribution percentages shown on **Figure 5**. The resulting project-related peak hour turning movements are shown on **Figure 6**.

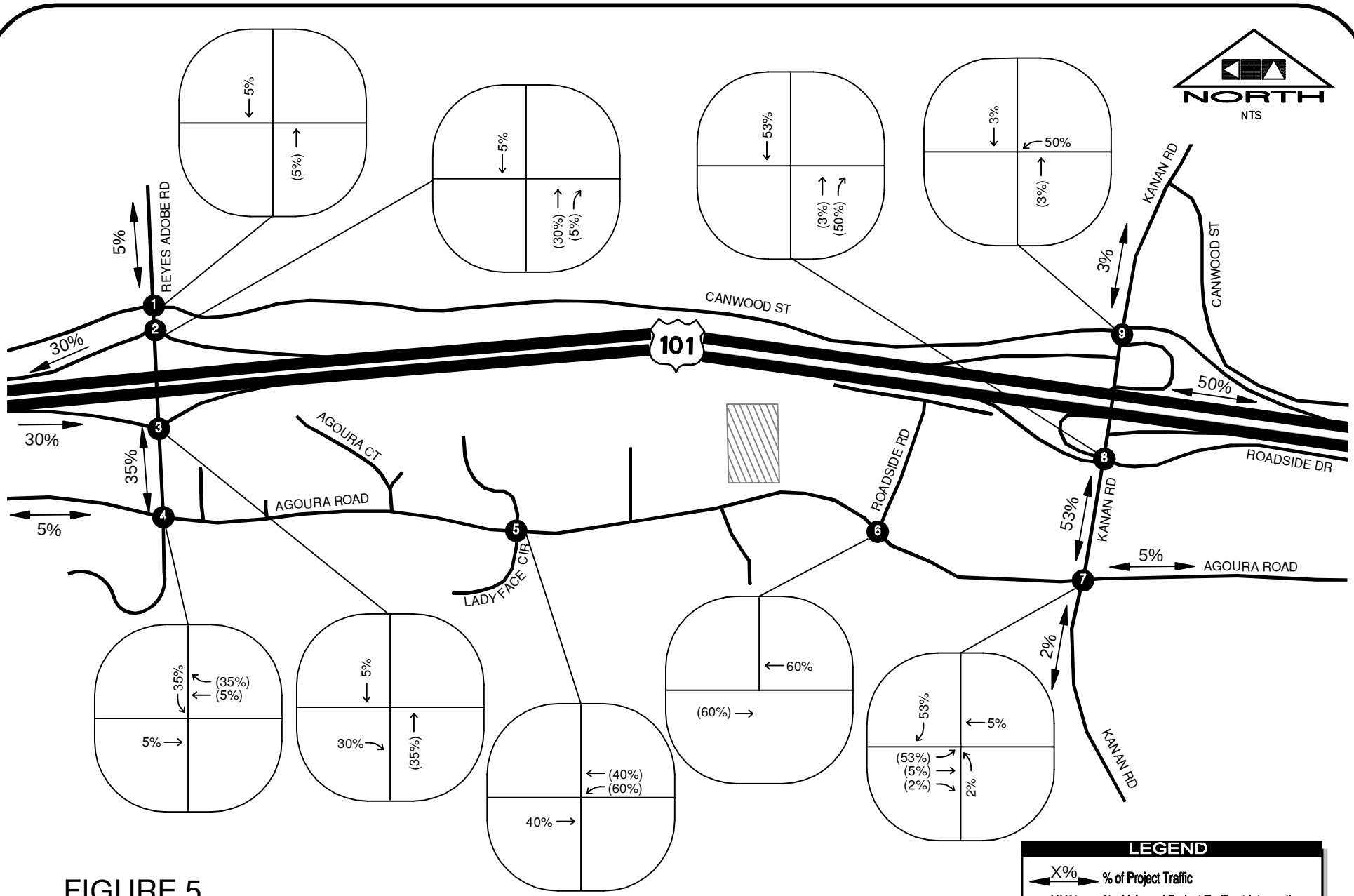

FIGURE 5
LANDMARK DEVELOPMENT
PROJECT TRIP DISTRIBUTION PERCENTAGES
FOR ALL LAND USES

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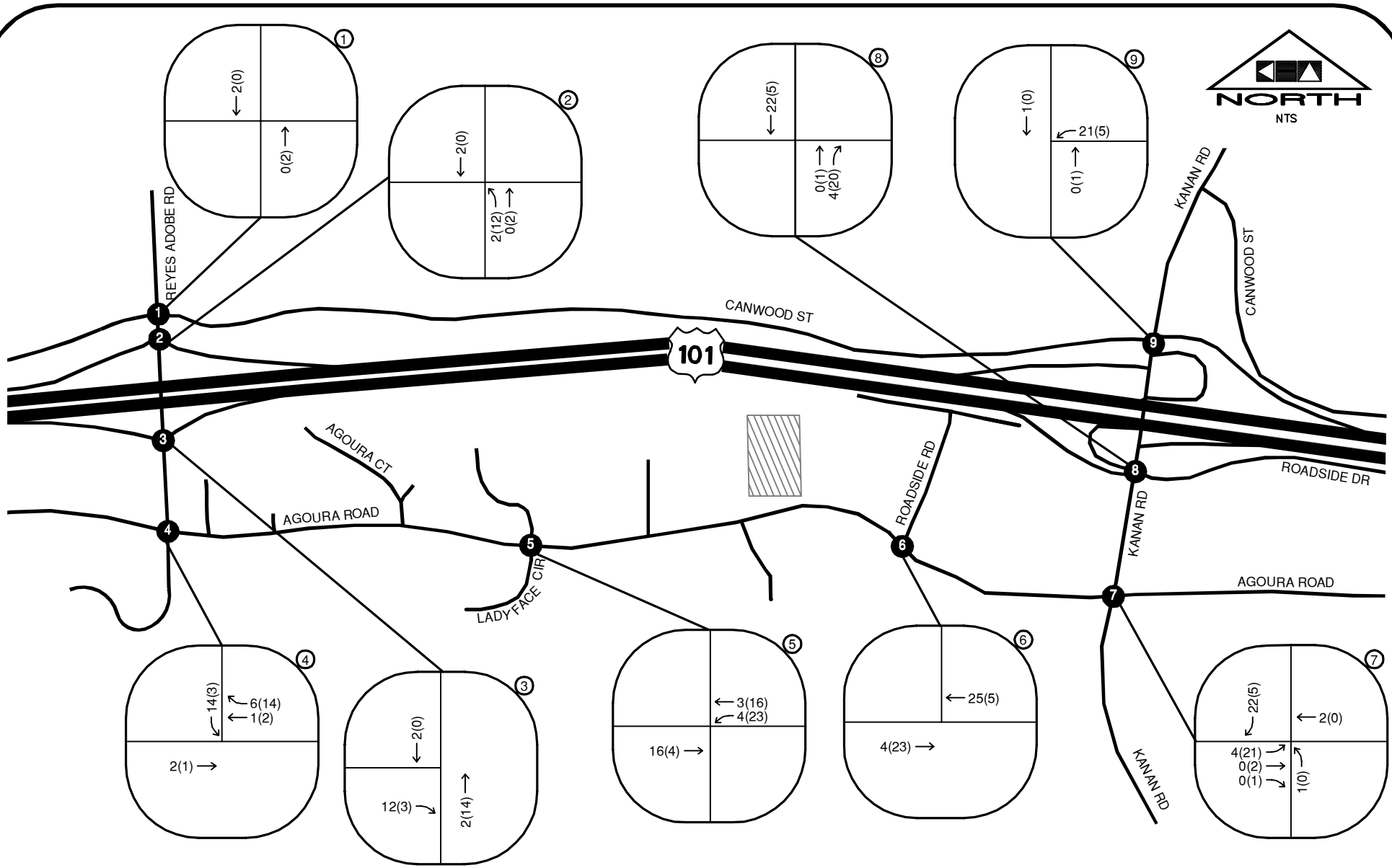

FIGURE 6
LANDMARK DEVELOPMENT
PROJECT WEEKDAY PEAK HOUR
TURNING MOVEMENT VOLUMES

Kimley»Horn

EXISTING (2015) WITH PROJECT CONDITIONS - LOS

Existing (2015) With Project traffic volumes represent the sum of the Existing (2015) traffic volumes plus the project trips. The peak hour traffic volumes for the Existing (2015) With Project conditions at each of the study intersections are illustrated in **Figure 7.**

Table 6 presents the Existing (2015) With Project conditions peak hour V/C ratio and the corresponding LOS for each intersection.

Table 6: Existing (2015) Without and With Project Conditions Intersection LOS

Signalized Intersection	Existing (2015) Without Project LOS Analysis Results				Existing (2015) With Project LOS Analysis Results				Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1 Canwood St. and Reyes Adobe Rd.	0.451	A	0.348	A	0.451	A	0.348	A	0.000	0.000
2 NB US 101 and Reyes Adobe Rd.	0.621	B	0.520	A	0.623	B	0.524	A	0.002	0.004
3 SB US 101 and Reyes Adobe Rd.	0.509	A	0.487	A	0.517	A	0.492	A	0.008	0.005
4 Agoura Rd. and Reyes Adobe Rd.	0.436	A	0.629	B	0.439	A	0.641	B	0.003	0.012
5 Agoura Rd. and Ladyface Cir.	0.120	A	0.260	A	0.127	A	0.266	A	0.007	0.006
7 Agoura Rd. and Kanan Rd.	0.492	A	0.756	C	0.494	A	0.758	C	0.002	0.002
8 Roadside Dr. and Kanan Rd./SB US 101	0.975	E	0.939	E	0.975	E	0.944	E	0.000	0.005
9 Canwood St. and Kanan Rd./NB US 101	0.611	B	0.609	B	0.618	B	0.609	B	0.007	0.000
Stop-Controlled Intersection	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**AM**	**PM**
6 Agoura Rd. and Roadside Rd.	0.173	A	0.196	A	0.173	A	0.206	A	0.010	0.010

Source: Kimley-Horn, January 2016

For the Existing (2015) With Project conditions, the intersection of Roadside Drive and Kanan Road/ SB US 101 is projected to operate at LOS E during the AM and PM peak periods while all other study intersections would operate at an acceptable LOS C or better. All study intersections are projected to operate at the same LOS when compared with the Existing (2015) Without Project conditions. Therefore, the proposed project would not have an impact. Intersection analysis worksheets for this scenario are provided in **Appendix B**.

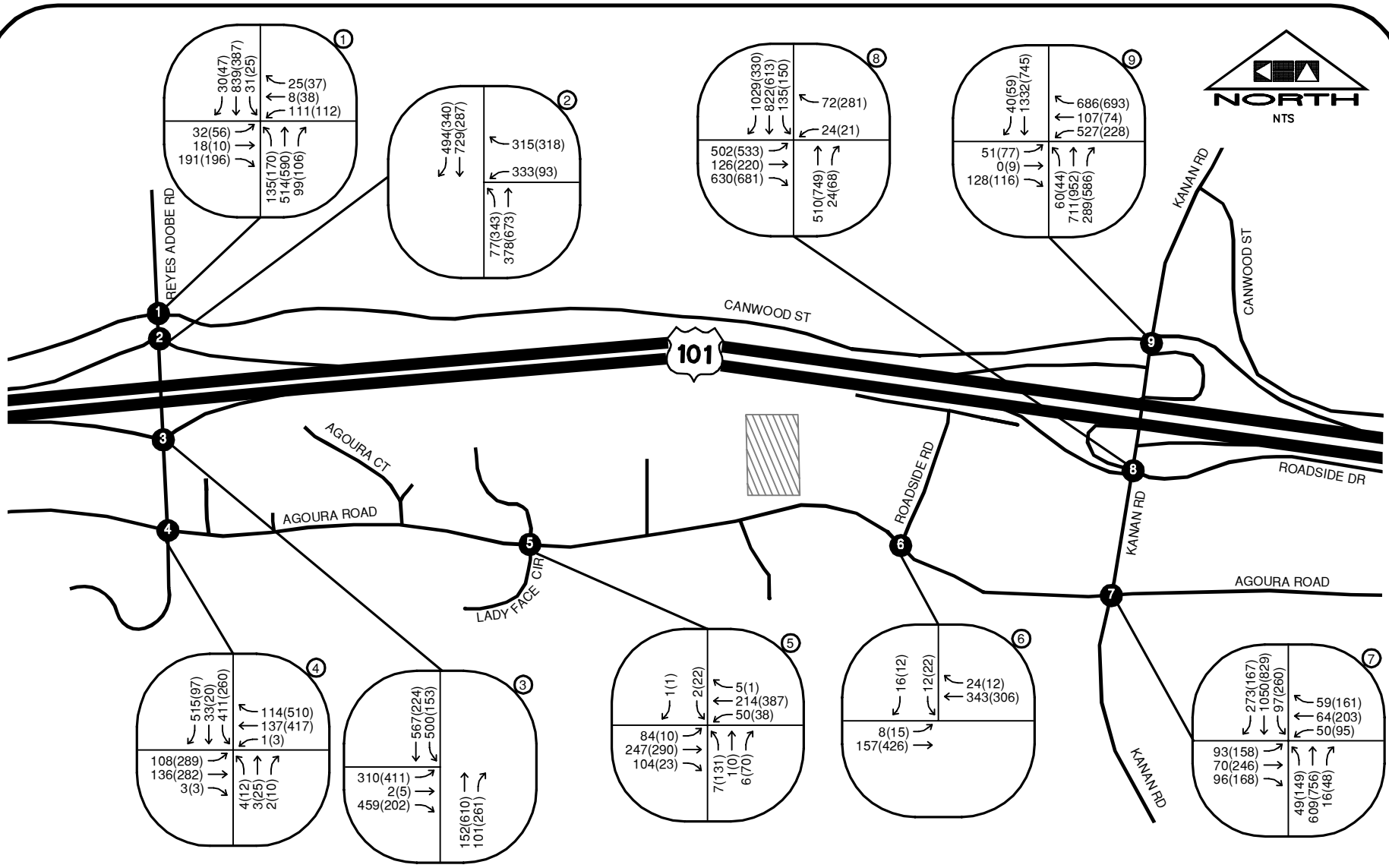

FIGURE 7
LANDMARK DEVELOPMENT
EXISTING (2015) WITH PROJECT
WEEKDAY PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn

An ambient annual traffic growth rate of 0.75% was applied to the existing traffic volumes at each of the study area intersections. The growth rate was based on growth rate factors published in the Los Angeles County Congestion Management Program (CMP). This analysis is based on all the related projects being constructed by the year 2018 to represent a conservative analysis scenario.

Cumulative volumes represent existing traffic volumes with the ambient growth described above, plus traffic attributed by approved and pending developments (cumulative projects) in the area. Project traffic was added to these volumes to evaluate the Near Term (2018) With Project Scenario.

Information about cumulative projects (approved and pending projects) in the Agoura Hills area was obtained from the City of Agoura Hills. All recent related projects that are pending, have been approved but are not yet constructed, or are constructed but not yet occupied, have been included in the Near Term (2018) analysis. A list of related projects is provided in **Table 7**. The location of the surrounding projects is presented on **Figure 8**.

Trip generation estimates were developed using trip rates from the ITE publication *Trip Generation*, 9th Edition. The resulting trips that would be generated by each related project are summarized in **Table 7**. There are 19 related projects that could affect traffic in the vicinity of the project.

Table 7: Related Projects Trip Generation Summary

Project #	Project Name	Project Status	ITE Land Use	Units	Project Generated Trips						
					Daily	AM Peak Hr			PM Peak Hr		
						In	*Out*	*Total*	*In*	*Out*	*Total*
1	Healthcote	Proposed	#720 Medical-Dental Office Building	14,075 Sq Ft	510	27	7	34	14	36	50
2	Cornerstone Mixed Use	Proposed	#220 Apartment #820 Shopping Center #710 General Office	35 DU 25,017 Sq Ft 17,017 Sq Ft	1492	43	26	69	63	77	140
3	Whizin Market	Proposed	#820 Retail #932 High Turnover Sit-Down Restaurant	7,425 Sq Ft 13,225 Sq Ft	2000	83	67	150	91	67	158
4	Utopia Hills	Proposed	#932 High Turnover (Sit-Down) Restaurant #220 Apartment #230 Condominium	1,290 Sq Ft 9 DU 11 DU	166 60 64	8 1 1	6 4 4	14 5 5	8 4 4	5 2 2	13 6 6
5	Agoura Park	Proposed	#492 Health/Fitness Club #931 Quality Restaurant	45,000 Sq Ft 4,000 Sq Ft	1842	34	32	66	111	78	189
6	Shirvanian Family Investment	Proposed	#130 Industrial Park	103,000 Sq Ft	704	69	15	84	18	70	88
7	Ware Malcomb for Agoura Business Center West	Proposed	#820 Shopping Center	21,800 Sq Ft	932	13	8	21	39	42	81

Table 7: Surrounding Projects Trip Generation Summary (Continued)

Project #	Project Name	Project Status	ITE Land Use	Units	Project Generated Trips						
					Daily	AM Peak Hr			PM Peak Hr		
						In	*Out*	*Total*	*In*	*Out*	*Total*
8	APB Properties	Proposed	#710 General Office Building	30,400 Sq Ft	336	41	6	47	8	37	45
9	Khantzis Senior Housing	Proposed	#252 Senior Adult Housing Attached	46 DU	160	3	6	9	7	4	11
10	Jay Rogers	Proposed	#210 Single Family Detached Housing	18 DU	172	4	10	14	11	7	18
11	Marriott Courtyard & Townplace Suites Hotel	Proposed	#310 Hotel	225 Rooms	1840	70	49	119	69	66	135
12	Agoura Town Center	Proposed	#220 Apartments #820 Shopping Center #931 Restaurant #710 General Office #310 Hotel	118 DU 29,450 Sq Ft 8,750 Sq Ft 5,700 Sq Ft 120 Rooms	3878	81	87	168	181	147	328
13	Barry Robles	Proposed	#210 Single-Family Detached Housing	2 DU	10	0	1	1	1	0	1
14	Payan	Proposed	#210 Single-Family Detached Housing	1 DU	10	0	1	1	1	0	1
15	Nabiollah Moallem	Proposed	#210 Single-Family Detached Housing	1 DU	10	0	1	1	1	0	1
16	Katherine Neff	Proposed	#210 Single-Family Detached Housing	1 DU	10	0	1	1	1	0	1
17	Abudalu	Proposed	#210 Single-Family Detached Housing	1 DU	10	0	1	1	1	0	1
18	Texidor	Proposed	#210 Single-Family Detached Housing	1 DU	10	0	1	1	1	0	1
19	Gold	Proposed	#210 Single-Family Detached Housing	1 DU	10	0	1	1	1	0	1
				TOTAL NET TRIPS GENERATED	13,936	468	320	788	619	631	1,250

*Related project list was obtained from the City of Agoura Hills.

Trips were distributed to specific turning movements based on other traffic studies that have already been approved by the City. Traffic assignment for the related project trips are shown on **Figure 9**.

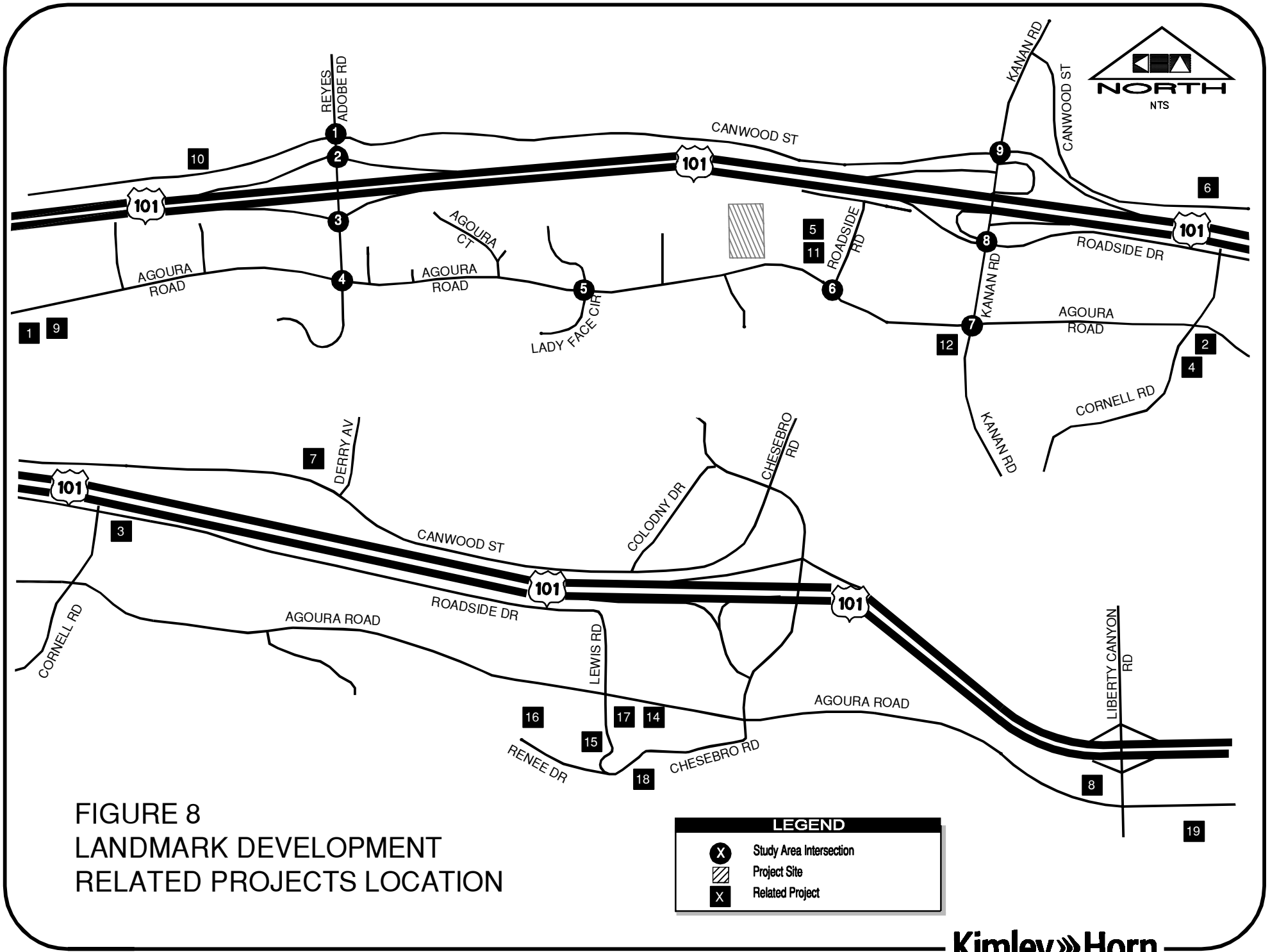

FIGURE 8
LANDMARK DEVELOPMENT
RELATED PROJECTS LOCATION

Kimley»Horn

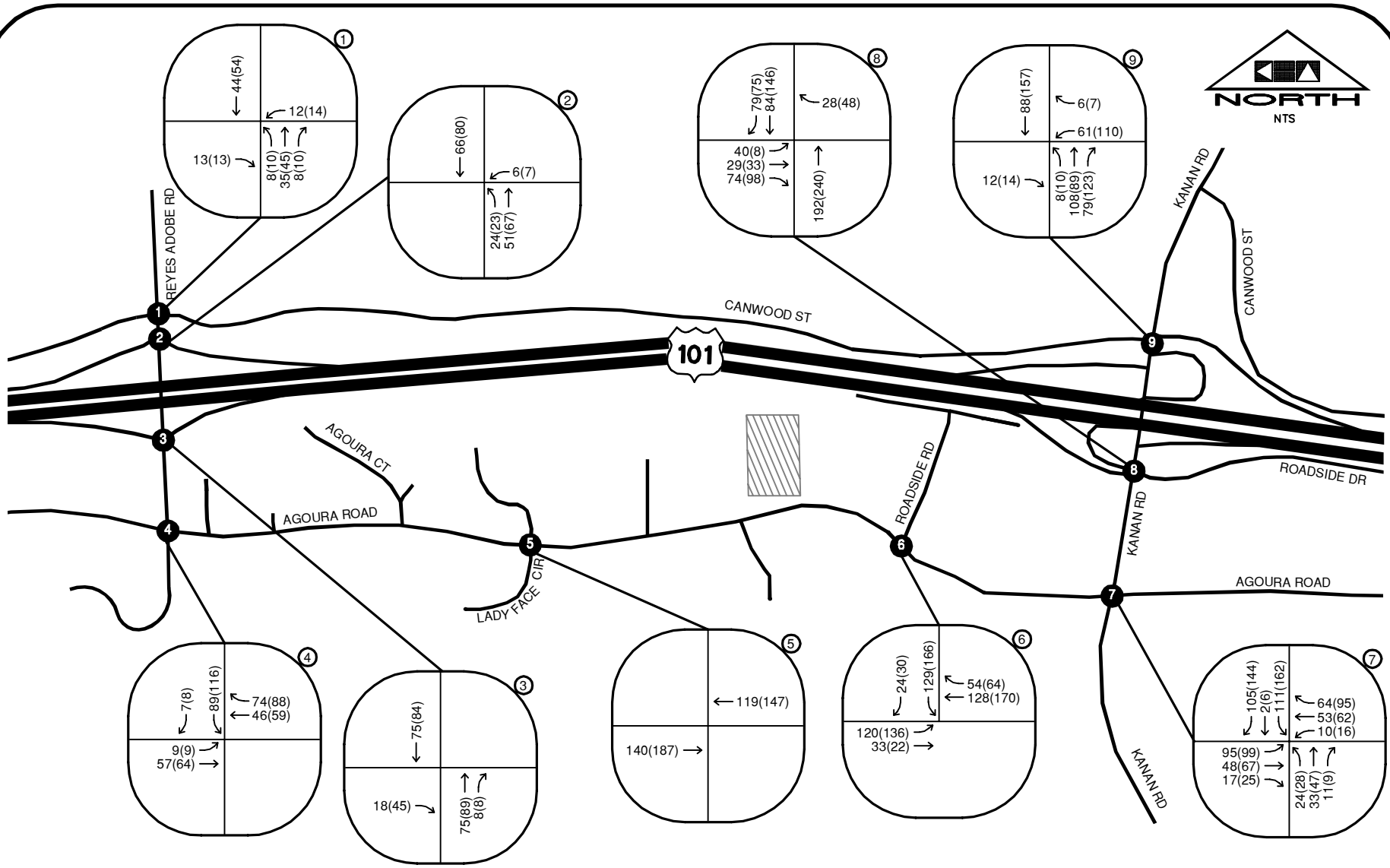

FIGURE 9
LANDMARK DEVELOPMENT
RELATED PROJECTS
WEEKDAY PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn

NEAR TERM (2018) BASE CONDITIONS

The Near Term (2018) base traffic conditions represent the sum of existing volumes, ambient growth, and the traffic estimated from related projects. These volumes were assigned to the future baseline network that will be in place at the time the project is completed.

Regional ambient traffic growth was estimated as an annual percentage increase over the existing traffic volumes. A growth rate of 0.75% per year was applied to the peak hour traffic volumes to represent year 2018 traffic volumes.

NEAR TERM (2018) WITHOUT PROJECT CONDITIONS - LOS

Table 8 presents a summary of the Near Term (2018) Without Project Conditions V/C ratio and the corresponding LOS for each intersection.

Table 8: Near Term (2018) Without Project Conditions Intersection LOS

	Signalized Intersection	LOS Analysis Results			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Canwood St. and Reyes Adobe Rd.	0.496	A	0.392	A
2	NB US 101 and Reyes Adobe Rd.	0.673	B	0.551	A
3	SB US 101 and Reyes Adobe Rd.	0.542	A	0.530	A
4	Agoura Rd. and Reyes Adobe Rd.	0.499	A	0.762	C
5	Agoura Rd. and Ladyface Cir.	0.211	A	0.378	A
7	Agoura Rd. and Kanan Rd.	0.605	B	0.952	E
8	Roadside Dr. and Kanan Rd./SB US 101	1.106	F	1.114	F
9	Canwood St. and Kanan Rd./NB US 101	0.679	B	0.660	B
	Stop-Controlled Intersection	V/C Ratio	LOS	V/C Ratio	LOS
6	Agoura Rd. and Roadside Rd.	0.480	A	0.549	A

Source: Kimley-Horn, January 2016

The intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during the AM and PM peak periods in the Near Term (2018) Without Project scenario and the intersection of Agoura Road at Kanan Road is projected to operate at LOS E during the PM peak period. All the remaining study intersections operate at LOS C or better during both peak periods. Peak hour analysis worksheets for the Near Term (2018) Without Project conditions are provided in **Appendix B** of this report.

The peak hour traffic volumes for the Near Term (2018) Without Project conditions at each of the study intersections are illustrated in **Figure 10**.

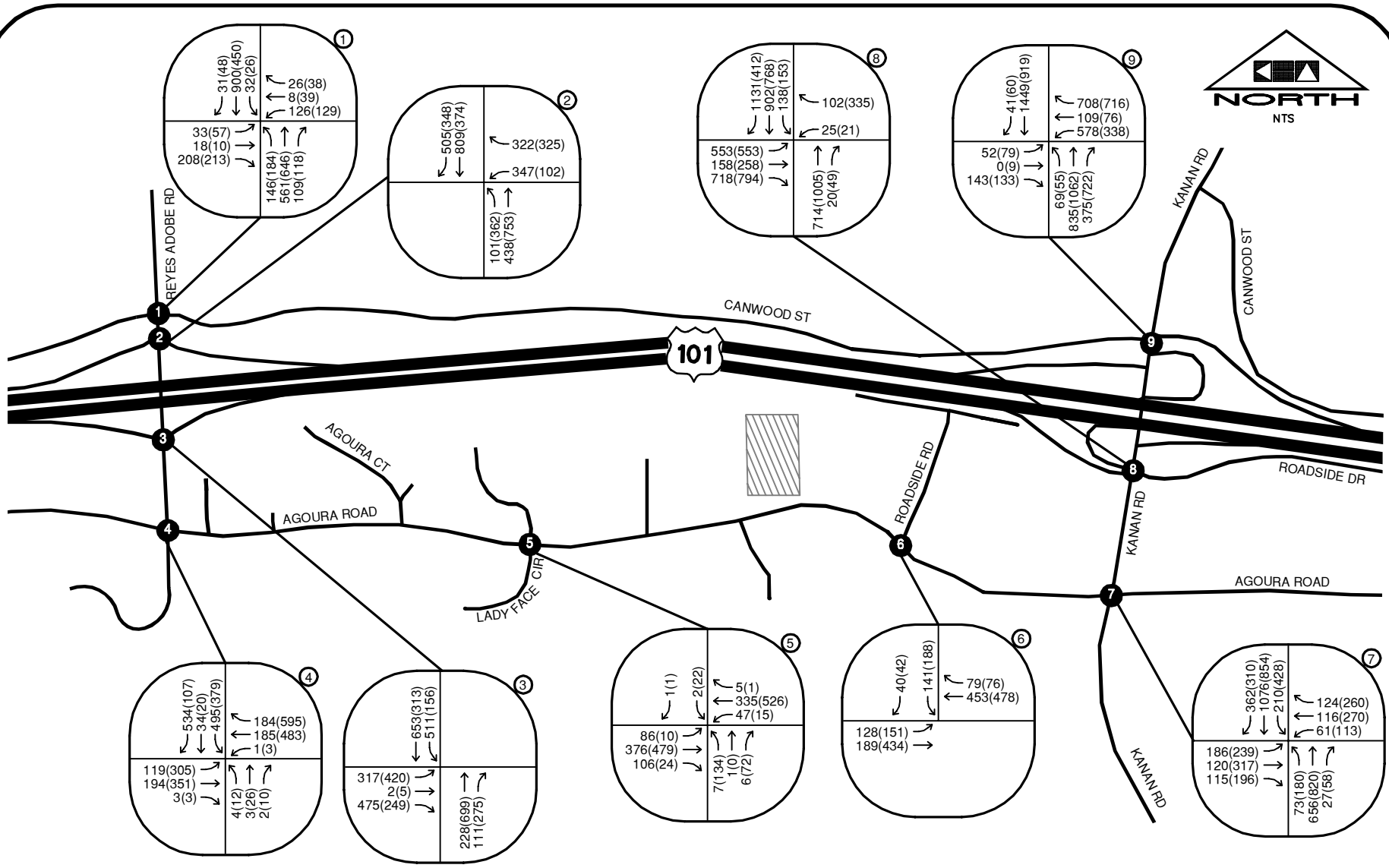

FIGURE 10
LANDMARK DEVELOPMENT
NEAR TERM (2018) (PROJECT OPENING YEAR)
WEEKDAY PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn

NEAR TERM (2018) WITH PROJECT CONDITIONS - LOS

Near Term (2018) With Project traffic conditions add the estimated project traffic to the Near Term Base conditions and are used to evaluate the net change in the traffic conditions and to identify potential traffic impacts associated with the proposed project. The Near Term (2018) With Project traffic volumes represent the sum of existing traffic volumes increased by ambient growth factor, plus traffic estimated from related projects and the project trips.

The peak hour traffic volumes for the Near Term (2018) With Project conditions at each of the study intersections are illustrated in **Figure 11. Table 9** presents the Near Term (2018) Without and With Project conditions peak hour V/C ratios and the corresponding LOS for each of the nine project study intersections.

Table 9: Near Term (2018) Without and With Project Conditions Intersection LOS

Signalized Intersection	Near Term (2018) Without Project LOS Analysis Results				Near Term (2018) with Project LOS Analysis Results				Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1 Canwood St. and Reyes Adobe Rd.	0.496	A	0.392	A	0.497	A	0.392	A	0.001	0.000
2 NB US 101 and Reyes Adobe Rd.	0.673	B	0.551	A	0.675	B	0.555	A	0.002	0.004
3 SB US 101 and Reyes Adobe Rd.	0.542	A	0.530	A	0.551	A	0.535	A	0.009	0.005
4 Agoura Rd. and Reyes Adobe Rd.	0.499	A	0.762	C	0.504	A	0.773	C	0.005	0.011
5 Agoura Rd. and Ladyface Cir.	0.211	A	0.378	A	0.217	A	0.385	A	0.006	0.007
7 Agoura Rd. and Kanan Rd.	0.605	B	0.952	E	0.607	B	0.954	E	0.002	0.002
8 Roadside Dr. and Kanan Rd./SB US 101	1.106	F	1.114	F	1.106	F	1.119	F	0.000	0.005
9 Canwood St. and Kanan Rd./NB US 101	0.679	B	0.660	B	0.686	B	0.660	B	0.007	0.000
Stop-Controlled Intersection	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
6 Agoura Rd. and Roadside Rd.	0.480	A	0.549	A	0.490	A	0.551	A	0.010	0.002

Source: Kimley-Horn, January 2016

The intersection of Roadside Drive at Kana Road/SB US 101 is projected to operate at LOS F during the AM and PM peak periods in the Near Term (2018) With Project scenario and the intersection of Agoura Road at Kanan Road would operate at LOS E during the PM peak period. All the remaining study intersections operate at LOS C or better during both peak periods. There is no change in LOS at any of the study intersections for the Near Term (2018) Without Project and the Near Term (2018) With Project scenarios. The change in V/C ratio is below the threshold to be considered a significant impact as per City of Agoura Hills guidelines. Peak hour analysis worksheets for the Near Term (2018) With Project conditions are provided in **Appendix B** of this report.

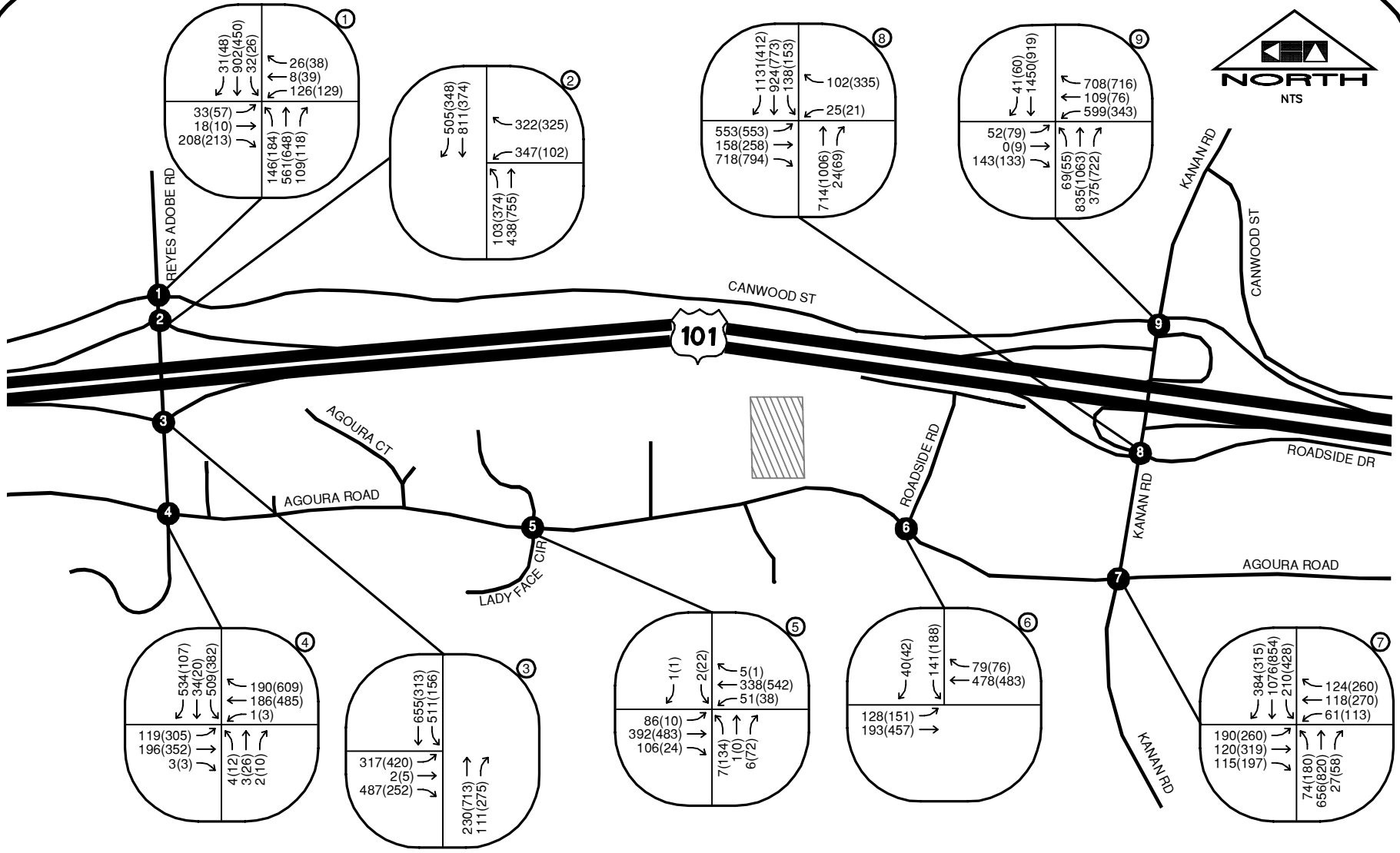

FIGURE 11
LANDMARK DEVELOPMENT
NEAR TERM (2018) (PROJECT OPENING YEAR) WITH PROJECT
WEEKDAY PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn

LONG TERM (2035) TRAFFIC CONDITIONS

The Long Term (2035) scenario assumes buildout of the entire City, per the General Plan, as an ultimate horizon year and represents overall growth in Agoura Hills. The scenario assumes ambient annual traffic growth and other cumulative projects that would occur by the General Plan build out year. The peak hour traffic volumes for the Long Term (2035) Without Project conditions at each of the study intersections are illustrated in **Figure 12**.

LONG TERM (2035) WITHOUT PROJECT CONDITIONS - LOS

Table 10 presents a summary of the Long Term (2035) Without Project conditions V/C ratio and the corresponding LOS for each intersection.

Table 10: Long Term (2035) Without Project Conditions Intersection LOS

Signalized Intersection		LOS Analysis Results			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Canwood St. and Reyes Adobe Rd.	0.568	A	0.449	A
2	NB US 101 and Reyes Adobe Rd.	0.769	C	0.630	B
3	SB US 101 and Reyes Adobe Rd.	0.621	B	0.608	B
4	Agoura Rd. and Reyes Adobe Rd.	0.570	A	0.859	D
5	Agoura Rd. and Ladyface Cir.	0.237	A	0.424	A
7	Agoura Rd. and Kanan Rd.	0.683	B	1.065	F
8	Roadside Dr. and Kanan Rd./SB US 101	1.250	F	1.254	F
9	Canwood St. and Kanan Rd./NB US 101	0.774	C	0.754	C
Stop-Controlled Intersection		V/C Ratio	LOS	V/C Ratio	LOS
6	Agoura Rd. and Roadside Rd.	0.504	A	0.573	A

Source: Kimley-Horn, October 2015

The intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during the AM and PM peak periods. During the PM peak period, the intersection of Agoura Road at Kanan Road is projected to operate at LOS F and the intersection of Agoura Road at Reyes Adobe Road would operate at LOS D. All the remaining study intersections would operate at LOS C or better during both peak periods. Peak hour analysis worksheets for the Long Term (2035) Without Project conditions are provided in **Appendix B** of this report.

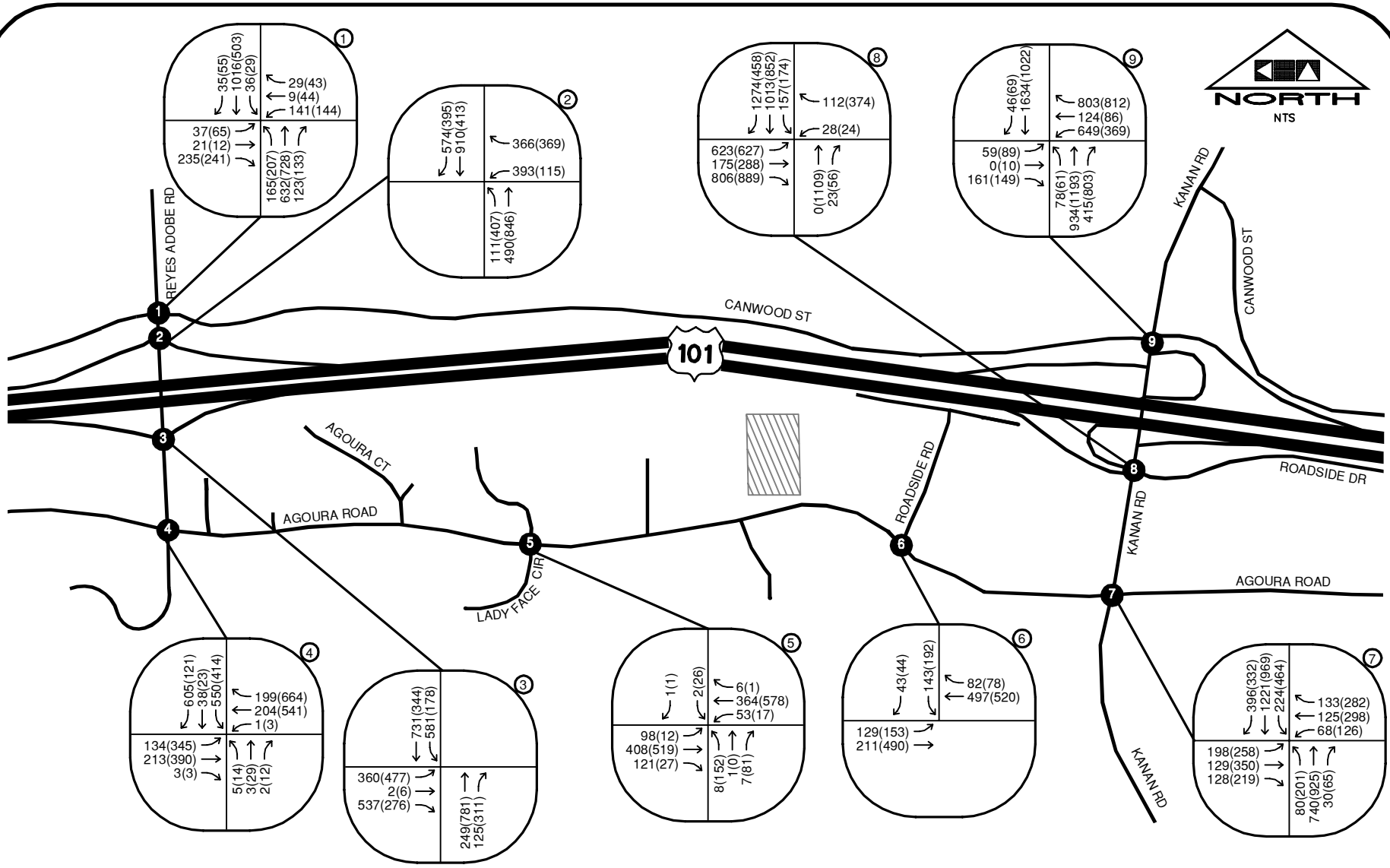

FIGURE 12
LANDMARK DEVELOPMENT
LONG TERM (2035)
WEEKDAY PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley»Horn

LONG TERM (2035) WITH PROJECT CONDITIONS - LOS

Long Term (2035) With Project traffic conditions add the estimated project traffic to the Long Term (2035) Base conditions and are used to evaluate the net change in the traffic conditions and to identify potential traffic impacts associated with the proposed project. The Long Term (2035) With Project traffic volumes represent the sum of existing traffic volumes, the traffic estimated from related projects, and the project trips all raised by ambient growth factor. These volumes were assigned to the future baseline network that will be in place in 2035. **Table 11** presents the Long Term (2035) Without and With Project conditions peak hour V/C ratio and the corresponding LOS for each of the nine project study intersections. The peak hour traffic volumes for the Long Term (2035) With Project conditions at each of the study intersections are illustrated in **Figure 13**.

Table 11: Long Term (2035) Without and With Project Conditions Intersection LOS

	Signalized Intersection	Long Term (2035) Without Project LOS Analysis Results				Long Term (2035) with Project LOS Analysis Results				Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1	Canwood St. and Reyes Adobe Rd.	0.568	A	0.449	A	0.569	A	0.450	A	0.001	0.001
2	NB US 101 and Reyes Adobe Rd.	0.769	C	0.630	B	0.771	C	0.635	B	0.002	0.005
3	SB US 101 and Reyes Adobe Rd.	0.621	B	0.608	B	0.629	B	0.612	B	0.008	0.004
4	Agoura Rd. and Reyes Adobe Rd.	0.570	A	0.859	D	0.573	A	0.870	D	0.003	0.011
5	Agoura Rd. and Ladyface Cir.	0.237	A	0.424	A	0.244	A	0.431	A	0.007	0.007
7	Agoura Rd. and Kanan Rd.	0.683	B	1.065	F	0.685	B	1.067	F	0.002	0.002
8	Roadside Dr. and Kanan Rd./SB US 101	1.250	F	1.254	F	1.250	F	1.259	F	0.000	0.005
9	Canwood St. and Kanan Rd./NB US 101	0.774	C	0.754	C	0.781	C	0.754	C	0.007	0.000
	Stop-Controlled Intersection	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
6	Agoura Rd. and Roadside Rd.	0.504	A	0.573	A	0.514	A	0.575	A	0.010	0.002

Source: Kimley-Horn, October 2015

The intersection of Roadside Drive at Kanan Road/SB US 101 is projected to operate at LOS F during the AM and PM peak periods. During the PM peak period, the intersection of Agoura Road at Kanan Road is projected to operate at LOS F and the intersection of Agoura Road at Reyes Adobe Road would operate at LOS D. All the remaining study intersections would operate at LOS C or better during both peak periods. The change in V/C ratio for all study intersections is below the threshold to be considered a significant impact as per City of Agoura Hills guidelines. Peak hour analysis worksheets for the Long Term (2035) With Project conditions are provided in **Appendix B** of this report.

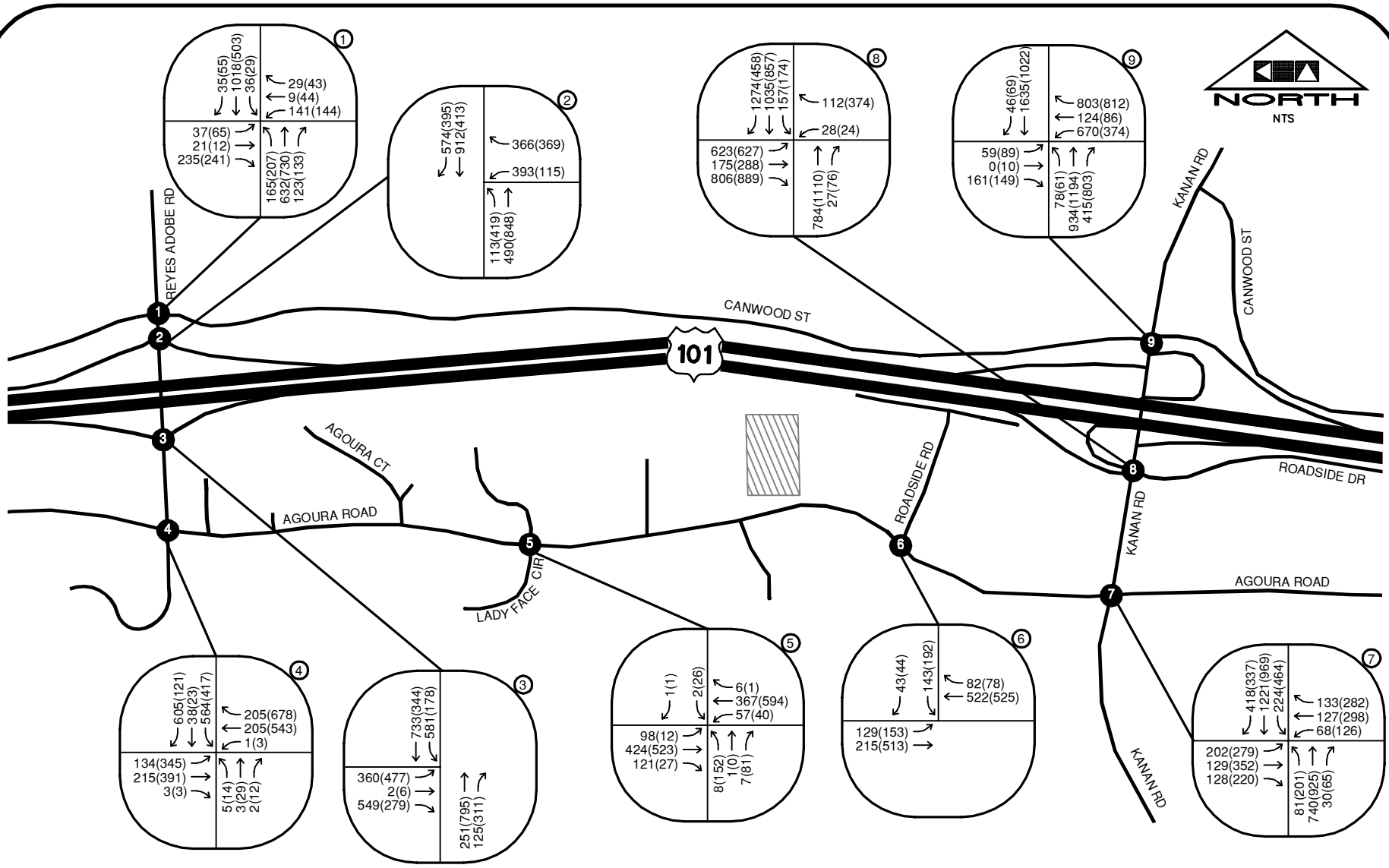

FIGURE 13
LANDMARK DEVELOPMENT
LONG TERM (2035) WITH PROJECT
WEEKDAY PEAK HOUR TURNING MOVEMENT VOLUMES

LEGEND

- ←XX(XX) AM(PM) Peak Hour Traffic Volumes
- (X) Study Area Intersection
- Project Site

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SIGNAL WARRANT ANALYSIS

A Signal Warrant Analysis was conducted for the intersection of Agoura Road at Roadside Road. The intersection has 3-legs and is stop controlled on Roadside Road. Agoura Road is the major street and has a posted speed limit of 45 mph at the intersection. 24-hour count data was collected in August 2015 for each leg of the intersection. Count data is presented in **Appendix A**. The signal warrant analysis was completed based upon the methodology described in the CA MUTCD. Only warrants 1 through 3, which relate to vehicular volume thresholds, were included in this analysis. The results of this analysis are summarized in **Table 12.**

Table 12: Signal Warrant Analysis

Warrant	Type	Existing (2015)	Existing (2015) With Project	Near Term (2018) Without Project	Near Term (2018) With Project
1	8 Hour Vehicular Volume	No	No	Yes	Yes
2	4 Hour Vehicular Volume	No	No	Yes	Yes
3	Peak-Hour	No	No	Yes	Yes

Source: Kimley-Horn, October, 2015

In the Existing (2015) and in the Existing (2015) With Project conditions, all three signal warrants are not met at the intersection. In the Near Term (2018) Without Project and in the Near Term (2018) With Project conditions, all three warrants are met. It should be noted that the Project is not expected to produce additional trips on Roadside Drive, since Roadside Drive is not connected to the project site. The Near Term (2018) Without Project and the Near Term (2018) With Project conditions both include related project volumes, which are expected to increase traffic volumes on Roadside Drive. This Project is only expected to account for 2% of the traffic at this intersection.

It should also be noted that the satisfaction of these warrants alone may not justify the installation of a traffic signal. These warrants are meant to be a minimum threshold that must be met before a traffic signal is considered. There are many other factors that should be evaluated before a signal is installed at an intersection. Such factors include: crash experience, pedestrian volumes, traffic signal timing, etc. Since this intersection is expected to operate at LOS A in all scenarios, the intersection should be monitored for signalization in the future. A traffic signal is not recommended at this time based on the traffic volume data collected. Signal warrant worksheets are provided in **Appendix D** of this report.

DRIVEWAY ACCESS REVIEW

As per the site plan, three (3) driveways are proposed to provide access to the site including two (2) driveways along Agoura Road and one (1) driveway at the west of the site. Both driveways along Agoura Road will provide right-in right-out access to/from the site and the driveway at the west of the site will allow full access to the site from the adjacent property. **Table 13** presents the LOS analysis results for the driveways for both Near Term (2018) With Project and Future Term (2035) With Project scenarios. For purposes of this analysis, all project traffic is assumed to enter and exit from one driveway to represent the most conservative scenario for driveway operations. The driveway is projected to operate at LOS B for AM and PM peak hours for Near Term (2018) With Project and Future Term (2035) With Project scenarios. A review of proposed driveways indicates that the driveway configurations are adequate for the project traffic circulation. Driveway analysis worksheets for the Near Term (2018) With Project conditions and Future Term (2035) With Project conditions are provided in **Appendix C** of this report.

Table 13: Driveway Access Analysis Summary

Scenario	LOS Analysis Results			
	AM Peak Hour		PM Peak Hour	
	Delay (s)	LOS	Delay (s)	LOS
Near Term (2018) With Project	10.2	B	10.5	B
Future Term (2035) With Project	10.4	B	10.8	B

Source: Kimley-Horn, October, 2015

PROJECT PARKING

The project site plan provides a total of 161 parking spaces for the development. The Agoura Hills Municipal Zone Code Section 9654.6, Parking Allocation, requires a total of 100 parking spaces for the project. The parking requirement calculation based on the Municipal Code is shown in **Table 14**.

Table 14: Parking Requirements

ITE Land Use (Code)	Unit (SF)	Municipal Code Parking Requirement	# Parking Spaces Required
Warehouse	48,530	1 for every 1,000 SF for first 5,000 SF 1 for every 5,000 SF after first 5,000 SF	14
Office Use	21,320	1 for every 250 SF	86
		Total Spaces Required	100

Source: Agoura Hills Municipal Zone Code Section 9654.6, Parking Allocation

The number of parking spaces provided exceeds the required number of spaces; therefore, the parking proposed by the project is sufficient.

INTERSECTION SIGNIFICANT IMPACT ANALYSIS

Based upon the City of Agoura Hills impact criteria, the change in V/C ratio for all study intersections is below the threshold to be considered a significant impact for all scenarios. The analysis results for the Long Term (2035) With Project conditions are included in **Appendix B** of this report.

CMP EVALUATION AND FREEWAY IMPACT SCREENING ANALYSIS

The Los Angeles County Congestion Management Program (CMP) was developed in response to California Proposition 111, approved June 1990, and is intended to address regional congestion by linking land use, transportation, and air quality decisions.

Among the elements of the CMP is a land use analysis program which "requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system, for projects preparing an Environmental Impact Report (EIR)."

The CMP document identifies the County's CMP Highway System, and requires that Level of Service E or better be maintained on this network. The US 101 Freeway is the nearest CMP facility in the study area.

Analysis of a project's impact on a freeway segment would be required of any project that would add 150 trips or more in either direction during the AM or PM weekday peak hours. The project will not generate this level of traffic in either peak hour. Therefore, further analysis of CMP facilities is not required for CMP purposes.

An analysis of CMP monitored intersections is required if a project contributes 50 or more peak hour trips to the CMP monitored intersections. The project will not contribute 50 or more peak hour trips to this intersection, and therefore, additional evaluation for CMP purposes is not needed.

I. SUMMARY

The proposed Landmark Development project is located on the north side of Agoura Road west of Roadside Drive in the City of Agoura Hills, California. The total project site area is approximately 5.17 acres and is expected to be constructed and operational in 2018. The key findings and conclusions from the analysis are as follows:

- Weekday peak hour intersection operations analysis was conducted for five (5) scenarios including Existing (2015), Existing With Project (2015), Near Term (2018), Near Term With Project (2018), and Long Term (2035) With Project.

- The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak periods based on Agoura Hills traffic impact criteria.

- A signal warrant analysis was conducted for the intersection of Agoura Road at Roadside Road. The signal warrant analysis was completed based upon the methodology described in the CA MUTCD. Only warrants 1 through 3, which relate to vehicular volume thresholds, were included in this analysis. In the Near Term (2018) Without Project and in the Near Term (2018) With Project conditions, all three warrants are met. These warrants are meant to be a minimum threshold that must be met before a traffic signal is considered. Since this intersection is expected to operate at LOS A in all scenarios, the intersection should be monitored for signalization in the future.

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APPENDICES

A – Traffic Count Worksheets

B – Critical Movement Analysis (CMA) Worksheets

C – Driveway Analysis Worksheets

D – Signal Warrant Worksheets

APPENDIX A

Traffic Count Worksheets

Prepared by NDS/ATD

VOLUME

Roadside Dr & Agoura Rd

Day: Thursday
Date: 8/27/2015

City: Agoura Hills
Project #: CA15_5519_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	355	3,538	4,336	8,229

AM Period	NB	SB		EB		WB		TOTAL		PM Period	NB	SB		EB		WB		TOTAL	
00:00	0	0		2		3		5		12:00	0	6		119		78		203	
00:15	0	2		3		6		11		12:15	0	4		83		95		182	
00:30	0	2		2		3		7		12:30	0	7		73		99		179	
00:45	0	0	4	9	16	2	14	11	34	12:45	0	8	25	67	342	113	385	188	752
01:00	0	0		5		1		6		13:00	0	7		74		107		188	
01:15	0	0		0		0		0		13:15	0	10		54		98		162	
01:30	0	0		1		1		2		13:30	0	9		56		98		163	
01:45	0	1	1	1	7	1	3	3	11	13:45	0	6	32	56	240	91	394	153	666
02:00	0	0		2		1		3		14:00	0	5		55		71		131	
02:15	0	0		1		3		4		14:15	0	8		66		69		143	
02:30	0	0		1		1		2		14:30	0	4		51		86		141	
02:45	0	0		0	4	1	6	1	10	14:45	0	6	23	70	242	93	319	169	584
03:00	0	0		0		0		0		15:00	0	4		78		84		166	
03:15	0	0		0		0		0		15:15	0	5		62		72		139	
03:30	0	0		2		2		4		15:30	0	8		59		69		136	
03:45	0	0		0	2	0	2	0	4	15:45	0	7	24	66	265	82	307	155	596
04:00	0	0		0		0		0		16:00	0	6		76		85		167	
04:15	0	0		1		1		2		16:15	0	4		84		63		151	
04:30	0	0		2		3		5		16:30	0	8		98		69		175	
04:45	0	0		3	6	7	11	10	17	16:45	0	9	27	118	376	65	282	192	685
05:00	0	0		3		3		6		17:00	0	4		106		89		199	
05:15	0	0		2		4		6		17:15	0	8		92		83		183	
05:30	0	0		13		7		20		17:30	0	11		103		76		190	
05:45	0	0		9	27	21	35	30	62	17:45	0	11	34	80	381	80	328	171	743
06:00	0	0		16		16		32		18:00	0	6		68		82		156	
06:15	0	6		17		20		43		18:15	0	8		71		72		151	
06:30	0	1		15		37		53		18:30	0	3		53		82		138	
06:45	0	3	10	33	81	82	155	118	246	18:45	0	7	24	77	269	46	282	130	575
07:00	0	2		37		48		87		19:00	0	3		49		60		112	
07:15	0	8		31		52		91		19:15	0	5		52		40		97	
07:30	0	4		40		54		98		19:30	0	1		34		39		74	
07:45	0	4	18	30	138	80	234	114	390	19:45	0	1	10	29	164	48	187	78	361
08:00	0	12		45		89		146		20:00	0	2		32		32		66	
08:15	0	8		33		86		127		20:15	0	4		30		48		82	
08:30	0	6		47		85		138		20:30	0	0		17		35		52	
08:45	0	3	29	36	161	83	343	122	533	20:45	0	0	6	17	96	30	145	47	247
09:00	0	3		41		81		125		21:00	0	1		22		19		42	
09:15	0	7		34		69		110		21:15	0	1		22		21		44	
09:30	0	10		39		58		107		21:30	0	0		16		21		37	
09:45	0	2	22	40	154	69	277	111	453	21:45	0	0	2	19	79	14	75	33	156
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10:15	0	10		40		46		96		22:15	0	1		6		8		15	
10:30	0	5		40		52		97		22:30	0	2		10		15		27	
10:45	0	7	29	52	171	66	216	125	416	22:45	0	3	6	3	27	6	44	12	77
11:00	0	4		55		63		122		23:00	0	0		5		7		12	
11:15	0	10		69		60		139		23:15	0	2		10		6		18	
11:30	0	1		77		58		136		23:30	0	1		8		9		18	
11:45	0	10	25	62	263	84	265	156	553	23:45	0	1	4	4	27	5	27	10	58
TOTALS			**138**		**1030**		**1561**		**2729**	**TOTALS**			**217**		**2508**		**2775**		**5500**
SPLIT %			**5.1%**		**37.7%**		**57.2%**		**33.2%**	**SPLIT %**			**3.9%**		**45.6%**		**50.5%**		**66.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	355	3,538	4,336	8,229

AM Peak Hour		07:45	11:30	11:45	11:45	**PM Peak Hour**		17:15	16:45	12:30	16:45
AM Pk Volume		30	341	356	720	**PM Pk Volume**		36	419	417	764
Pk Hr Factor		0.625	0.716	0.899	0.887	**Pk Hr Factor**		0.818	0.888	0.923	0.960
7 - 9 Volume	0	47	299	577	923	**4 - 6 Volume**	0	61	757	610	1428
7 - 9 Peak Hour		07:45	08:00	08:00	08:00	**4 - 6 Peak Hour**		17:00	16:45	17:00	16:45
7 - 9 Pk Volume	0	30	161	343	533	**4 - 6 Pk Volume**	0	34	419	328	764
Pk Hr Factor	0.000	0.625	0.856	0.963	0.913	**Pk Hr Factor**	0.000	0.773	0.888	0.921	0.960

Prepared by NDS/ATD

VOLUME

Roadside Dr N/O Agoura Rd

Day: Thursday
Date: 8/27/2015

City: Agoura Hills
Project #: CA15_5519_001

DAILY TOTALS	NB	SB	EB	WB	Total
	346	355	0	0	701

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	8		6				14	
00:15	0		2				2		12:15	8		4				12	
00:30	4		2				6		12:30	8		7				15	
00:45	0	4	0	4			0	8	12:45	7	31	8	25			15	56
01:00	0		0				0		13:00	6		7				13	
01:15	0		0				0		13:15	9		10				19	
01:30	1		0				1		13:30	8		9				17	
01:45	0	1	1	1			1	2	13:45	11	34	6	32			17	66
02:00	0		0				0		14:00	4		5				9	
02:15	0		0				0		14:15	7		8				15	
02:30	0		0				0		14:30	4		4				8	
02:45	0		0				0		14:45	3	18	6	23			9	41
03:00	0		0				0		15:00	4		4				8	
03:15	0		0				0		15:15	6		5				11	
03:30	0		0				0		15:30	3		8				11	
03:45	0		0				0		15:45	4	17	7	24			11	41
04:00	0		0				0		16:00	5		6				11	
04:15	0		0				0		16:15	6		4				10	
04:30	0		0				0		16:30	5		8				13	
04:45	0		0				0		16:45	4	20	9	27			13	47
05:00	0		0				0		17:00	5		4				9	
05:15	0		0				0		17:15	10		8				18	
05:30	0		0				0		17:30	8		11				19	
05:45	0		0				0		17:45	2	25	11	34			13	59
06:00	3		0				3		18:00	4		6				10	
06:15	6		6				12		18:15	5		8				13	
06:30	4		1				5		18:30	1		3				4	
06:45	3	16	3	10			6	26	18:45	4	14	7	24			11	38
07:00	11		2				13		19:00	4		3				7	
07:15	13		8				21		19:15	2		5				7	
07:30	7		4				11		19:30	3		1				4	
07:45	7	38	4	18			11	56	19:45	1	10	1	10			2	20
08:00	10		12				22		20:00	0		2				2	
08:15	7		8				15		20:15	3		4				7	
08:30	5		6				11		20:30	1		0				1	
08:45	9	31	3	29			12	60	20:45	1	5	0	6			1	11
09:00	10		3				13		21:00	0		1				1	
09:15	3		7				10		21:15	0		1				1	
09:30	5		10				15		21:30	1		0				1	
09:45	9	27	2	22			11	49	21:45	0	1	0	2			0	3
10:00	8		7				15		22:00	1		0				1	
10:15	4		10				14		22:15	0		1				1	
10:30	11		5				16		22:30	2		2				4	
10:45	7	30	7	29			14	59	22:45	0	3	3	6			3	9
11:00	1		4				5		23:00	0		0				0	
11:15	4		10				14		23:15	3		2				5	
11:30	6		1				7		23:30	1		1				2	
11:45	6	17	10	25			16	42	23:45	0	4	1	4			1	8
TOTALS		**164**		**138**				**302**	**TOTALS**		**182**		**217**				**399**
SPLIT %		**54.3%**		**45.7%**				**43.1%**	**SPLIT %**		**45.6%**		**54.4%**				**56.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	346	355	0	0	701

AM Peak Hour	07:00	07:45			07:15	**PM Peak Hour**	13:00	17:15			13:00
AM Pk Volume	38	30			65	**PM Pk Volume**	34	36			66
Pk Hr Factor	0.731	0.625			0.739	**Pk Hr Factor**	0.773	0.818			0.868
7 - 9 Volume	69	47	0	0	116	**4 - 6 Volume**	45	61	0	0	106
7 - 9 Peak Hour	07:00	07:45			07:15	**4 - 6 Peak Hour**	16:45	17:00			16:45
7 - 9 Pk Volume	38	30	0	0	65	**4 - 6 Pk Volume**	27	34	0	0	59
Pk Hr Factor	0.731	0.625	0.000	0.000	0.739	**Pk Hr Factor**	0.675	0.773	0.000	0.000	0.776

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

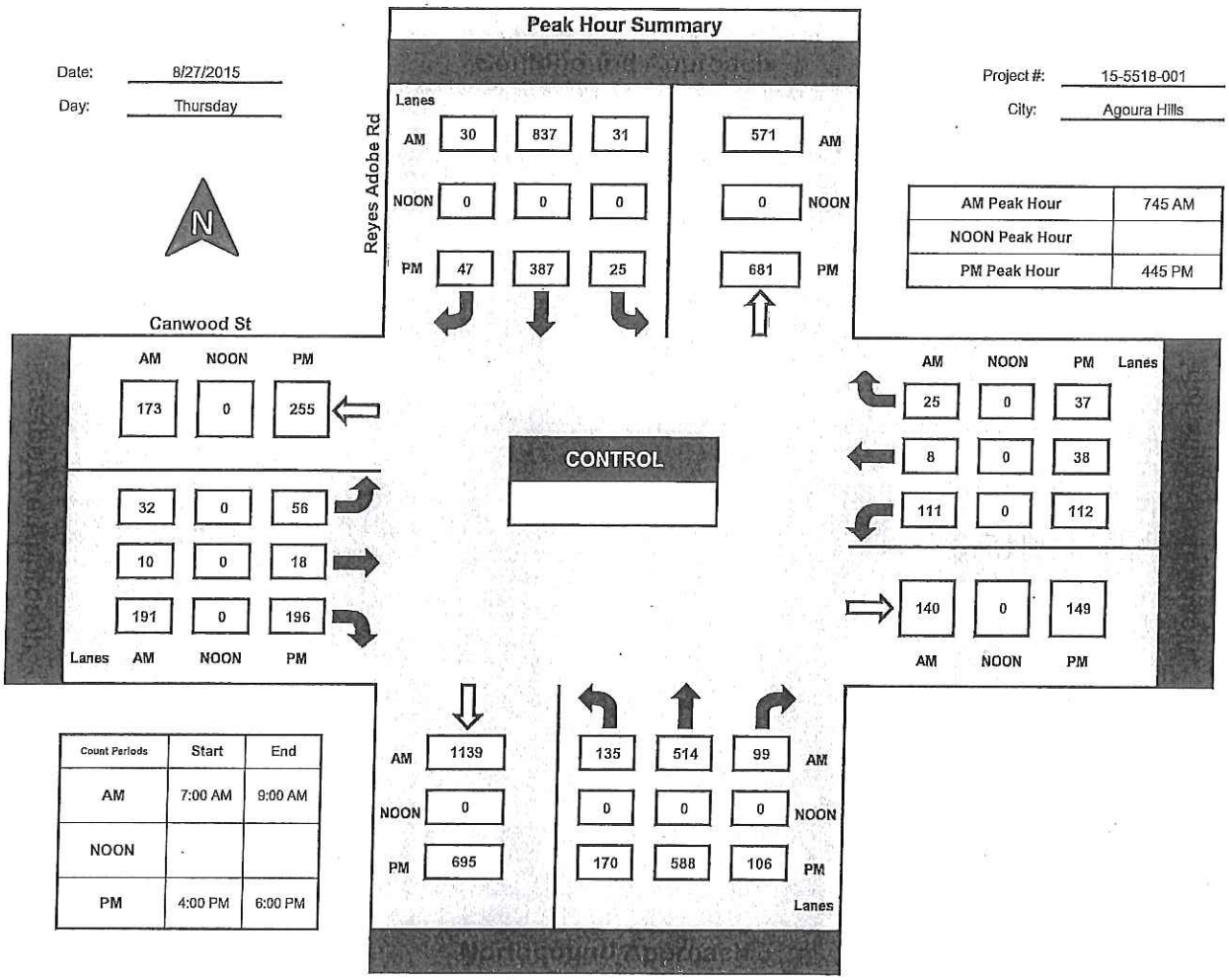
Reyes Adobe Rd and Canwood St , Agoura Hills

Date: 8/27/2015

Day: Thursday

Project #: 15-5518-001

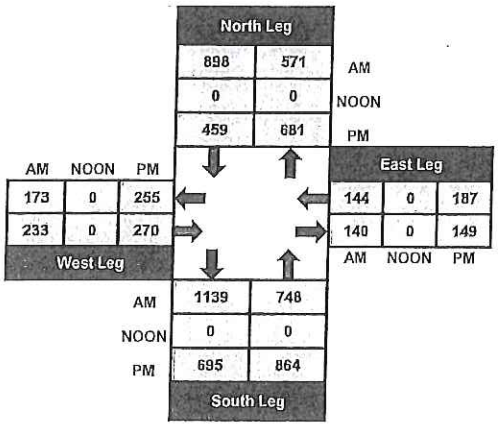
City: Agoura Hills



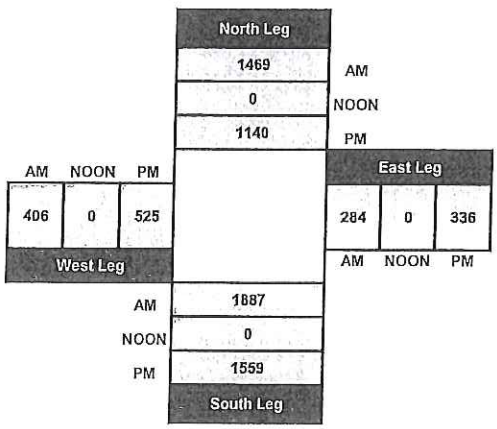
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	-	
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

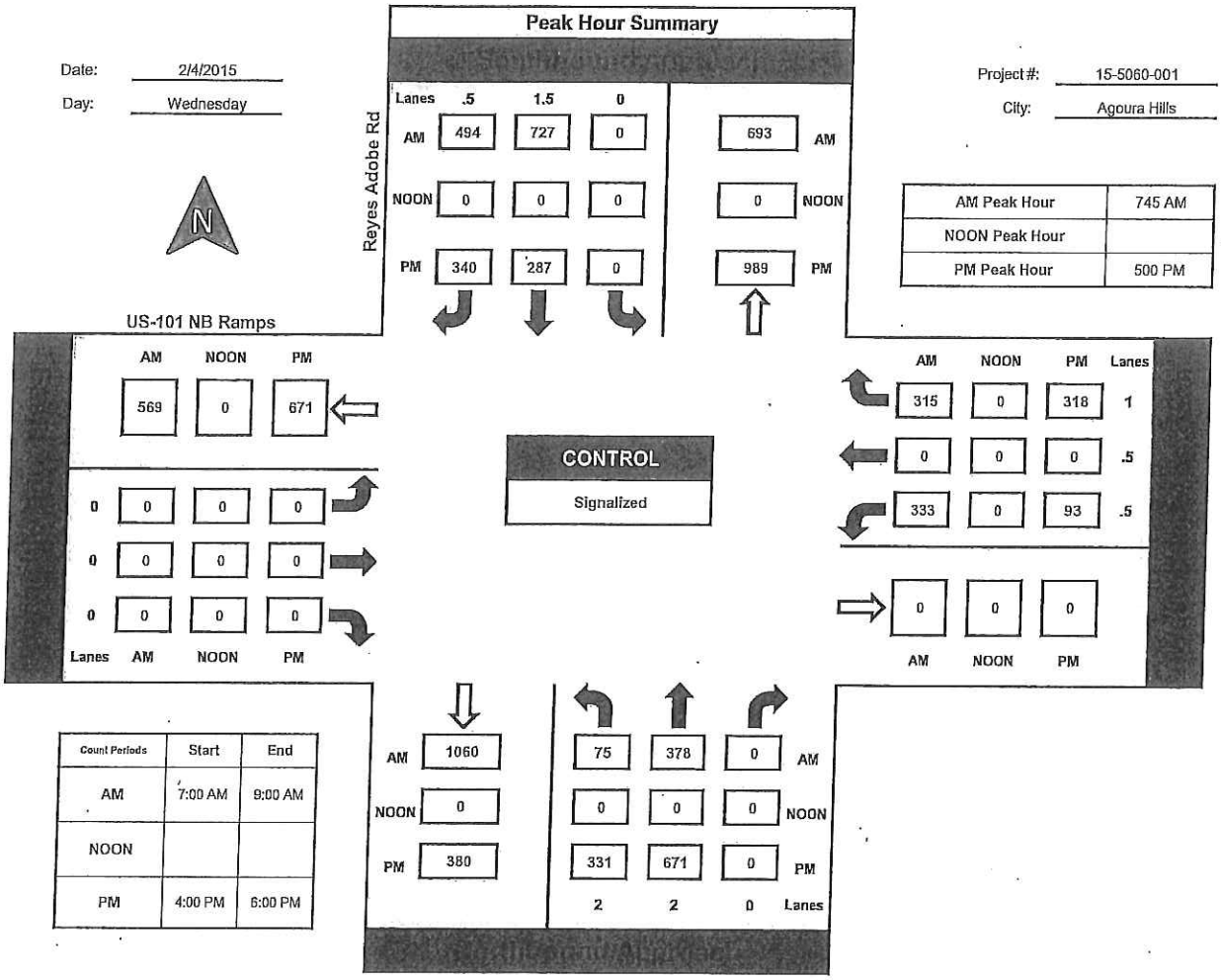
Reyes Adobe Rd and US-101 NB Ramps , Agoura Hills

Date: 2/4/2015

Day: Wednesday

Project #: 15-5060-001

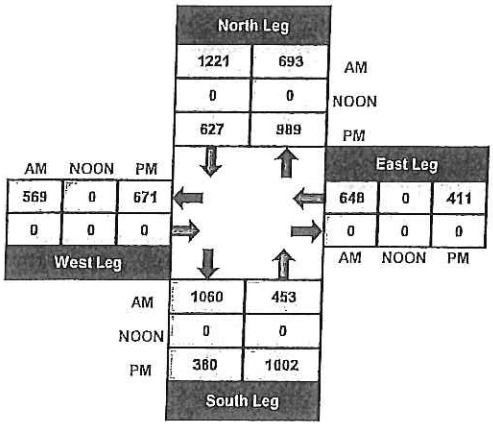
City: Agoura Hills



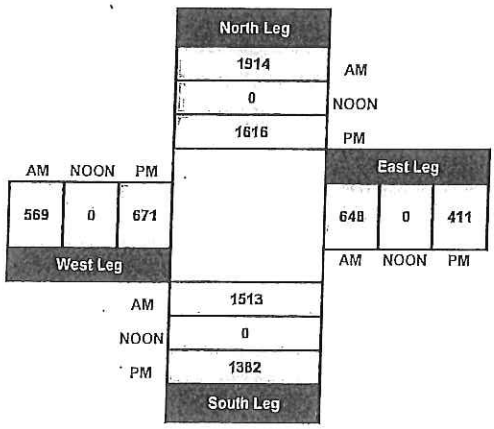
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

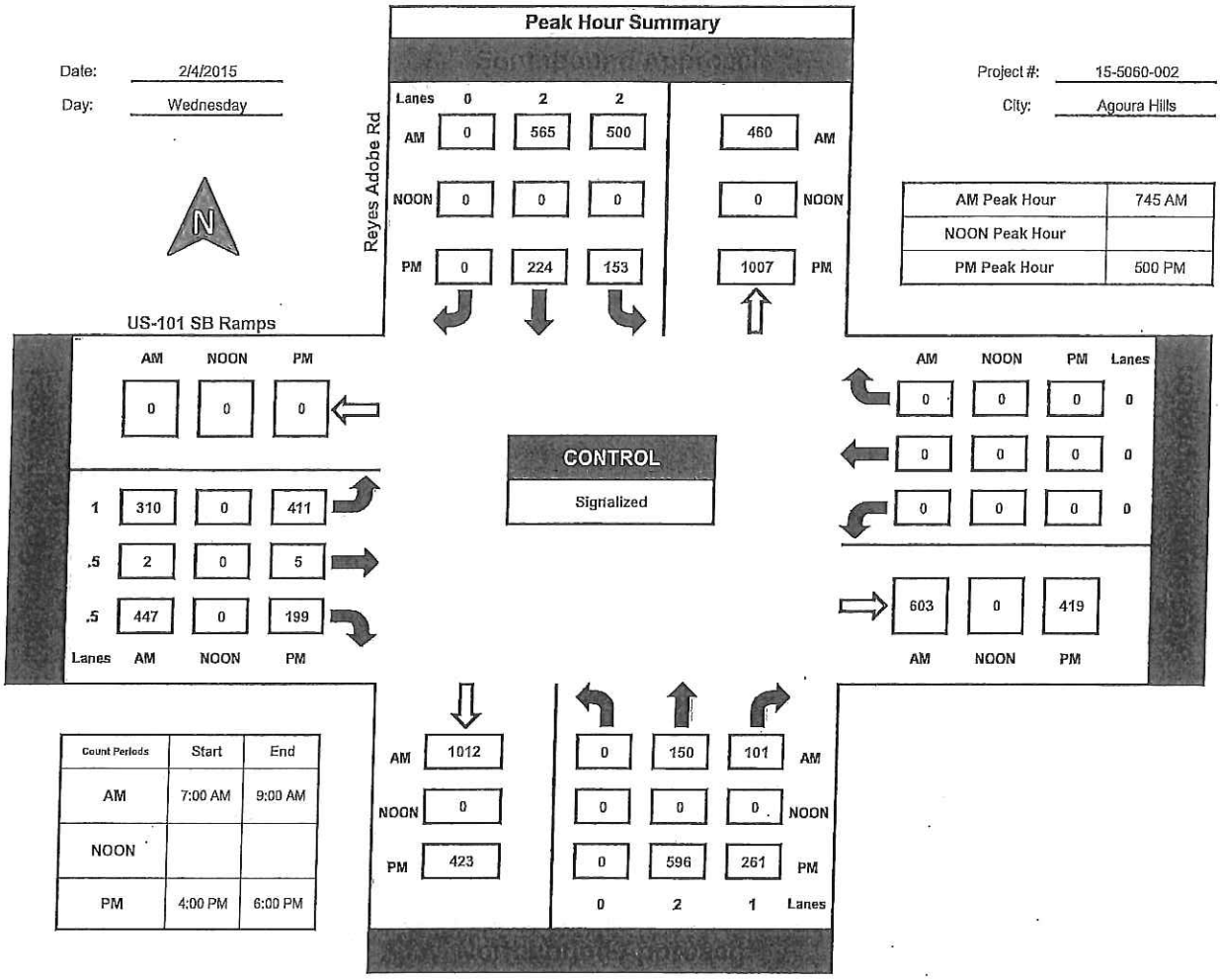
Prepared by:

National Data & Surveying Services

Reyes Adobe Rd and US-101 SB Ramps , Agoura Hills

Date: 2/4/2015
Day: Wednesday

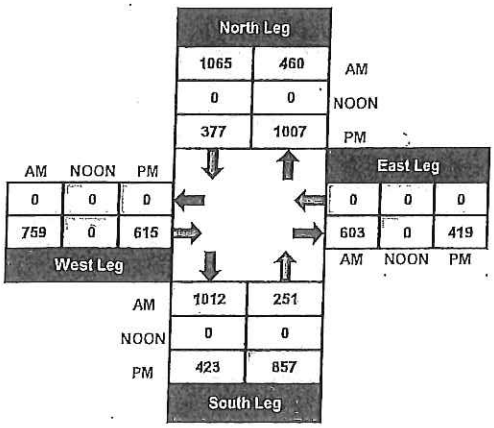
Project #: 15-5060-002
City: Agoura Hills



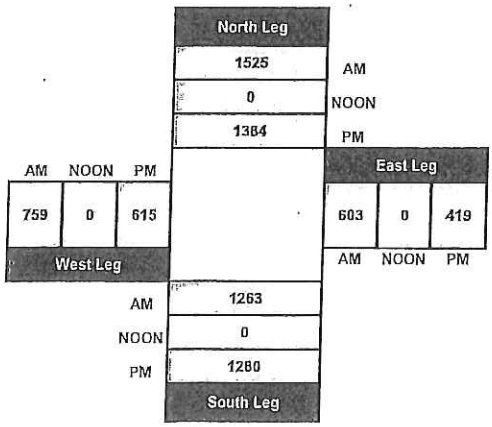
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

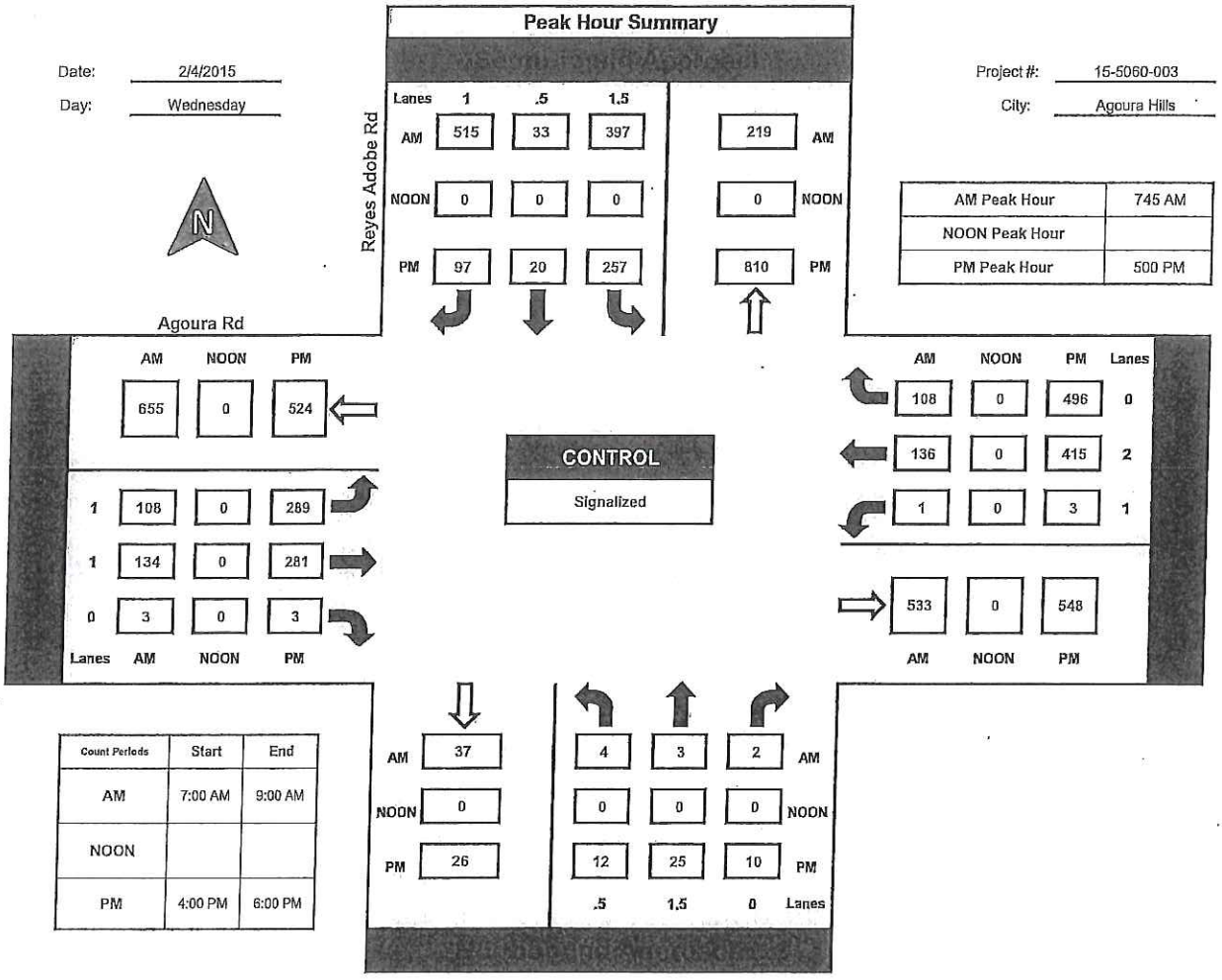
Reyes Adobe Rd and Agoura Rd , Agoura Hills

Date: 2/4/2015

Day: Wednesday

Project #: 15-5060-003

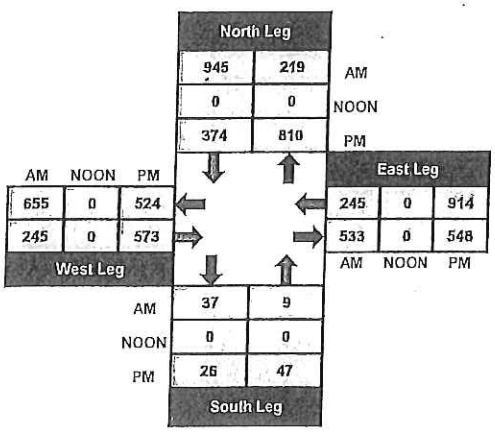
City: Agoura Hills



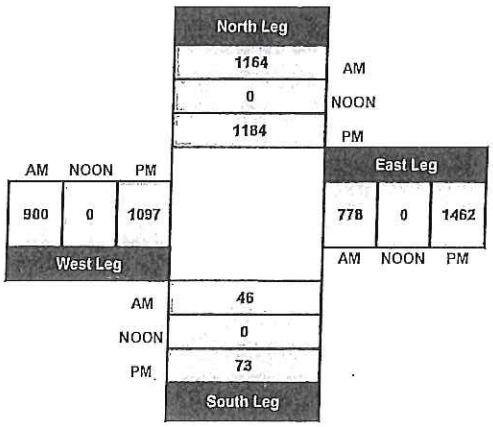
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg

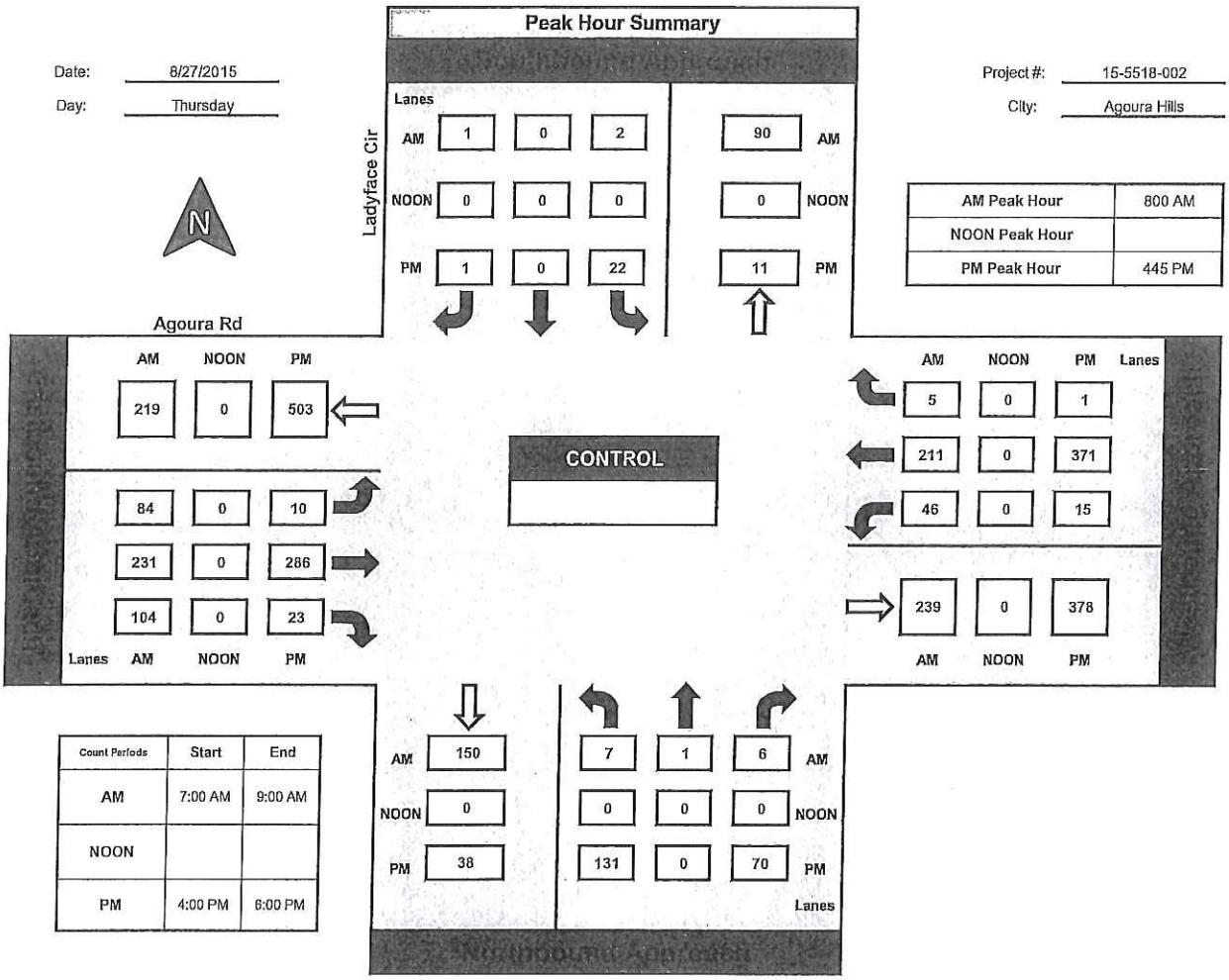


ITM Peak Hour Summary

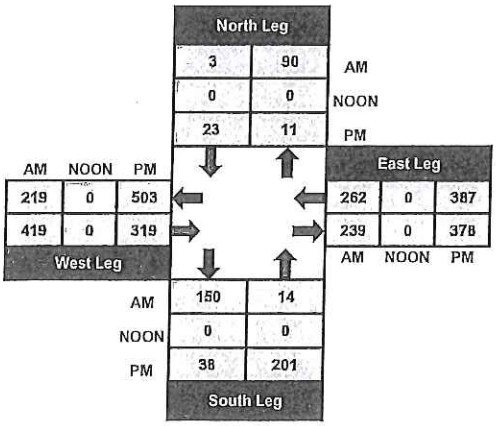
Prepared by:

National Data & Surveying Services

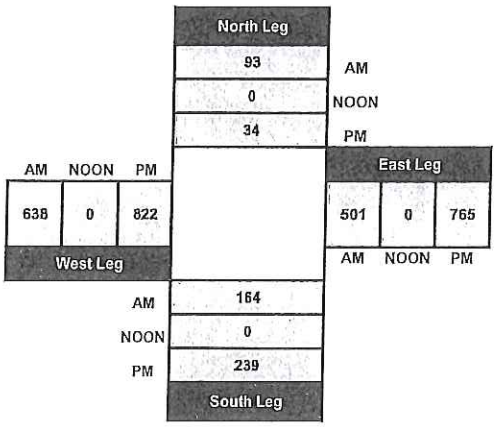
Ladyface Cir and Agoura Rd , Agoura Hills



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

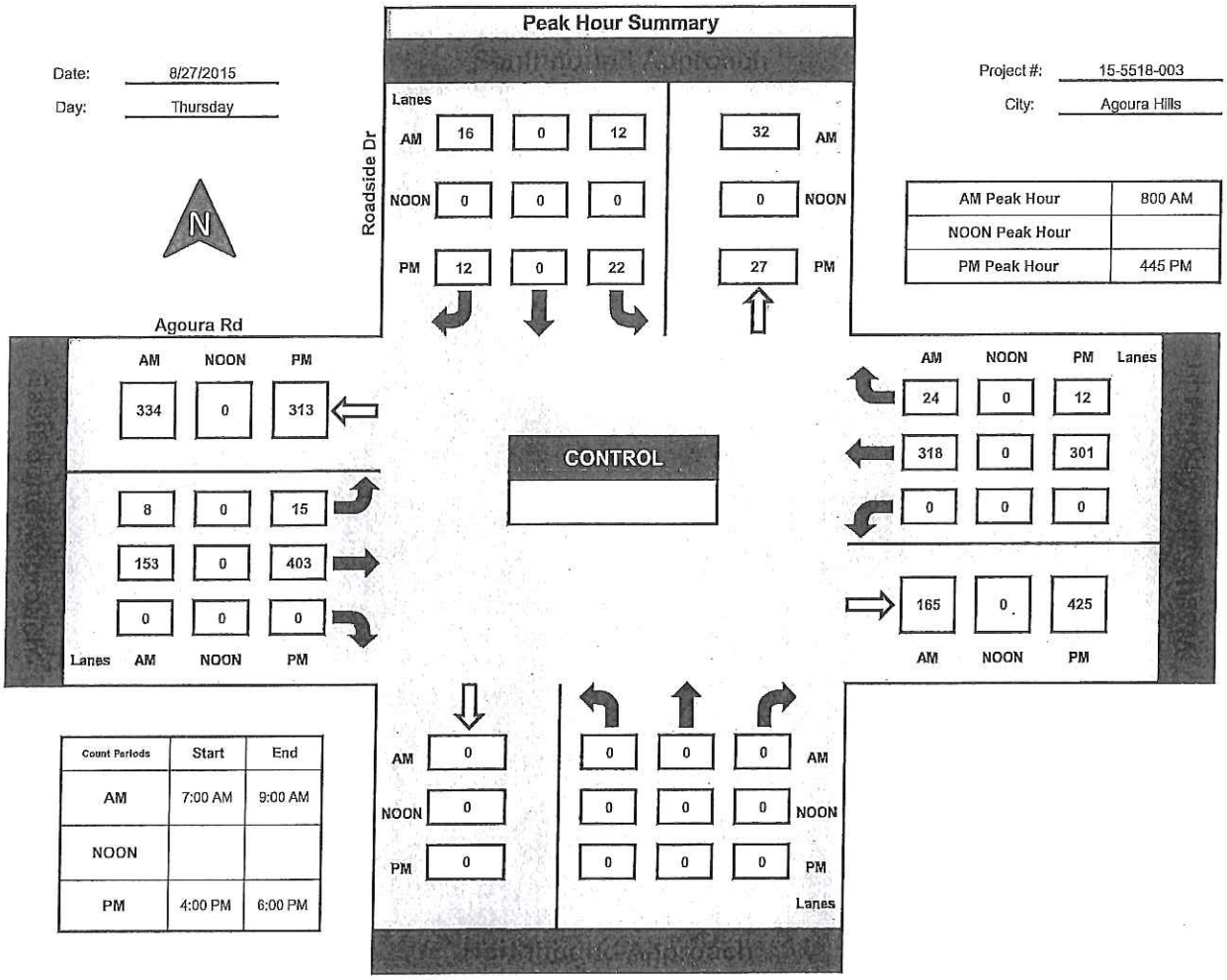
Roadside Dr and Agoura Rd , Agoura Hills

Date: 8/27/2015

Day: Thursday

Project #: 15-5518-003

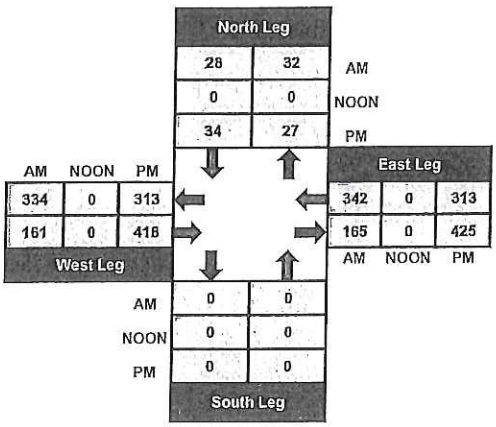
City: Agoura Hills



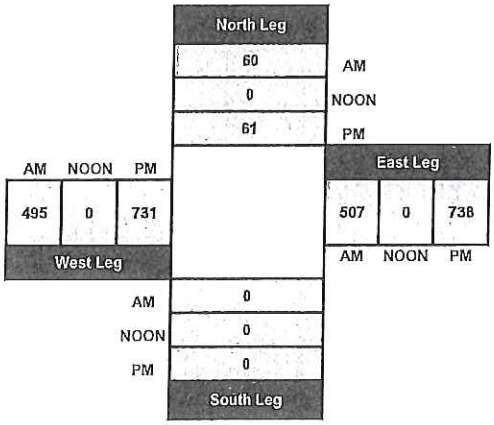
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

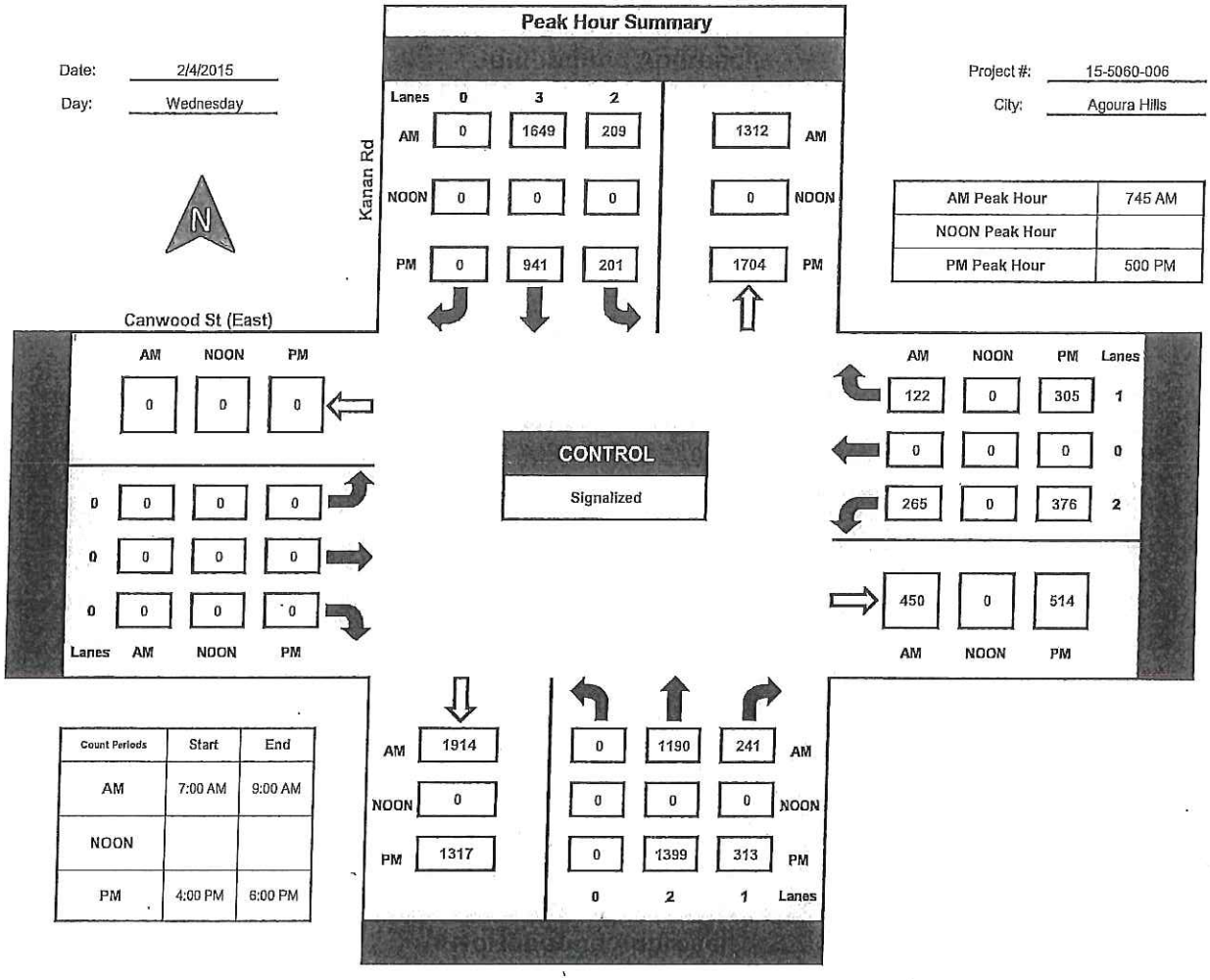
Kanan Rd and Canwood St (East) , Agoura Hills

Date: 2/4/2015

Day: Wednesday

Project #: 15-5060-006

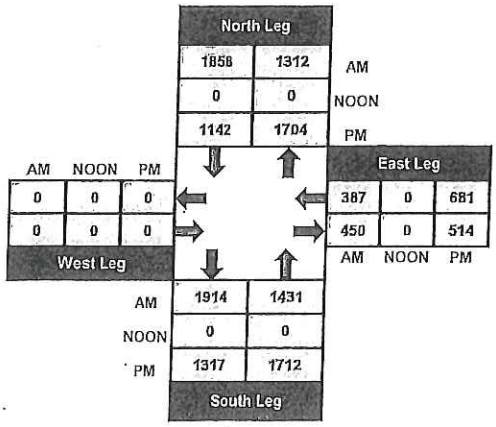
City: Agoura Hills



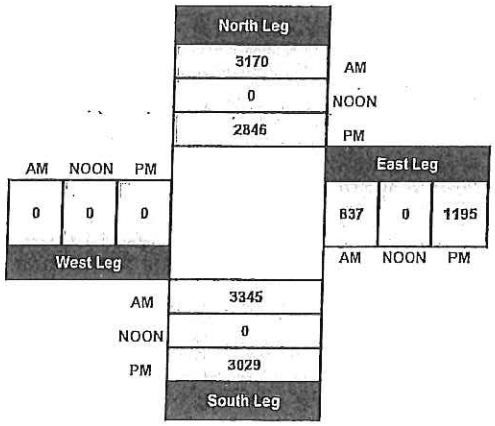
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

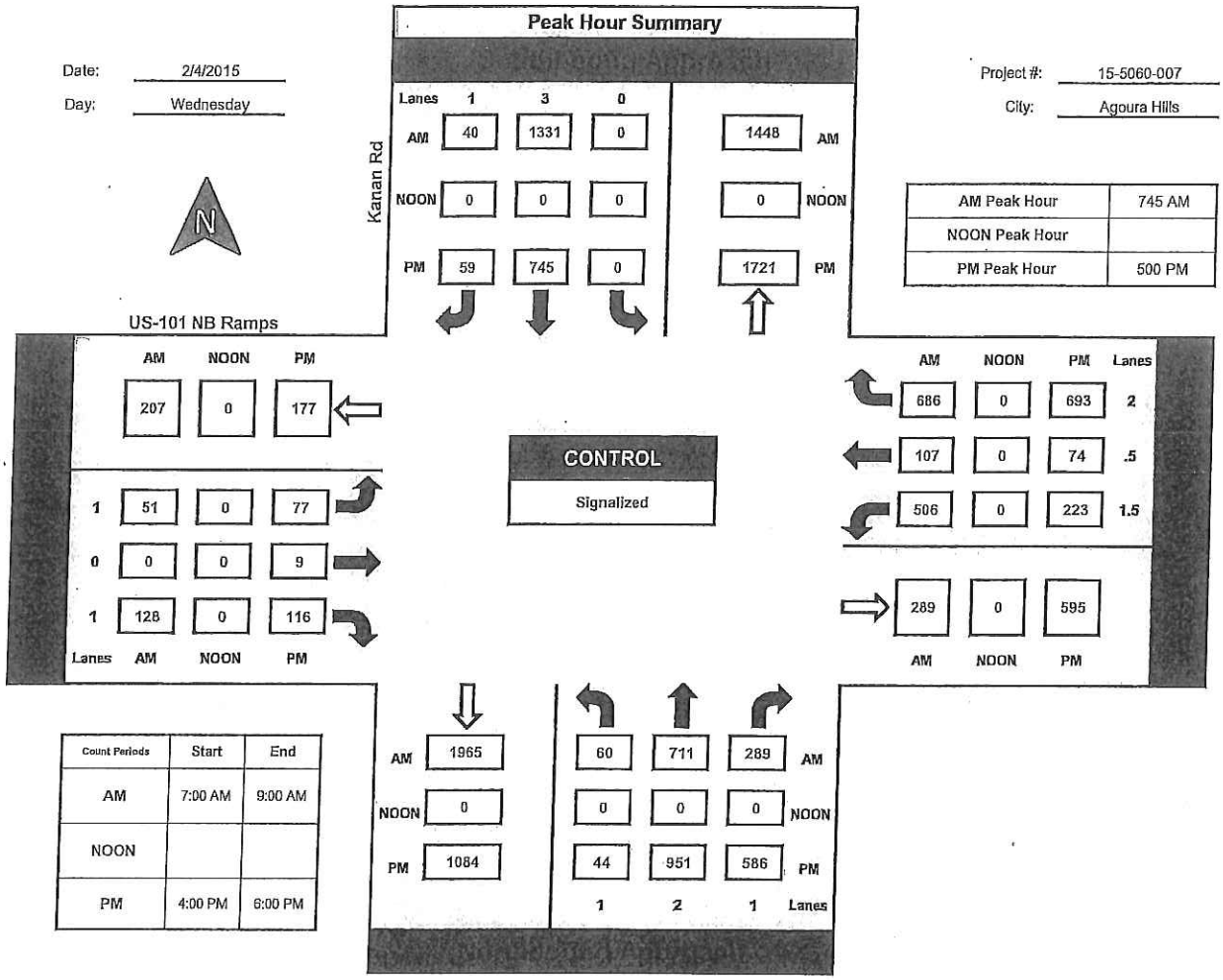
Kanan Rd and US-101 NB Ramps , Agoura Hills

Date: 2/4/2015

Day: Wednesday

Project #: 15-5060-007

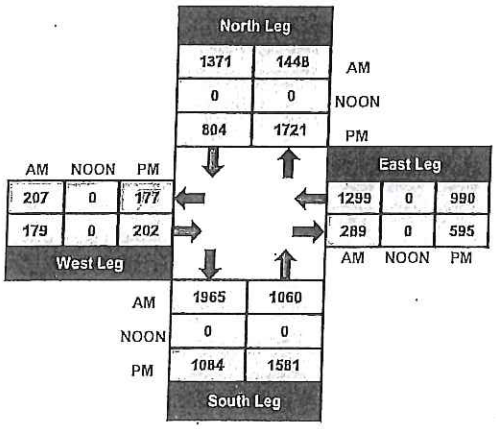
City: Agoura Hills



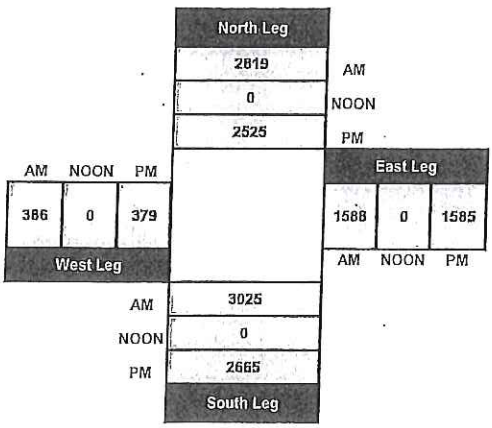
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Kanan Rd and US-101 SB Ramps , Agoura Hills

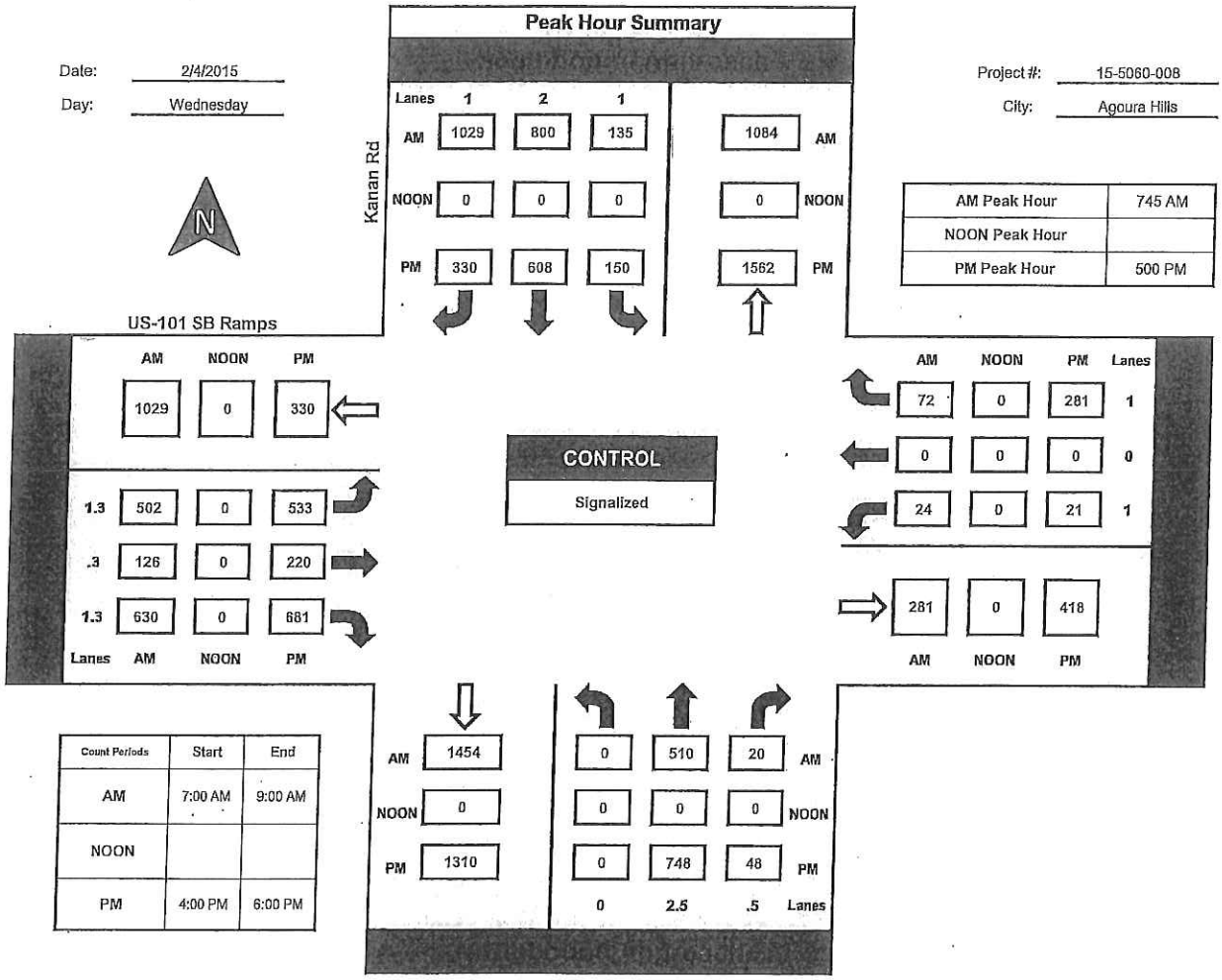
Date: 2/4/2015

Day: Wednesday

Project #: 15-5060-008

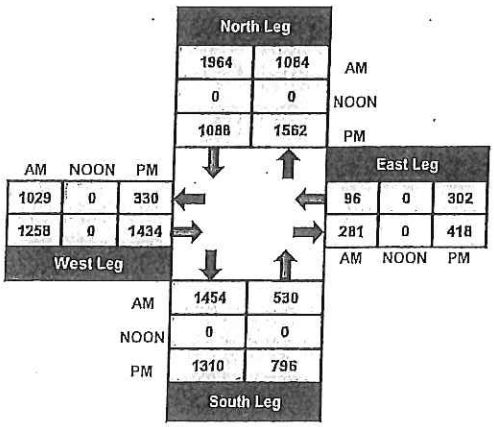
City: Agoura Hills

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

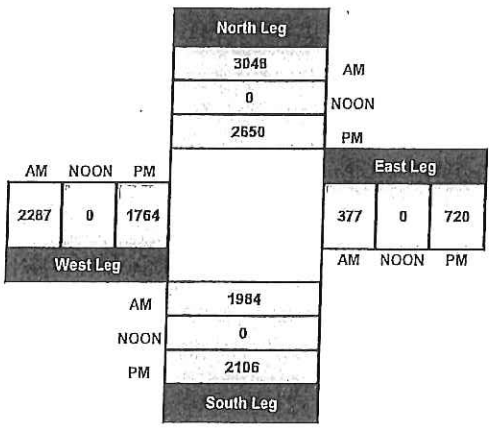


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

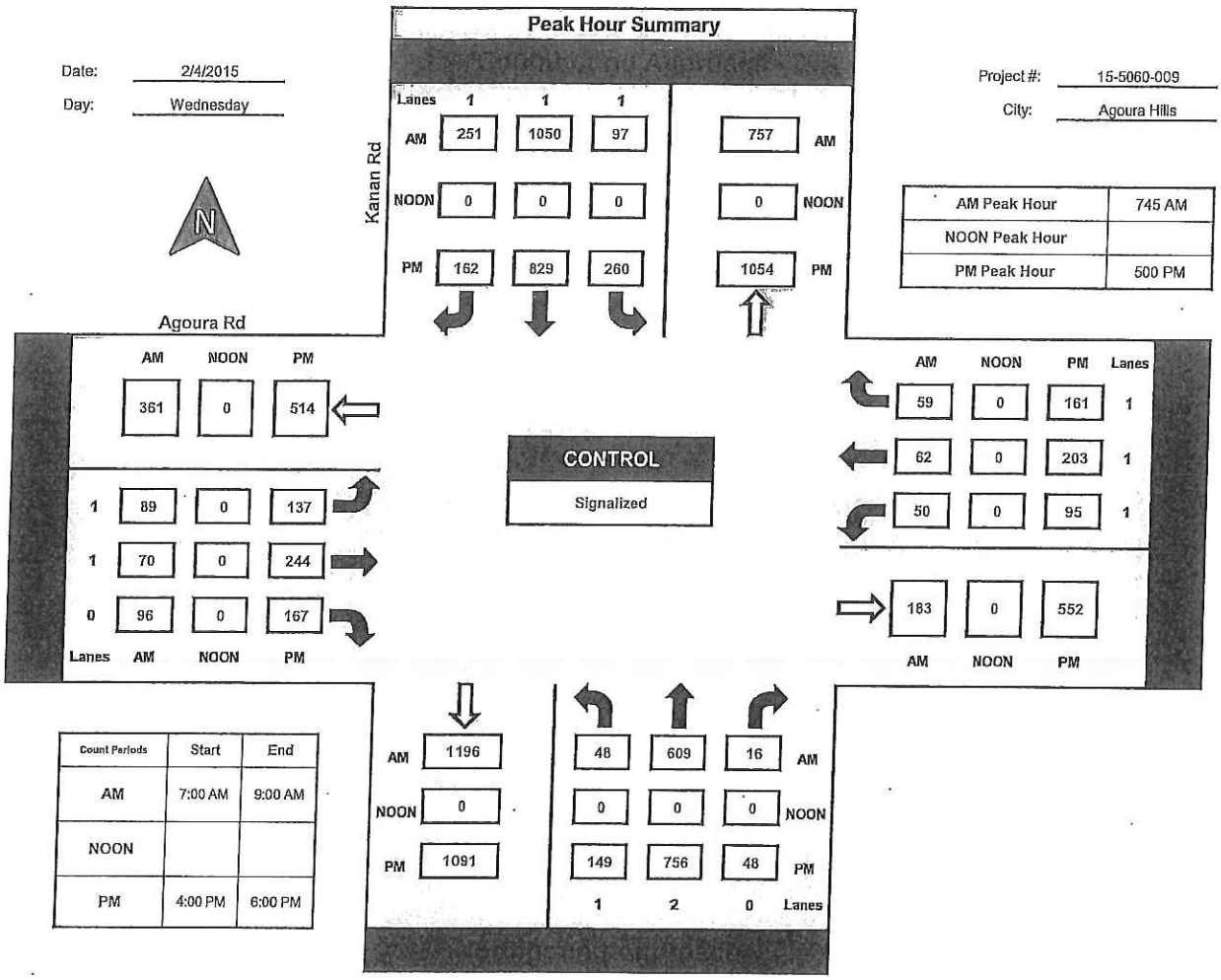
Kanan Rd and Agourà Rd , Agoura Hills

Date: 2/4/2015

Day: Wednesday

Project #: 15-5060-009

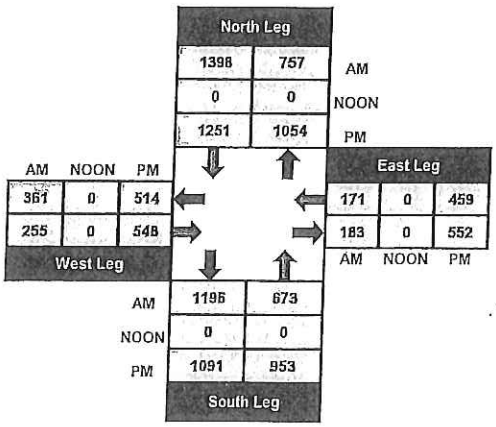
City: Agoura Hills



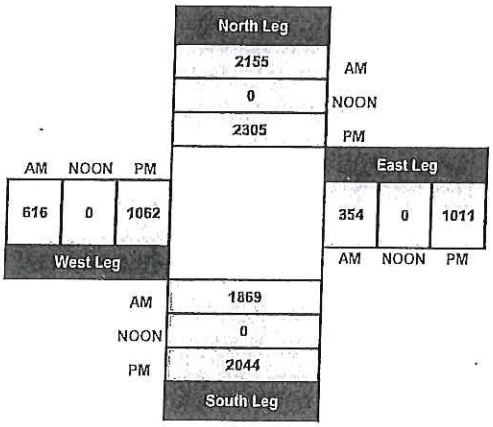
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



APPENDIX B

Critical Movement Analysis (CMA) Worksheets

Project: Agoura Landmark TIA

DOT Case Number:

Year of counts: 2015

Project buildout: 2015

Ambient growth: 0.75% per year

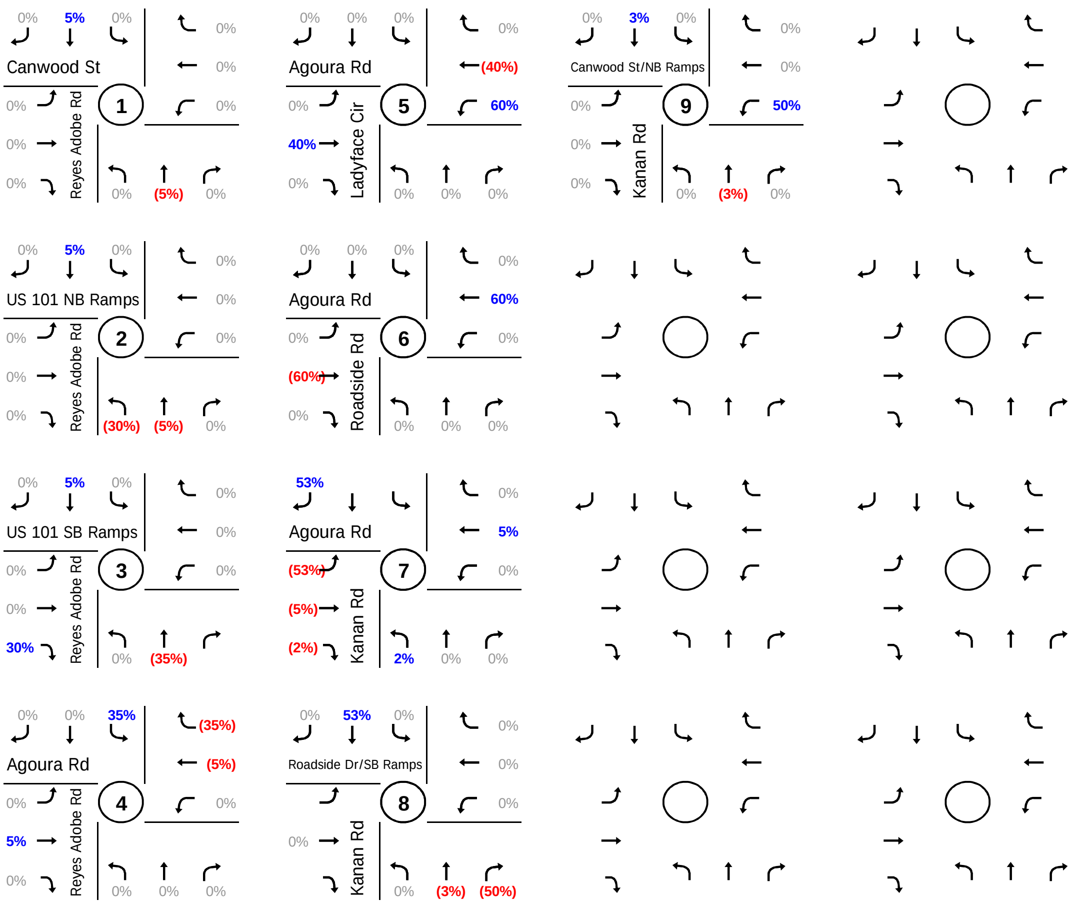
Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark_Existing+Proj.xls

Project Trip Generation		Adjacent to Project			Not Adjacent		
		In	Out	Total	In	Out	Total
Trip Gen	AM Peak	41	7	48			
	PM Peak	9	39	48			

Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2015) v/c	Existing (2015) LOS	Existing (2015) with proj v/c	Existing (2015) with proj LOS	Project Impact Δ v/c	Project Impact significant?	After mitigation v/c	After mitigation Δ v/c	After mitigation mitigated?
1	Reyes Adobe Rd &	AM	0.451	A	0.451	A	0.000	NO	--	--	N/A
	Canwood St	PM	0.348	A	0.348	A	0.000	NO	--	--	N/A
2	Reyes Adobe Rd &	AM	0.621	B	0.623	B	0.002	NO	--	--	N/A
	US 101 NB Ramps	PM	0.520	A	0.524	A	0.004	NO	--	--	N/A
3	Reyes Adobe Rd &	AM	0.509	A	0.517	A	0.008	NO	--	--	N/A
	US 101 SB Ramps	PM	0.487	A	0.492	A	0.005	NO	--	--	N/A
4	Reyes Adobe Rd &	AM	0.436	A	0.439	A	0.003	NO	--	--	N/A
	Agoura Rd	PM	0.629	B	0.641	B	0.012	NO	--	--	N/A
5	Ladyface Cir &	AM	0.120	A	0.127	A	0.007	NO	--	--	N/A
	Agoura Rd	PM	0.260	A	0.266	A	0.006	NO	--	--	N/A
6	Roadside Rd &	AM	0.173	A	0.183	A	0.010	NO	--	--	N/A
	Agoura Rd	PM	0.196	A	0.206	A	0.010	NO	--	--	N/A
7	Kanan Rd &	AM	0.492	A	0.494	A	0.002	NO	--	--	N/A
	Agoura Rd	PM	0.756	C	0.758	C	0.002	NO	--	--	N/A
8	Kanan Rd &	AM	0.975	E	0.975	E	0.000	NO	--	--	N/A
	Roadside Dr/SB Ramps	PM	0.939	E	0.944	E	0.005	NO	--	--	N/A
9	Kanan Rd &	AM	0.611	B	0.618	B	0.007	NO	--	--	N/A
	Canwood St/NB Ramps	PM	0.609	B	0.609	B	0.000	NO	--	--	N/A

Distribution #1



IS	N/S Street	E/W Street	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Reyes Adobe Rd	Canwood St	0%	(5%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
2	Reyes Adobe Rd	US 101 NB Ramps	(30%)	(5%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
3	Reyes Adobe Rd	US 101 SB Ramps	0%	(35%)	0%	0%	5%	0%	0%	0%	30%	0%	0%	0%
4	Reyes Adobe Rd	Agoura Rd	0%	0%	0%	35%	0%	0%	0%	5%	0%	0%	(5%)	(35%)
5	Ladyface Cir	Agoura Rd	0%	0%	0%	0%	0%	0%	0%	40%	0%	60%	(40%)	0%
6	Roadside Rd	Agoura Rd	0%	0%	0%	0%	0%	0%	0%	(60%)	0%	0%	60%	0%
7	Kanan Rd	Agoura Rd	2%	0%	0%	0%	0%	53%	(53%)	(5%)	(2%)	0%	5%	0%
8	Kanan Rd	Roadside Dr/SB Ramps	0%	(3%)	(50%)	0%	53%	0%	0%	0%	0%	0%	0%	0%
9	Kanan Rd	Canwood St/NB Ramps	0%	(3%)	0%	0%	3%	0%	0%	0%	0%	50%	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%	0%	0%	0%
0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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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%

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 1		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3				☑ Adjacen		In	Out	Total		Critical Phases: 3			
		Capacity: 1425			from: 2015		Capacity: 1425				Trip AM		41	7	48		Capacity: 1425			
East/West Street: Canwood St		Signal System: 2			to: 2015		Signal System: 2				Gen 1 PM		9	39	48	☐ Use Dist 2?	Signal System: 2			
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%				Trip AM		0	0	0		v/c reduction: 7%			
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2				Gen 2 PM		0	0	0		Opposed Phasing: 2			
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume		Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	135	2	**74**	0		135	2	**74**		0%	0	135	2	**74**		0	135	2	**74**
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	514	1	307	0		514	1	307		(5%)	0	514	1	307		0	514	1	307
	Th-Rt		1	307				1	307		0%			1	307				1	307
	Right	99	0	0	0		99	0	0		0%	0	99	0	0		0	99	0	0
	Shared		0	0				0	0		0%			0	0				0	0
Southbound	Left	31	1	31	0		31	1	31		0%	0	31	1	31		0	31	1	31
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	837	1	**434**	0		837	1	**434**		5%	2	839	1	**435**		0	839	1	**435**
	Th-Rt		1	**434**				1	**434**		0%			1	**435**				1	**435**
	Right	30	0	0	0		30	0	0		0%	0	30	0	0		0	30	0	0
	Shared		0	0				0	0		0%			0	0				0	0
Eastbound	Left	32	0	0	0		32	0	0		0%	0	32	0	0		0	32	0	0
	Lt-Th		1	50				1	50		0%			1	50				1	50
	Thru	18	0	0	0		18	0	0		0%	0	18	0	0		0	18	0	0
	Th-Rt		0	0				0	0		0%			0	0				0	0
	Right	191	1	**123**	0		191	1	**123**		0%	0	191	1	**123**		0	191	1	**123**
	Shared		0	0				0	0		0%			0	0				0	0
Westbound	Left	111	1	**111**	0		111	1	**111**		0%	0	111	1	**111**		0	111	1	**111**
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	8	0	0	0		8	0	0		0%	0	8	0	0		0	8	0	0
	Th-Rt		1	33				1	33		0%			1	33				1	33
	Right	25	0	0	0		25	0	0		0%	0	25	0	0		0	25	0	0
	Shared		0	0				0	0		0%			0	0				0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
Critical Volumes:		North-South:		508			North-South:		508				North-South:		509			North-South:		509
		East-West:		234			East-West:		234				East-West:		234			East-West:		234
		Total:		742			Total:		742				Total:		743			Total:		743
Volume/capacity (*v/c*) ratio:				0.521					0.521						0.521					0.521
v/c less ATSAC adjustment:				0.451					0.451						0.451					0.451
Level of Service (LOS):				A					A						A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significantly impacted? NO — Fully mitigated? N/A

Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark_Existing+Proj.xls

Developed 2005-2007 by Ken Aitchison

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 1		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3				☑ Adjacen		In	Out	Total		Critical Phases: 3			
		Capacity: 1425			from: 2015		Capacity: 1425				Trip AM		41	7	48		Capacity: 1425			
East/West Street: Canwood St		Signal System: 2			to: 2015		Signal System: 2				Gen 1 PM		9	39	48		☐ Use Dist 2? Signal System: 2			
Analysis Date: 01/11/2016		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%				Trip AM		0	0	0		v/c reduction: 7%			
PM Peak: 5:00 PM		Opposed Phasing: 2					Opposed Phasing: 2				Gen 2 PM		0	0	0		Opposed Phasing: 2			
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume		Total Volume	Lanes	Lane Volume		Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	170	2	94	0		170	2	94	0%	0		170	2	94		0	170	2	94
	Lt-Th		0	0				0	0	0%				0	0				0	0
	Thru	588	1	**347**	0		588	1	**347**	(5%)	2		590	1	**348**		0	590	1	**348**
	Th-Rt		1	**347**				1	**347**	0%				1	**348**				1	**348**
	Right	106	0	0	0		106	0	0	0%	0		106	0	0		0	106	0	0
	Shared		0	0				0	0	0%				0	0				0	0
Southbound	Left	25	1	**25**	0		25	1	**25**	0%	0		25	1	**25**		0	25	1	**25**
	Lt-Th		0	0				0	0	0%				0	0				0	0
	Thru	387	1	217	0		387	1	217	5%	0		387	1	217		0	387	1	217
	Th-Rt		1	217				1	217	0%				1	217				1	217
	Right	47	0	0	0		47	0	0	0%	0		47	0	0		0	47	0	0
	Shared		0	0				0	0	0%				0	0				0	0
Eastbound	Left	56	0	0	0		56	0	0	0%	0		56	0	0		0	56	0	0
	Lt-Th		1	66				1	66	0%				1	66				1	66
	Thru	10	0	0	0		10	0	0	0%	0		10	0	0		0	10	0	0
	Th-Rt		0	0				0	0	0%				0	0				0	0
	Right	196	1	**111**	0		196	1	**111**	0%	0		196	1	**111**		0	196	1	**111**
	Shared		0	0				0	0	0%				0	0				0	0
Westbound	Left	112	1	**112**	0		112	1	**112**	0%	0		112	1	**112**		0	112	1	**112**
	Lt-Th		0	0				0	0	0%				0	0				0	0
	Thru	38	0	0	0		38	0	0	0%	0		38	0	0		0	38	0	0
	Th-Rt		1	75				1	75	0%				1	75				1	75
	Right	37	0	0	0		37	0	0	0%	0		37	0	0		0	37	0	0
	Shared		0	0				0	0	0%				0	0				0	0
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																				
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
Critical Volumes:		North-South:		372			North-South:		372				North-South:		373			North-South:		373
		East-West:		223			East-West:		223				East-West:		223			East-West:		223
		Total:		595			Total:		595				Total:		596			Total:		596
Volume/capacity (*v/c*) ratio:				0.418					0.418						0.418					0.418
v/c less ATSAC adjustment:				0.348					0.348						0.348					0.348
Level of Service (LOS):				A					A						A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significantly impacted? NO — Fully mitigated? N/A

Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark_Existing+Proj.xls

Developed 2005-2007 by Ken Aitchison

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 2		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street:		Critical Phases:	3		Ambient Growth		Critical Phases:	3		☑ Adjacen		In	Out	Total		Critical Phases:	3	
Reyes Adobe Rd		Capacity:	1425		from:	2015	Capacity:	1425		Trip	AM	41	7	48		Capacity:	1425	
East/West Street:		Signal System:	2		to:	2015	Signal System:	2		Gen 1	PM	9	39	48	☐ Use Dist 2?	Signal System:	2	
US 101 NB Ramps		v/c reduction:	7%		at:	0.75%	v/c reduction:	7%		Trip	AM	0	0	0		v/c reduction:	7%	
Analysis Date:	01/11/2016	Opposed Phasing:	0				Opposed Phasing:	0		Gen 2	PM	0	0	0		Opposed Phasing:	0	
AM Peak:	8:00 AM	Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	75	2	**41**	0		75	2	**41**	(30%)	2	77	2	**42**	0	77	2	**42**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	378	2	189	0		378	2	189	(5%)	0	378	2	189	0	378	2	189
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	727	1	**611**	0		727	1	**611**	5%	2	729	1	**612**	0	729	1	**612**
	Th-Rt		1	**611**				1	**611**	0%			1	**612**			1	**612**
	Right	494	0	0	0		494	0	0	0%	0	494	0	0	0	494	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	333	0	0	0		333	0	0	0%	0	333	0	0	0	333	0	0
	Lt-Th		1	**333**				1	**333**	0%			1	**333**			1	**333**
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	315	1	315	0		315	1	315	0%	0	315	1	315	0	315	1	315
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR:	Existing: 50%																	
	Projected: 50%																	
	Mitigated: 50%																	
S/B RTOR:	Existing: 50%																	
	Projected: 50%																	
	Mitigated: 50%																	
E/B RTOR:	Existing: 50%																	
	Projected: 50%																	
	Mitigated: 50%																	
W/B RTOR:	Existing: 50%																	
	Projected: 50%																	
	Mitigated: 50%																	
Critical Volumes:		North-South:	652						652			North-South:	654				North-South:	654
		East-West:	333				East-West:	333				East-West:	333				East-West:	333
		Total:	985				Total:	985				Total:	987				Total:	987
Volume/capacity (*v/c*) ratio:			0.691					0.691					0.693					0.693
v/c less ATSAC adjustment:			0.621					0.621					0.623					0.623
Level of Service (LOS):			B					B					B					B

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Significantly impacted? NO

Δ*v/c* after mitigation: 0.002 — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 2		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth	Critical Phases: 3				☑ Adjacen		In	Out	Total		Critical Phases: 3			
East/West Street: US 101 NB Ramps		Capacity: 1425			from: 2015	Capacity: 1425				Trip	AM	41	7	48		Capacity: 1425			
Analysis Date: 01/11/2016		Signal System: 2			to: 2015	Signal System: 2				Gen 1	PM	9	39	48	☐ Use Dist 2?	Signal System: 2			
PM Peak: 5:00 PM		v/c reduction: 7%			at: 0.75%	v/c reduction: 7%				Trip	AM	0	0	0		v/c reduction: 7%			
		Opposed Phasing: 0				Opposed Phasing: 0				Gen 2	PM	0	0	0		Opposed Phasing: 0			
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	331	2	**182**	0		331	2	**182**	(30%)	12	343	2	**189**	0	343	2	**189**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	671	2	336	0		671	2	336	(5%)	2	673	2	337	0	673	2	337	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	287	1	287	0		287	1	287	5%	0	287	1	287	0	287	1	287	
	Th-Rt		1	**340**				1	**340**	0%			1	**340**			1	**340**	
	Right	340	0	0	0		340	0	0	0%	0	340	0	0	0	340	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	93	0	0	0		93	0	0	0%	0	93	0	0	0	93	0	0	
	Lt-Th		1	93				1	93	0%			1	93			1	93	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	318	1	**318**	0		318	1	**318**	0%	0	318	1	**318**	0	318	1	**318**	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		522			North-South:		522			North-South:		529		North-South:		529	
		East-West:		318			East-West:		318			East-West:		318		East-West:		318	
		Total:		840			Total:		840			Total:		847		Total:		847	
Volume/capacity (*v/c*) ratio:				0.590					0.590					0.594				0.594	
v/c less ATSAC adjustment:				0.520					0.520					0.524				0.524	
Level of Service (LOS):				A					A					A				A	

PROJECT IMPACT			
Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 3		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth	Critical Phases: 3				☑ Adjacent		In	Out	Total			Critical Phases: 3	
		Capacity: 1425			from: 2015	Capacity: 1425				Trip AM		41	7	48			Capacity: 1425	
East/West Street: US 101 SB Ramps		Signal System: 2			to: 2015	Signal System: 2				Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%	v/c reduction: 7%				Trip AM		0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 0				Opposed Phasing: 0				Gen 2 PM		0	0	0			Opposed Phasing: 0	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	150	2	75	0		150	2	75	(35%)	2	152	2	76	0	152	2	76
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	101	1	**101**	0		101	1	**101**	0%	0	101	1	**101**	0	101	1	**101**
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	500	2	**275**	0		500	2	**275**	0%	0	500	2	**275**	0	500	2	**275**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	565	2	283	0		565	2	283	5%	2	567	2	284	0	567	2	284
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	310	1	310	0		310	1	310	0%	0	310	1	310	0	310	1	310
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	2	0	0	0		2	0	0	0%	0	2	0	0	0	2	0	0
	Th-Rt		1	**449**				1	**449**	0%			1	**461**			1	**461**
	Right	447	0	0	0		447	0	0	30%	12	459	0	0	0	459	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																		
W/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																		
Critical Volumes:		North-South:		376			North-South:		376			North-South:		376			North-South:	376
		East-West:		449			East-West:		449			East-West:		461			East-West:	461
		Total:		825			Total:		825			Total:		837			Total:	837
Volume/capacity (*v/c*) ratio:				0.579					0.579					0.587				0.587
v/c less ATSAC adjustment:				0.509					0.509					0.517				0.517
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — Δ*v/c* after mitigation: 0.008

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 3		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3				☑ Adjacen		In	Out	Total				Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425				Trip AM		41	7	48				Capacity: 1425		
East/West Street: US 101 SB Ramps		Signal System: 2			to: 2015		Signal System: 2				Gen 1 PM		9	39	48		☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%				Trip AM		0	0	0				v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0				Gen 2 PM		0	0	0				Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	Total Volume	Lanes	Lane Volume		Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0		0	0	0		0%	0	0	0	0		0	0	0	0	
	Lt-Th		0	0				0	0		0%			0	0				0	0	
	Thru	596	2	**298**	0		596	2	**298**		(35%)	14	610	2	**305**		0	610	2	**305**	
	Th-Rt		0	0				0	0		0%			0	0				0	0	
	Right	261	1	261	0		261	1	261		0%	0	261	1	261		0	261	1	261	
	Shared		0	0				0	0		0%			0	0				0	0	
Southbound	Left	153	2	**84**	0		153	2	**84**		0%	0	153	2	**84**		0	153	2	**84**	
	Lt-Th		0	0				0	0		0%			0	0				0	0	
	Thru	224	2	112	0		224	2	112		5%	0	224	2	112		0	224	2	112	
	Th-Rt		0	0				0	0		0%			0	0				0	0	
	Right	0	0	0	0		0	0	0		0%	0	0	0	0		0	0	0	0	
	Shared		0	0				0	0		0%			0	0				0	0	
Eastbound	Left	411	1	**411**	0		411	1	**411**		0%	0	411	1	**411**		0	411	1	**411**	
	Lt-Th		0	0				0	0		0%			0	0				0	0	
	Thru	5	0	0	0		5	0	0		0%	0	5	0	0		0	5	0	0	
	Th-Rt		1	204				1	204		0%			1	207				1	207	
	Right	199	0	0	0		199	0	0		30%	3	202	0	0		0	202	0	0	
	Shared		0	0				0	0		0%			0	0				0	0	
Westbound	Left	0	0	0	0		0	0	0		0%	0	0	0	0		0	0	0	0	
	Lt-Th		0	0				0	0		0%			0	0				0	0	
	Thru	0	0	0	0		0	0	0		0%	0	0	0	0		0	0	0	0	
	Th-Rt		0	0				0	0		0%			0	0				0	0	
	Right	0	0	0	0		0	0	0		0%	0	0	0	0		0	0	0	0	
	Shared		0	0				0	0		0%			0	0				0	0	
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																					
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																					
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																					
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																					
Critical Volumes:		North-South:		382			North-South:		382				North-South:		389				North-South:		389
		East-West:		411			East-West:		411				East-West:		411				East-West:		411
		Total:		793			Total:		793				Total:		800				Total:		800
Volume/capacity (*v/c*) ratio:				0.557					0.557						0.562						0.562
v/c less ATSAC adjustment:				0.487					0.487						0.492						0.492
Level of Service (LOS):				A					A						A						A

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 4		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4	
		Capacity: 1375			from: 2015		Capacity: 1375			Trip	AM	41	7	48			Capacity: 1375	
East/West Street: Agoura Rd		Signal System: 2			to: 2015		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2	PM	0	0	0			Opposed Phasing: 1	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	4	1	4	0		4	1	4	0%	0	4	1	4	0	4	1	4
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	3	0	0	0		3	0	0	0%	0	3	0	0	0	3	0	0
	Th-Rt		1	**5**				1	**5**	0%			1	**5**			1	**5**
	Right	2	0	0	0		2	0	0	0%	0	2	0	0	0	2	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	397	1	218	0		397	1	218	35%	14	411	1	226	0	411	1	226
	Lt-Th		1	212				1	212	0%			1	218			1	218
	Thru	33	0	0	0		33	0	0	0%	0	33	0	0	0	33	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	515	1	**461**	0		515	1	**461**	0%	0	515	1	**461**	0	515	1	**461**
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	108	1	**108**	0		108	1	**108**	0%	0	108	1	**108**	0	108	1	**108**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	134	1	69	0		134	1	69	5%	2	136	1	70	0	136	1	70
	Th-Rt		1	69				1	69	0%			1	70			1	70
	Right	3	0	0	0		3	0	0	0%	0	3	0	0	0	3	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	1	1	1	0		1	1	1	0%	0	1	1	1	0	1	1	1
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	136	1	**122**	0		136	1	**122**	(5%)	1	137	1	**126**	0	137	1	**126**
	Th-Rt		1	**122**				1	**122**	0%			1	**126**			1	**126**
	Right	108	0	0	0		108	0	0	(35%)	6	114	0	0	0	114	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		466			North-South:		466			North-South:		466			North-South:	466
		East-West:		230			East-West:		230			East-West:		234			East-West:	234
		Total:		696			Total:		696			Total:		700			Total:	700
Volume/capacity (*v/c*) ratio:				0.506					0.506					0.509				0.509
v/c less ATSAC adjustment:				0.436					0.436					0.439				0.439
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: 0.003

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 4		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4				☑ Adjacen		In	Out	Total		Critical Phases: 4			
East/West Street: Agoura Rd		Capacity: 1375			from: 2015		Capacity: 1375				Trip AM		41	7	48		Capacity: 1375			
Analysis Date: 01/11/2016		Signal System: 2			to: 2015		Signal System: 2				Gen 1 PM		9	39	48	☐ Use Dist 2?	Signal System: 2			
PM Peak: 5:00 PM		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%				Trip AM		0	0	0		v/c reduction: 7%			
		Opposed Phasing: 1					Opposed Phasing: 1				Gen 2 PM		0	0	0		Opposed Phasing: 1			
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume		Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	12	1	12	0		12	1	12	0%	0		12	1	12	0	12	1	12	
	Lt-Th		0	0				0	0	0%				0	0			0	0	
	Thru	25	0	0	0		25	0	0	0%	0		25	0	0	0	25	0	0	
	Th-Rt		1	**35**				1	**35**	0%				1	**35**			1	**35**	
	Right	10	0	0	0		10	0	0	0%	0		10	0	0	0	10	0	0	
	Shared		0	0				0	0	0%				0	0			0	0	
Southbound	Left	257	1	**141**	0		257	1	**141**	35%	3		260	1	**143**	0	260	1	**143**	
	Lt-Th		1	136				1	136	0%				1	137			1	137	
	Thru	20	0	0	0		20	0	0	0%	0		20	0	0	0	20	0	0	
	Th-Rt		0	0				0	0	0%				0	0			0	0	
	Right	97	1	97	0		97	1	97	0%	0		97	1	97	0	97	1	97	
	Shared		0	0				0	0	0%				0	0			0	0	
Eastbound	Left	289	1	**289**	0		289	1	**289**	0%	0		289	1	**289**	0	289	1	**289**	
	Lt-Th		0	0				0	0	0%				0	0			0	0	
	Thru	281	1	142	0		281	1	142	5%	1		282	1	143	0	282	1	143	
	Th-Rt		1	142				1	142	0%				1	143			1	143	
	Right	3	0	0	0		3	0	0	0%	0		3	0	0	0	3	0	0	
	Shared		0	0				0	0	0%				0	0			0	0	
Westbound	Left	3	1	3	0		3	1	3	0%	0		3	1	3	0	3	1	3	
	Lt-Th		0	0				0	0	0%				0	0			0	0	
	Thru	415	1	415	0		415	1	415	(5%)	2		417	1	417	0	417	1	417	
	Th-Rt		1	**496**				1	**496**	0%				1	**510**			1	**510**	
	Right	496	0	0	0		496	0	0	(35%)	14		510	0	0	0	510	0	0	
	Shared		0	0				0	0	0%				0	0			0	0	
Critical Volumes:		North-South:		176			North-South:		176				North-South:		178		North-South:		178	
		East-West:		785			East-West:		785				East-West:		799		East-West:		799	
		Total:		961			Total:		961				Total:		977		Total:		977	
Volume/capacity (*v/c*) ratio:				0.699					0.699						0.711				0.711	
v/c less ATSAC adjustment:				0.629					0.629						0.641				0.641	
Level of Service (LOS):				B					B						B				B	

PROJECT IMPACT

Change in *v/c* due to project: 0.012 — Δ*v/c* after mitigation: 0.012

Significantly impacted? NO — Fully mitigated? N/A

Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark_Existing+Proj.xls

Developed 2005-2007 by Ken Aitchison

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 5		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE				2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street: Ladyface Cir		Critical Phases: 2			Ambient Growth		Critical Phases: 2		☑ Adjacent		In	Out	Total			Critical Phases: 2	
		Capacity: 1500			from: 2015		Capacity: 1500		Trip AM		41	7	48			Capacity: 1500	
East/West Street: Agoura Rd		Signal System: 2			to: 2015		Signal System: 2		Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%		Trip AM		0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2		Gen 2 PM		0	0	0			Opposed Phasing: 2	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	7	1	**7**	0		7	1	**7**	0%	0	7	1	**7**	0	7	1	**7**
	Lt-Th	N/B RTOR:	0	0				0	0	0%			0	0			0	0
	Thru	1	0	0	0		1	0	0	0%	0	1	0	0	0	1	0	0
	Th-Rt	Existing: 50%	1	**7**				1	**7**	0%			1	**7**			1	**7**
	Right	Projected: 50%	0	6	0		6	0	6	0%	0	6	0	6	0	6	0	6
	Shared	Mitigated: 50%	6	0	0		6	0	0	0%	0	6	0	0	0	6	0	0
Southbound	Left		0	0				0	0	0%			0	0			0	0
	Lt-Th	S/B RTOR:	2	0	0		2	0	0	0%	0	2	0	0	0	2	0	0
	Thru	Existing: 50%	0	0				0	0	0%			0	0			0	0
	Th-Rt	Projected: 50%	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Right	Mitigated: 50%	0	0				0	0	0%			0	0			0	0
	Shared		1	0	0		1	0	0	0%	0	1	0	0	0	1	0	0
				1	**3**			1	**3**	0%			1	**3**			1	**3**
Eastbound	Left		84	1	84	0	84	1	84	0%	0	84	1	84	0	84	1	84
	Lt-Th	E/B RTOR:		0	0			0	0	0%			0	0			0	0
	Thru	Existing: 50%	231	1	**168**		231	1	**168**	40%	16	247	1	**176**	0	247	1	**176**
	Th-Rt	Projected: 50%		1	**168**			1	**168**	0%			1	**176**			1	**176**
	Right	Mitigated: 50%	104	0	0	0	104	0	0	0%	0	104	0	0	0	104	0	0
	Shared			0	0			0	0	0%			0	0			0	0
Westbound	Left		46	1	46	0	46	1	46	60%	25	71	1	71	0	71	1	71
	Lt-Th	W/B RTOR:		0	0			0	0	0%			0	0			0	0
	Thru	Existing: 50%	211	1	**108**		211	1	**108**	(40%)	3	214	1	**110**	0	214	1	**110**
	Th-Rt	Projected: 50%		1	**108**			1	**108**	0%			1	**110**			1	**110**
	Right	Mitigated: 50%	5	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	0
	Shared			0	0			0	0	0%			0	0			0	0
Critical Volumes:		North-South:		10			North-South:		10			North-South:		10			North-South:	10
		East-West:		276			East-West:		276			East-West:		285			East-West:	285
		Total:		286			Total:		286			Total:		295			Total:	295
Volume/capacity (*v/c*) ratio:				0.190					0.190					0.197				0.197
v/c less ATSAC adjustment:				0.120					0.120					0.127				0.127
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.007

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 5		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street:		Critical Phases:	2		Ambient Growth		Critical Phases:	2		☑ Adjacent		In	Out	Total			Critical Phases:	2	
Ladyface Cir		Capacity:	1500		from:	2015	Capacity:	1500		Trip	AM	41	7	48			Capacity:	1500	
East/West Street:		Signal System:	2		to:	2015	Signal System:	2		Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System:	2	
Agoura Rd		v/c reduction:	7%		at:	0.75%	v/c reduction:	7%		Trip	AM	0	0	0			v/c reduction:	7%	
Analysis Date:	01/11/2016	Opposed Phasing:	2				Opposed Phasing:	2		Gen 2	PM	0	0	0			Opposed Phasing:	2	
PM Peak:	5:00 PM	Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	131	1	**131**	0		131	1	**131**	0%	0	131	1	**131**	0	131	1	**131**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		1	70				1	70	0%			1	70			1	70	
	Right	70	0	70	0		70	0	70	0%	0	70	0	70	0	70	0	70	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	22	0	0	0		22	0	0	0%	0	22	0	0	0	22	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	1	0	0	0		1	0	0	0%	0	1	0	0	0	1	0	0	
	Shared		1	**23**				1	**23**	0%			1	**23**			1	**23**	
Eastbound	Left	10	1	10	0		10	1	10	0%	0	10	1	10	0	10	1	10	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	286	1	**155**	0		286	1	**155**	40%	4	290	1	**157**	0	290	1	**157**	
	Th-Rt		1	**155**				1	**155**	0%			1	**157**			1	**157**	
	Right	23	0	0	0		23	0	0	0%	0	23	0	0	0	23	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	15	1	15	0		15	1	15	60%	5	20	1	20	0	20	1	20	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	371	1	**186**	0		371	1	**186**	(40%)	16	387	1	**194**	0	387	1	**194**	
	Th-Rt		1	**186**				1	**186**	0%			1	**194**			1	**194**	
	Right	1	0	0	0		1	0	0	0%	0	1	0	0	0	1	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		154			North-South:		154			North-South:		154			North-South:		154
		East-West:		341			East-West:		341			East-West:		351			East-West:		351
		Total:		495			Total:		495			Total:		505			Total:		505
Volume/capacity (*v/c*) ratio:				0.330					0.330					0.336					0.336
v/c less ATSAC adjustment:				0.260					0.260					0.266					0.266
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.006

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 6		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street: Roadside Rd		Critical Phases: 0			Ambient Growth		Critical Phases: 0			☑ Adjacent		In	Out	Total			Critical Phases: 0		
		Capacity: 1200			from: 2015		Capacity: 1200			Trip AM		41	7	48			Capacity: 1200		
East/West Street: Agoura Rd		Signal System: 1			to: 2015		Signal System: 1			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 1		
		v/c reduction: 0%			at: 0.75%		v/c reduction: 0%			Trip AM		0	0	0			v/c reduction: 0%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	12	0	0	0		12	0	0	0%	0	12	0	0	0	12	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	16	0	0	0		16	0	0	0%	0	16	0	0	0	16	0	0
	Shared		1	**28**				1	**28**	0%			1	**28**			1	**28**
Eastbound	Left	8	1	**8**	0		8	1	**8**	0%	0	8	1	**8**	0	8	1	**8**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	153	2	77	0		153	2	77	(60%)	4	157	2	79	0	157	2	79
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	318	1	**171**	0		318	1	**171**	60%	25	343	1	**184**	0	343	1	**184**
	Th-Rt		1	**171**				1	**171**	0%			1	**184**			1	**184**
	Right	24	0	0	0		24	0	0	0%	0	24	0	0	0	24	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		28			North-South:		28			North-South:		28			North-South:		28
		East-West:		179			East-West:		179			East-West:		192			East-West:		192
		Total:		207			Total:		207			Total:		220			Total:		220
Volume/capacity (*v/c*) ratio:				0.173					0.173					0.183					0.183
v/c less ATSAC adjustment:				0.173					0.173					0.183					0.183
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.010

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 6		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE				2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street: Roadside Rd		Critical Phases: 0			Ambient Growth		Critical Phases: 0		☑ Adjacent		In	Out	Total			Critical Phases: 0	
		Capacity: 1200			from: 2015		Capacity: 1200		Trip	AM	41	7	48			Capacity: 1200	
East/West Street: Agoura Rd		Signal System: 1			to: 2015		Signal System: 1		Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 1	
		v/c reduction: 0%			at: 0.75%		v/c reduction: 0%		Trip	AM	0	0	0			v/c reduction: 0%	
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0		Gen 2	PM	0	0	0			Opposed Phasing: 0	
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	22	0	0	0		22	0	0	0%	0	22	0	0	0	22	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	12	0	0	0		12	0	0	0%	0	12	0	0	0	12	0	0
	Shared		1	**34**				1	**34**	0%			1	**34**			1	**34**
Eastbound	Left	15	1	15	0		15	1	15	0%	0	15	1	15	0	15	1	15
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	403	2	**202**	0		403	2	**202**	(60%)	23	426	2	**213**	0	426	2	**213**
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	301	1	157	0		301	1	157	60%	5	306	1	159	0	306	1	159
	Th-Rt		1	157				1	157	0%			1	159			1	159
	Right	12	0	0	0		12	0	0	0%	0	12	0	0	0	12	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		34			North-South:		34			North-South:		34		North-South:		34
		East-West:		202			East-West:		202			East-West:		213		East-West:		213
		Total:		236			Total:		236			Total:		247		Total:		247
Volume/capacity (*v/c*) ratio:				0.196					0.196					0.206				0.206
v/c less ATSAC adjustment:				0.196					0.196					0.206				0.206
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.010

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 7		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION			
North/South Street: Kanan Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3				☑ Adjacent		In	Out	Total				Critical Phases: 3	
		Capacity: 1425			from: 2015		Capacity: 1425				Trip AM		41	7	48				Capacity: 1425	
East/West Street: Agoura Rd		Signal System: 2			to: 2015		Signal System: 2				Gen 1 PM		9	39	48		☐ Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%				Trip AM		0	0	0				v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2				Gen 2 PM		0	0	0				Opposed Phasing: 2	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume		Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	48	1	**48**	0		48	1	**48**		2%	1	49	1	**49**		0	49	1	**49**
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	609	1	313	0		609	1	313		0%	0	609	1	313		0	609	1	313
	Th-Rt		1	313				1	313		0%			1	313				1	313
	Right	16	0	0	0		16	0	0		0%	0	16	0	0		0	16	0	0
	Shared		0	0				0	0		0%			0	0				0	0
Southbound	Left	97	2	53	0		97	2	53		0%	0	97	2	53		0	97	2	53
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	1050	2	**525**	0		1050	2	**525**		0%	0	1050	2	**525**		0	1050	2	**525**
	Th-Rt		0	0				0	0		0%			0	0				0	0
	Right	251	1	207	0		251	1	207		53%	22	273	1	227		0	273	1	227
	Shared		0	0				0	0		0%			0	0				0	0
Eastbound	Left	89	2	49	0		89	2	49		(53%)	4	93	2	51		0	93	2	51
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	70	0	0	0		70	0	0		(5%)	0	70	0	0		0	70	0	0
	Th-Rt		1	**166**				1	**166**		0%			1	**166**				1	**166**
	Right	96	0	0	0		96	0	0		(2%)	0	96	0	0		0	96	0	0
	Shared		0	0				0	0		0%			0	0				0	0
Westbound	Left	50	1	50	0		50	1	50		0%	0	50	1	50		0	50	1	50
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	62	1	**62**	0		62	1	**62**		5%	2	64	1	**64**		0	64	1	**64**
	Th-Rt		0	0				0	0		0%			0	0				0	0
	Right	59	1	11	0		59	1	11		0%	0	59	1	11		0	59	1	11
	Shared		0	0				0	0		0%			0	0				0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
Critical Volumes:		North-South:		573			North-South:		573				North-South:		574			North-South:		574
		East-West:		228			East-West:		228				East-West:		230			East-West:		230
		Total:		801			Total:		801				Total:		804			Total:		804
Volume/capacity (*v/c*) ratio:				0.562					0.562						0.564					0.564
v/c less ATSAC adjustment:				0.492					0.492						0.494					0.494
Level of Service (LOS):				A					A						A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 7		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION			
North/South Street: Kanan Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3				☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425				Trip AM		41	7	48			Capacity: 1425		
East/West Street: Agoura Rd		Signal System: 2			to: 2015		Signal System: 2				Gen 1 PM		9	39	48		☐ Use Dist 2?	Signal System: 2		
Analysis Date: 01/11/2016		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%				Trip AM		0	0	0			v/c reduction: 7%		
PM Peak: 5:00 PM		Opposed Phasing: 2					Opposed Phasing: 2				Gen 2 PM		0	0	0			Opposed Phasing: 2		
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume		Total Volume	Lanes	Lane Volume		Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	149	1	**149**	0		149	1	**149**	2%	0		149	1	**149**		0	149	1	**149**
	Lt-Th		0	0				0	0	0%				0	0				0	0
	Thru	756	1	402	0		756	1	402	0%	0		756	1	402		0	756	1	402
	Th-Rt		1	402				1	402	0%				1	402				1	402
	Right	48	0	0	0		48	0	0	0%	0		48	0	0		0	48	0	0
	Shared		0	0				0	0	0%				0	0				0	0
Southbound	Left	260	2	143	0		260	2	143	0%	0		260	2	143		0	260	2	143
	Lt-Th		0	0				0	0	0%				0	0				0	0
	Thru	829	2	**415**	0		829	2	**415**	0%	0		829	2	**415**		0	829	2	**415**
	Th-Rt		0	0				0	0	0%				0	0				0	0
	Right	162	1	94	0		162	1	94	53%	5		167	1	88		0	167	1	88
	Shared		0	0				0	0	0%				0	0				0	0
Eastbound	Left	137	2	75	0		137	2	75	(53%)	21		158	2	87		0	158	2	87
	Lt-Th		0	0				0	0	0%				0	0				0	0
	Thru	244	0	0	0		244	0	0	(5%)	2		246	0	0		0	246	0	0
	Th-Rt		1	**411**				1	**411**	0%				1	**414**				1	**414**
	Right	167	0	0	0		167	0	0	(2%)	1		168	0	0		0	168	0	0
	Shared		0	0				0	0	0%				0	0				0	0
Westbound	Left	95	1	95	0		95	1	95	0%	0		95	1	95		0	95	1	95
	Lt-Th		0	0				0	0	0%				0	0				0	0
	Thru	203	1	**203**	0		203	1	**203**	5%	0		203	1	**203**		0	203	1	**203**
	Th-Rt		0	0				0	0	0%				0	0				0	0
	Right	161	1	31	0		161	1	31	0%	0		161	1	31		0	161	1	31
	Shared		0	0				0	0	0%				0	0				0	0
Critical Volumes:		North-South:		564			North-South:		564				North-South:		564			North-South:		564
		East-West:		614			East-West:		614				East-West:		617			East-West:		617
		Total:		1178			Total:		1178				Total:		1181			Total:		1181
Volume/capacity (*v/c*) ratio:				0.826					0.826						0.828					0.828
v/c less ATSAC adjustment:				0.756					0.756						0.758					0.758
Level of Service (LOS):				C					C						C					C

Northbound — N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%

Southbound — S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

Eastbound — E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

Westbound — W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 8		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375		
East/West Street: Roadside Dr/SB Ramps		Signal System: 2			to: 2015		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	510	2	177	0		510	2	177	(3%)	0	510	2	178	0	510	2	178	
	Th-Rt		1	177				1	177	0%			1	178			1	178	
	Right	20	0	0	0		20	0	0	(50%)	4	24	0	0	0	24	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	135	1	135	0		135	1	135	0%	0	135	1	135	0	135	1	135	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	800	2	400	0		800	2	400	53%	22	822	2	411	0	822	2	411	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	1029	1	**778**	0		1029	1	**778**	0%	0	1029	1	**778**	0	1029	1	**778**	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	502	1	276	0		502	1	276	0%	0	502	1	276	0	502	1	276	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	126	0	0	0		126	0	0	0%	0	126	0	0	0	126	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	630	1	347	0		630	1	347	0%	0	630	1	347	0	630	1	347	
	Shared		1	**635**				1	**635**	0%			1	**635**			1	**635**	
Westbound	Left	24	1	**24**	0		24	1	**24**	0%	0	24	1	**24**	0	24	1	**24**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	72	1	4	0		72	1	4	0%	0	72	1	4	0	72	1	4	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		778			North-South:		778			North-South:		778		North-South:		778	
		East-West:		659			East-West:		659			East-West:		659		East-West:		659	
		Total:		1437			Total:		1437			Total:		1437		Total:		1437	
Volume/capacity (*v/c*) ratio:				1.045					1.045					1.045				1.045	
v/c less ATSAC adjustment:				0.975					0.975					0.975				0.975	
Level of Service (LOS):				E					E					E				E	

PROJECT IMPACT			
Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 8		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4				☑ Adjacent		In	Out	Total				Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375				Trip AM		41	7	48				Capacity: 1375		
East/West Street: Roadside Dr/SB Ramps		Signal System: 2			to: 2015		Signal System: 2				Gen 1 PM		9	39	48			☐ Use Dist 2?	Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%				Trip AM		0	0	0				v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0				Gen 2 PM		0	0	0				Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	Total Volume	Lanes	Lane Volume		Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0		0	0	0		0%	0	0	0	0		0	0	0	0
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	748	2	**265**	0		748	2	**265**		(3%)	1	749	2	**272**		0	749	2	**272**
	Th-Rt		1	**265**				1	**265**		0%			1	**272**				1	**272**
	Right	48	0	0	0		48	0	0		(50%)	20	68	0	0		0	68	0	0
	Shared		0	0				0	0		0%			0	0				0	0
Southbound	Left	150	1	**150**	0		150	1	**150**		0%	0	150	1	**150**		0	150	1	**150**
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	608	2	304	0		608	2	304		53%	5	613	2	307		0	613	2	307
	Th-Rt		0	0				0	0		0%			0	0				0	0
	Right	330	1	64	0		330	1	64		0%	0	330	1	64		0	330	1	64
	Shared		0	0				0	0		0%			0	0				0	0
Eastbound	Left	533	1	293	0		533	1	293		0%	0	533	1	293		0	533	1	293
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	220	0	0	0		220	0	0		0%	0	220	0	0		0	220	0	0
	Th-Rt		0	0				0	0		0%			0	0				0	0
	Right	681	1	375	0		681	1	375		0%	0	681	1	375		0	681	1	375
	Shared		1	**766**				1	**766**		0%			1	**766**				1	**766**
Westbound	Left	21	1	21	0		21	1	21		0%	0	21	1	21		0	21	1	21
	Lt-Th		0	0				0	0		0%			0	0				0	0
	Thru	0	0	0	0		0	0	0		0%	0	0	0	0		0	0	0	0
	Th-Rt		0	0				0	0		0%			0	0				0	0
	Right	281	1	**206**	0		281	1	**206**		0%	0	281	1	**206**		0	281	1	**206**
	Shared		0	0				0	0		0%			0	0				0	0
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																				
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																				
Critical Volumes:		North-South:		415			North-South:		415				North-South:		422				North-South:		422
		East-West:		972			East-West:		972				East-West:		972				East-West:		972
		Total:		1388			Total:		1388				Total:		1395				Total:		1395
Volume/capacity (*v/c*) ratio:				1.009					1.009						1.014						1.014
v/c less ATSAC adjustment:				0.939					0.939						0.944						0.944
Level of Service (LOS):				E					E						E						E

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 9		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT						2015, WITH TRAFFIC MITIGATION			
North/South Street:		Critical Phases:	4		Ambient Growth		Critical Phases:	4			☑ Adjacent		In	Out	Total			Critical Phases:	4	
Kanan Rd		Capacity:	1375		from:	2015	Capacity:	1375			Trip	AM	41	7	48			Capacity:	1375	
East/West Street:		Signal System:	2		to:	2015	Signal System:	2			Gen 1	PM	9	39	48		☐ Use Dist 2?	Signal System:	2	
Canwood St / NB Ramps		v/c reduction:	7%		at:	0.75%	v/c reduction:	7%			Trip	AM	0	0	0			v/c reduction:	7%	
Analysis Date:	01/11/2016	Opposed Phasing:	0				Opposed Phasing:	0			Gen 2	PM	0	0	0			Opposed Phasing:	0	
AM Peak:	8:00 AM	Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume				+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	60	1	**60**	0		60	1	**60**		0%	0	60	1	**60**	0	60	1	**60**
	Lt-Th		0	0				0	0		0%			0	0			0	0
	Thru	711	2	356	0		711	2	356		(3%)	0	711	2	356	0	711	2	356
	Th-Rt		0	0				0	0		0%			0	0			0	0
	Right	289	1	36	0		289	1	36		0%	0	289	1	25	0	289	1	25
	Shared		0	0				0	0		0%			0	0			0	0
Southbound	Left	0	0	0	0		0	0	0		0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0		0%			0	0			0	0
	Thru	1331	3	**444**	0		1331	3	**444**		3%	1	1332	3	**444**	0	1332	3	**444**
	Th-Rt		0	0				0	0		0%			0	0			0	0
	Right	40	1	14	0		40	1	14		0%	0	40	1	14	0	40	1	14
	Shared		0	0				0	0		0%			0	0			0	0
Eastbound	Left	51	1	51	0		51	1	51		0%	0	51	1	51	0	51	1	51
	Lt-Th		0	0				0	0		0%			0	0			0	0
	Thru	0	0	0	0		0	0	0		0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0		0%			0	0			0	0
	Right	128	1	**98**	0		128	1	**98**		0%	0	128	1	**98**	0	128	1	**98**
	Shared		0	0				0	0		0%			0	0			0	0
Westbound	Left	506	1	278	0		506	1	278		50%	21	527	1	290	0	527	1	290
	Lt-Th		1	**335**				1	**335**		0%			1	**344**			1	**344**
	Thru	107	0	0	0		107	0	0		0%	0	107	0	0	0	107	0	0
	Th-Rt		0	0				0	0		0%			0	0			0	0
	Right	686	2	377	0		686	2	377		0%	0	686	2	377	0	686	2	377
	Shared		0	0				0	0		0%			0	0			0	0
Critical Volumes:		North-South:		504			North-South:		504					North-South:	504			North-South:	504	
		East-West:		433			East-West:		433					East-West:	442			East-West:	442	
		Total:		936			Total:		936					Total:	946			Total:	946	
Volume/capacity (*v/c*) ratio:				0.681					0.681						0.688				0.688	
v/c less ATSAC adjustment:				0.611					0.611						0.618				0.618	
Level of Service (LOS):				B					B						B				B	

PROJECT IMPACT			
Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 9		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375		
East/West Street: Canwood St / NB Ramps		Signal System: 2			to: 2015		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	44	1	44	0		44	1	44	0%	0	44	1	44	0	44	1	44	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	951	2	**476**	0		951	2	**476**	(3%)	1	952	2	**476**	0	952	2	**476**	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	586	1	419	0		586	1	419	0%	0	586	1	415	0	586	1	415	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	745	3	248	0		745	3	248	3%	0	745	3	248	0	745	3	248	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	59	1	21	0		59	1	21	0%	0	59	1	21	0	59	1	21	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	77	1	**77**	0		77	1	**77**	0%	0	77	1	**77**	0	77	1	**77**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	9	0	0	0		9	0	0	0%	0	9	0	0	0	9	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	116	1	94	0		116	1	94	0%	0	116	1	94	0	116	1	94	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	223	1	123	0		223	1	123	50%	5	228	1	125	0	228	1	125	
	Lt-Th		1	174				1	174	0%			1	177			1	177	
	Thru	74	0	0	0		74	0	0	0%	0	74	0	0	0	74	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	693	2	**381**	0		693	2	**381**	0%	0	693	2	**381**	0	693	2	**381**	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		476			North-South:		476			North-South:		476			North-South:		476
		East-West:		458			East-West:		458			East-West:		458			East-West:		458
		Total:		934			Total:		934			Total:		934			Total:		934
Volume/capacity (*v/c*) ratio:				0.679					0.679					0.679					0.679
v/c less ATSAC adjustment:				0.609					0.609					0.609					0.609
Level of Service (LOS):				B					B					B					B

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significantly impacted? NO — Fully mitigated? N/A

Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark_Existing+Proj.xls

Developed 2005-2007 by Ken Aitchison

Project: Agoura Landmark TIA

DOT Case Number:

Year of counts: 2015

Project buildout: 2018

Ambient growth: 0.75% per year

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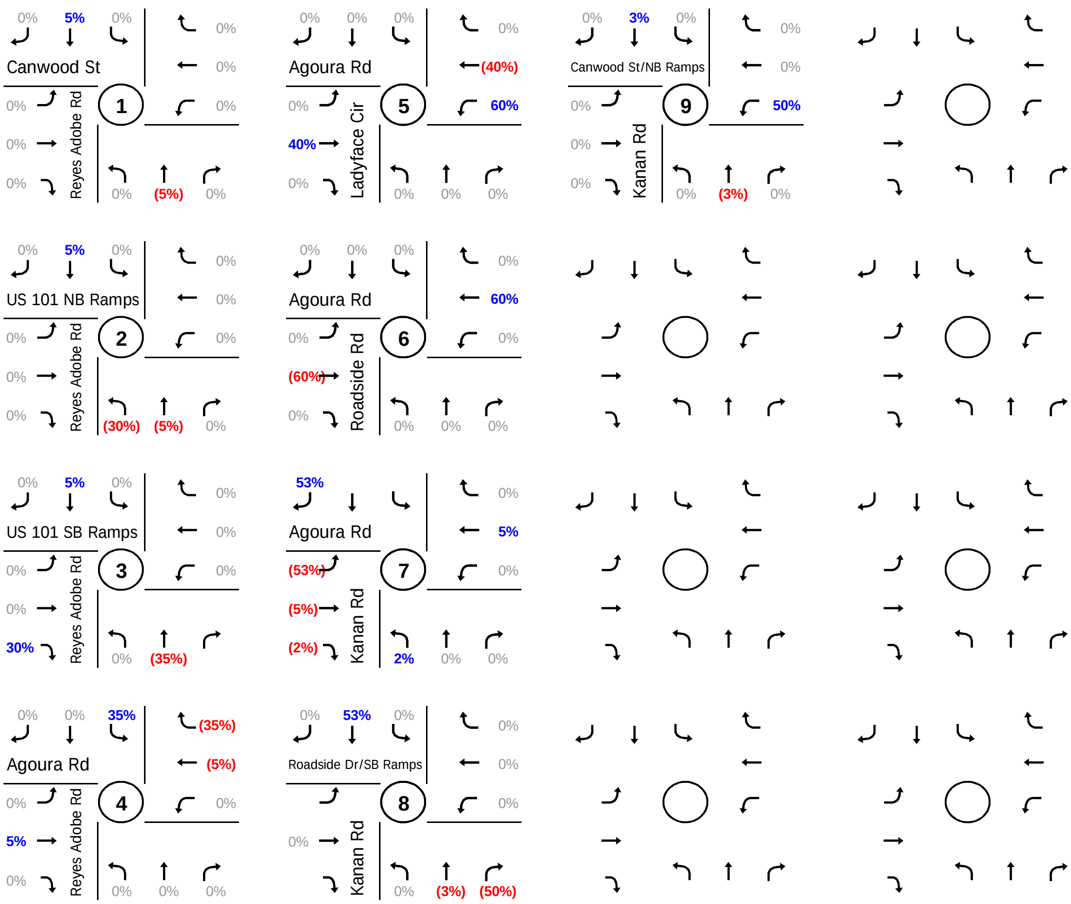
Project Trip Generation		Adjacent to Project			Not Adjacent		
		In	Out	Total	In	Out	Total
Trip Gen	AM Peak	41	7	48			
	PM Peak	9	39	48			

Level of Service and Volume to Capacity Ratio Summary

		Peak	Existing (2015)		Cumulative (2018) Base		Future (2018) with proj		Project Impact		After mitigation		
No.	Intersection	Hour	*v/c*	LOS	*v/c*	LOS	*v/c*	LOS	Δ *v/c*	significant?	*v/c*	Δ *v/c*	mitigated?
1	Reyes Adobe Rd &	AM	0.451	A	0.496	A	0.497	A	0.001	NO	--	--	N/A
	Canwood St	PM	0.348	A	0.392	A	0.392	A	0.000	NO	--	--	N/A
2	Reyes Adobe Rd &	AM	0.621	B	0.673	B	0.675	B	0.002	NO	--	--	N/A
	US 101 NB Ramps	PM	0.520	A	0.551	A	0.555	A	0.004	NO	--	--	N/A
3	Reyes Adobe Rd &	AM	0.509	A	0.542	A	0.551	A	0.009	NO	--	--	N/A
	US 101 SB Ramps	PM	0.487	A	0.530	A	0.535	A	0.005	NO	--	--	N/A
4	Reyes Adobe Rd &	AM	0.436	A	0.499	A	0.504	A	0.005	NO	--	--	N/A
	Agoura Rd	PM	0.629	B	0.762	C	0.773	C	0.011	NO	--	--	N/A
5	Ladyface Cir &	AM	0.120	A	0.211	A	0.217	A	0.006	NO	--	--	N/A
	Agoura Rd	PM	0.260	A	0.378	A	0.385	A	0.007	NO	--	--	N/A
6	Roadside Rd &	AM	0.173	A	0.480	A	0.490	A	0.010	NO	--	--	N/A
	Agoura Rd	PM	0.196	A	0.549	A	0.551	A	0.002	NO	--	--	N/A
7	Kanan Rd &	AM	0.492	A	0.605	B	0.607	B	0.002	NO	--	--	N/A
	Agoura Rd	PM	0.756	C	0.952	E	0.954	E	0.002	NO	--	--	N/A
8	Kanan Rd &	AM	0.975	E	1.106	F	1.106	F	0.000	NO	--	--	N/A
	Roadside Dr/SB Ramps	PM	0.939	E	1.114	F	1.119	F	0.005	NO	--	--	N/A
9	Kanan Rd &	AM	0.611	B	0.679	B	0.686	B	0.007	NO	--	--	N/A
	Canwood St/NB Ramps	PM	0.609	B	0.660	B	0.660	B	0.000	NO	--	--	N/A

Distribution #1



IS	N/S Street	E/W Street	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Reyes Adobe Rd	Canwood St	0%	(5%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
2	Reyes Adobe Rd	US 101 NB Ramps	(30%)	(5%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
3	Reyes Adobe Rd	US 101 SB Ramps	0%	(35%)	0%	0%	5%	0%	0%	0%	30%	0%	0%	0%
4	Reyes Adobe Rd	Agoura Rd	0%	0%	0%	35%	0%	0%	0%	5%	0%	0%	(5%)	(35%)
5	Ladyface Cir	Agoura Rd	0%	0%	0%	0%	0%	0%	0%	40%	0%	60%	(40%)	0%
6	Roadside Rd	Agoura Rd	0%	0%	0%	0%	0%	0%	0%	(60%)	0%	0%	60%	0%
7	Kanan Rd	Agoura Rd	2%	0%	0%	0%	0%	53%	(53%)	(5%)	(2%)	0%	5%	0%
8	Kanan Rd	Roadside Dr/SB Ramps	0%	(3%)	(50%)	0%	53%	0%	0%	0%	0%	0%	0%	0%
9	Kanan Rd	Canwood St/NB Ramps	0%	(3%)	0%	0%	3%	0%	0%	0%	0%	50%	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%	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%	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%	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%	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%	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%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 1		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: Canwood St		Signal System: 2			to: 2018		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2	PM	0	0	0			Opposed Phasing: 2		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	135	2	**74**	3	8	146	2	**80**	0%	0	146	2	**80**	0	146	2	**80**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	514	1	307	12	35	561	1	335	(5%)	0	561	1	335	0	561	1	335
	Th-Rt		1	307				1	335	0%			1	335			1	335
	Right	99	0	0	2	8	109	0	0	0%	0	109	0	0	0	109	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	31	1	31	1	0	32	1	32	0%	0	32	1	32	0	32	1	32
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	837	1	**434**	19	44	900	1	**465**	5%	2	902	1	**466**	0	902	1	**466**
	Th-Rt		1	**434**				1	**465**	0%			1	**466**			1	**466**
	Right	30	0	0	1	0	31	0	0	0%	0	31	0	0	0	31	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	32	0	0	1	0	33	0	0	0%	0	33	0	0	0	33	0	0
	Lt-Th		1	50				1	51	0%			1	51			1	51
	Thru	18	0	0	0	0	18	0	0	0%	0	18	0	0	0	18	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	191	1	**123**	4	13	208	1	**135**	0%	0	208	1	**135**	0	208	1	**135**
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	111	1	**111**	3	12	126	1	**126**	0%	0	126	1	**126**	0	126	1	**126**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	8	0	0	0	0	8	0	0	0%	0	8	0	0	0	8	0	0
	Th-Rt		1	33				1	34	0%			1	34			1	34
	Right	25	0	0	1	0	26	0	0	0%	0	26	0	0	0	26	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		508			North-South:		546			North-South:		547			North-South:		547
		East-West:		234			East-West:		261			East-West:		261			East-West:		261
		Total:		742			Total:		807			Total:		808			Total:		808
Volume/capacity (*v/c*) ratio:				0.521					0.566					0.567					0.567
v/c less ATSAC adjustment:				0.451					0.496					0.497					0.497
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Significantly impacted? NO

Δ*v/c* after mitigation: 0.001 — Fully mitigated? N/A

Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark.xls

Developed 2005-2007 by Ken Aitchison

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 1		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacen		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: Canwood St		Signal System: 2			to: 2018		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
Analysis Date: 01/11/2016		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
PM Peak: 5:00 PM		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2	PM	0	0	0			Opposed Phasing: 2		
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	170	2	94	4	10	184	2	101	0%	0	184	2	101	0	184	2	101	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	588	1	**347**	13	45	646	1	**382**	(5%)	2	648	1	**383**	0	648	1	**383**	
	Th-Rt		1	**347**				1	**382**	0%			1	**383**			1	**383**	
	Right	106	0	0	2	10	118	0	0	0%	0	118	0	0	0	118	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	25	1	**25**	1	0	26	1	**26**	0%	0	26	1	**26**	0	26	1	**26**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	387	1	217	9	54	450	1	249	5%	0	450	1	249	0	450	1	249	
	Th-Rt		1	217				1	249	0%			1	249			1	249	
	Right	47	0	0	1	0	48	0	0	0%	0	48	0	0	0	48	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	56	0	0	1	0	57	0	0	0%	0	57	0	0	0	57	0	0	
	Lt-Th		1	66				1	68	0%			1	68			1	68	
	Thru	10	0	0	0	0	10	0	0	0%	0	10	0	0	0	10	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	196	1	**111**	4	13	213	1	**121**	0%	0	213	1	**121**	0	213	1	**121**	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	112	1	**112**	3	14	129	1	**129**	0%	0	129	1	**129**	0	129	1	**129**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	38	0	0	1	0	39	0	0	0%	0	39	0	0	0	39	0	0	
	Th-Rt		1	75				1	77	0%			1	77			1	77	
	Right	37	0	0	1	0	38	0	0	0%	0	38	0	0	0	38	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		372			North-South:		408			North-South:		409			North-South:		409
		East-West:		223			East-West:		250			East-West:		250			East-West:		250
		Total:		595			Total:		658			Total:		659			Total:		659
Volume/capacity (*v/c*) ratio:				0.418					0.462					0.462					0.462
v/c less ATSAC adjustment:				0.348					0.392					0.392					0.392
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Significantly impacted? NO

Δ*v/c* after mitigation: 0.000 — Fully mitigated? N/A

Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark.xls

Developed 2005-2007 by Ken Aitchison

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 2		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: US 101 NB Ramps		Signal System: 2			to: 2018		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0			Opposed Phasing: 0		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	75	2	**41**	2	24	101	2	**55**	(30%)	2	103	2	**56**	0	103	2	**56**
	Lt-Th	N/B RTOR:	0	0				0	0	0%			0	0				0	0
	Thru	Existing: 50%	378	2	189	9	51	438	2	219	(5%)	0	438	2	219	0	438	2	219
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Right	Mitigated: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared			0	0				0	0	0%			0	0			0	0
Southbound	Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	S/B RTOR:		0	0				0	0	0%			0	0			0	0
	Thru	Existing: 50%	727	1	**611**	16	66	809	1	**657**	5%	2	811	1	**658**	0	811	1	**658**
	Th-Rt	Projected: 50%		1	**611**				1	**657**	0%			1	**658**			1	**658**
	Right	Mitigated: 50%	494	0	0	11	0	505	0	0	0%	0	505	0	0	0	505	0	0
	Shared			0	0				0	0	0%			0	0			0	0
Eastbound	Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	E/B RTOR:		0	0				0	0	0%			0	0			0	0
	Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Right	Mitigated: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared			0	0				0	0	0%			0	0			0	0
Westbound	Left		333	0	0	8	6	347	0	0	0%	0	347	0	0	0	347	0	0
	Lt-Th	W/B RTOR:		1	**333**				1	**347**	0%			1	**347**			1	**347**
	Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Right	Mitigated: 50%	315	1	315	7	0	322	1	322	0%	0	322	1	322	0	322	1	322
	Shared			0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		652					713				North-South:		715			North-South:	715
		East-West:		333				East-West:	347				East-West:		347			East-West:	347
		Total:		985				Total:	1059				Total:		1061			Total:	1061
Volume/capacity (*v/c*) ratio:				0.691					0.743						0.745				0.745
v/c less ATSAC adjustment:				0.621					0.673						0.675				0.675
Level of Service (LOS):				B					B						B				B

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 2		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacen		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: US 101 NB Ramps		Signal System: 2			to: 2018		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	331	2	**182**	8	23	362	2	**199**	(30%)	12	374	2	**205**	0	374	2	**205**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	671	2	336	15	67	753	2	377	(5%)	2	755	2	378	0	755	2	378	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	287	1	287	7	80	374	1	**361**	5%	0	374	1	**361**	0	374	1	**361**	
	Th-Rt		1	**340**				1	**361**	0%			1	**361**			1	**361**	
	Right	340	0	0	8	0	348	0	0	0%	0	348	0	0	0	348	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	93	0	0	2	7	102	0	0	0%	0	102	0	0	0	102	0	0	
	Lt-Th		1	93				1	102	0%			1	102			1	102	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	318	1	**318**	7	0	325	1	**325**	0%	0	325	1	**325**	0	325	1	**325**	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																			
W/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																			
Critical Volumes:		North-South:		522			North-South:		559			North-South:		566			North-South:		566
		East-West:		318			East-West:		325			East-West:		325			East-West:		325
		Total:		840			Total:		885			Total:		891			Total:		891
Volume/capacity (*v/c*) ratio:				0.590					0.621					0.625					0.625
v/c less ATSAC adjustment:				0.520					0.551					0.555					0.555
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.004

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 3		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: US 101 SB Ramps		Signal System: 2			to: 2018		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0			Opposed Phasing: 0		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0				0	0
	Thru	150	2	75	3	75	228	2	**114**	(35%)	2	230	2	**115**	0	230	2	**115**
	Th-Rt		0	0				0	0	0%			0	0				0	0
	Right	101	1	**101**	2	8	111	1	111	0%	0	111	1	111	0	111	1	111
	Shared		0	0				0	0	0%			0	0				0	0
Southbound	Left	500	2	**275**	11	0	511	2	**281**	0%	0	511	2	**281**	0	511	2	**281**
	Lt-Th		0	0				0	0	0%			0	0				0	0
	Thru	565	2	283	13	75	653	2	326	5%	2	655	2	327	0	655	2	327
	Th-Rt		0	0				0	0	0%			0	0				0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0				0	0
Eastbound	Left	310	1	310	7	0	317	1	317	0%	0	317	1	317	0	317	1	317
	Lt-Th		0	0				0	0	0%			0	0				0	0
	Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
	Th-Rt		1	**449**				1	**477**	0%			1	**489**			1	**489**
	Right	447	0	0	10	18	475	0	0	30%	12	487	0	0	0	487	0	0
	Shared		0	0				0	0	0%			0	0				0	0
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0				0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0				0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0				0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																			
W/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																			
Critical Volumes:		North-South:		376			North-South:		395				North-South:	396			North-South:		396
		East-West:		449			East-West:		477				East-West:	489			East-West:		489
		Total:		825			Total:		873				Total:	886			Total:		886
Volume/capacity (*v/c*) ratio:				0.579					0.612					0.621					0.621
v/c less ATSAC adjustment:				0.509					0.542					0.551					0.551
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation: 0.009

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 3		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: US 101 SB Ramps		Signal System: 2			to: 2018		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	596	2	**298**	14	89	699	2	**349**	(35%)	14	713	2	**356**	0	713	2	**356**	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	261	1	261	6	8	275	1	275	0%	0	275	1	275	0	275	1	275	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	153	2	**84**	3	0	156	2	**86**	0%	0	156	2	**86**	0	156	2	**86**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	224	2	112	5	84	313	2	157	5%	0	313	2	157	0	313	2	157	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	411	1	**411**	9	0	420	1	**420**	0%	0	420	1	**420**	0	420	1	**420**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	5	0	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	0	
	Th-Rt		1	204				1	254	0%			1	257			1	257	
	Right	199	0	0	5	45	249	0	0	30%	3	252	0	0	0	252	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		382			North-South:		435			North-South:		442			North-South:		442
		East-West:		411			East-West:		420			East-West:		420			East-West:		420
		Total:		793			Total:		856			Total:		863			Total:		863
Volume/capacity (*v/c*) ratio:				0.557					0.600					0.605					0.605
v/c less ATSAC adjustment:				0.487					0.530					0.535					0.535
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 4		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacen		In	Out	Total			Critical Phases: 4	
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375	
East/West Street: Agoura Rd		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2 PM		0	0	0			Opposed Phasing: 1	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	4	1	4	0	0	4	1	4	0%	0	4	1	4	0	4	1	4
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0
	Th-Rt		1	**5**				1	5	0%			1	5			1	5
	Right	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	397	1	218	9	89	495	1	272	35%	14	509	1	280	0	509	1	280
	Lt-Th		1	212				1	257	0%			1	263			1	263
	Thru	33	0	0	1	0	34	0	0	0%	0	34	0	0	0	34	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	515	1	**461**	12	7	534	1	**474**	0%	0	534	1	**474**	0	534	1	**474**
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	108	1	**108**	2	9	119	1	**119**	0%	0	119	1	**119**	0	119	1	**119**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	134	1	69	3	57	194	1	99	5%	2	196	1	100	0	196	1	100
	Th-Rt		1	69				1	99	0%			1	100			1	100
	Right	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	1	1	1	0	0	1	1	1	0%	0	1	1	1	0	1	1	1
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	136	1	**122**	3	46	185	1	**185**	(5%)	1	186	1	186	0	186	1	186
	Th-Rt		1	**122**				1	**185**	0%			1	**190**			1	**190**
	Right	108	0	0	2	74	184	0	0	(35%)	6	190	0	0	0	190	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		466			North-South:		479			North-South:		479		North-South:		479
		East-West:		230			East-West:		304			East-West:		310		East-West:		310
		Total:		696			Total:		783			Total:		789		Total:		789
Volume/capacity (*v/c*) ratio:				0.506					0.569					0.574				0.574
v/c less ATSAC adjustment:				0.436					0.499					0.504				0.504
Level of Service (LOS):				A					A					A				A

N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 4		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacen		In	Out	Total			Critical Phases: 4		
East/West Street: Agoura Rd		Capacity: 1375			from: 2015		Capacity: 1375			Trip	AM	41	7	48			Capacity: 1375		
Analysis Date: 01/11/2016		Signal System: 2			to: 2018		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
PM Peak: 5:00 PM		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2	PM	0	0	0			Opposed Phasing: 1		
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	12	1	12	0	0	12	1	12	0%	0	12	1	12	0	12	1	12	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	25	0	0	1	0	26	0	0	0%	0	26	0	0	0	26	0	0	
	Th-Rt		1	**35**				1	**36**	0%			1	**36**			1	**36**	
	Right	10	0	0	0	0	10	0	0	0%	0	10	0	0	0	10	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	257	1	**141**	6	116	379	1	**208**	35%	3	382	1	**210**	0	382	1	**210**	
	Lt-Th		1	136				1	191	0%			1	192			1	192	
	Thru	20	0	0	0	0	20	0	0	0%	0	20	0	0	0	20	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	97	1	97	2	8	107	1	107	0%	0	107	1	107	0	107	1	107	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	289	1	**289**	7	9	305	1	**305**	0%	0	305	1	**305**	0	305	1	**305**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	281	1	142	6	64	351	1	177	5%	1	352	1	178	0	352	1	178	
	Th-Rt		1	142				1	177	0%			1	178			1	178	
	Right	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	3	1	3	0	0	3	1	3	0%	0	3	1	3	0	3	1	3	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	415	1	415	9	59	483	1	483	(5%)	2	485	1	485	0	485	1	485	
	Th-Rt		1	**496**				1	**595**	0%			1	**609**			1	**609**	
	Right	496	0	0	11	88	595	0	0	(35%)	14	609	0	0	0	609	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		176			North-South:		244			North-South:		246			North-South:		246
		East-West:		785			East-West:		900			East-West:		914			East-West:		914
		Total:		961			Total:		1144			Total:		1160			Total:		1160
Volume/capacity (*v/c*) ratio:				0.699					0.832					0.843					0.843
v/c less ATSAC adjustment:				0.629					0.762					0.773					0.773
Level of Service (LOS):				B					C					C					C

PROJECT IMPACT

Change in *v/c* due to project: 0.011 — Δ*v/c* after mitigation: 0.011

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 5		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION			
North/South Street: Ladyface Cir		Critical Phases: 2			Ambient Growth		Critical Phases: 2			☑ Adjacent		In	Out	Total			Critical Phases: 2	
		Capacity: 1500			from: 2015		Capacity: 1500			Trip AM		41	7	48			Capacity: 1500	
East/West Street: Agoura Rd		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2 PM		0	0	0			Opposed Phasing: 2	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	7	1	**7**	0	0	7	1	**7**	0%	0	7	1	**7**	0	7	1	**7**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0
	Th-Rt		1	**7**				1	**7**	0%			1	**7**			1	**7**
	Right	6	0	6	0	0	6	0	6	0%	0	6	0	6	0	6	0	6
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0
	Shared		1	**3**				1	**3**	0%			1	**3**			1	**3**
Eastbound	Left	84	1	84	2	0	86	1	86	0%	0	86	1	86	0	86	1	86
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	231	1	**168**	5	140	376	1	**241**	40%	16	392	1	**249**	0	392	1	**249**
	Th-Rt		1	**168**				1	**241**	0%			1	**249**			1	**249**
	Right	104	0	0	2	0	106	0	0	0%	0	106	0	0	0	106	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	46	1	46	1	0	47	1	47	60%	25	72	1	72	0	72	1	72
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	211	1	**108**	5	119	335	1	**170**	(40%)	3	338	1	**171**	0	338	1	**171**
	Th-Rt		1	**108**				1	**170**	0%			1	**171**			1	**171**
	Right	5	0	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		10			North-South:		10			North-South:		10			North-South:	10
		East-West:		276			East-West:		411			East-West:		421			East-West:	421
		Total:		286			Total:		421			Total:		431			Total:	431
Volume/capacity (*v/c*) ratio:				0.190					0.281					0.287				0.287
v/c less ATSAC adjustment:				0.120					0.211					0.217				0.217
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.006

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 5		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Ladyface Cir		Critical Phases: 2			Ambient Growth		Critical Phases: 2			☑ Adjacent		In	Out	Total			Critical Phases: 2		
		Capacity: 1500			from: 2015		Capacity: 1500			Trip AM		41	7	48			Capacity: 1500		
East/West Street: Agoura Rd		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2 PM		0	0	0			Opposed Phasing: 2		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	131	1	**131**	3	0	134	1	**134**	0%	0	134	1	**134**	0	134	1	**134**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		1	70				1	72	0%			1	72			1	72	
	Right	70	0	70	2	0	72	0	72	0%	0	72	0	72	0	72	0	72	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	22	0	0	0	0	22	0	0	0%	0	22	0	0	0	22	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0	
	Shared		1	**23**				1	**24**	0%			1	**24**			1	**24**	
Eastbound	Left	10	1	10	0	0	10	1	10	0%	0	10	1	10	0	10	1	10	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	286	1	**155**	6	187	479	1	**252**	40%	4	483	1	**254**	0	483	1	**254**	
	Th-Rt		1	**155**				1	**252**	0%			1	**254**			1	**254**	
	Right	23	0	0	1	0	24	0	0	0%	0	24	0	0	0	24	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	15	1	15	0	0	15	1	15	60%	5	20	1	20	0	20	1	20	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	371	1	**186**	8	147	526	1	**264**	(40%)	16	542	1	**272**	0	542	1	**272**	
	Th-Rt		1	**186**				1	**264**	0%			1	**272**			1	**272**	
	Right	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		154			North-South:		157			North-South:		157		North-South:		157	
		East-West:		341			East-West:		515			East-West:		525		East-West:		525	
		Total:		495			Total:		673			Total:		683		Total:		683	
Volume/capacity (*v/c*) ratio:				0.330					0.448					0.455				0.455	
v/c less ATSAC adjustment:				0.260					0.378					0.385				0.385	
Level of Service (LOS):				A					A					A				A	

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.007

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 6		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Roadside Rd		Critical Phases: 0			Ambient Growth		Critical Phases: 0			☑ Adjacent		In	Out	Total			Critical Phases: 0		
East/West Street: Agoura Rd		Capacity: 1200			from: 2015		Capacity: 1200			Trip AM		41	7	48			Capacity: 1200		
Analysis Date: 01/11/2016		Signal System: 1			to: 2018		Signal System: 1			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 1		
AM Peak: 8:00 AM		v/c reduction: 0%			at: 0.75%		v/c reduction: 0%			Trip AM		0	0	0			v/c reduction: 0%		
		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	12	0	0	0	129	141	0	0	0%	0	141	0	0	0	141	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	16	0	0	0	24	40	0	0	0%	0	40	0	0	0	40	0	0
	Shared		1	**28**				1	**182**	0%			1	**182**			1	**182**
Eastbound	Left	8	1	**8**	0	120	128	1	**128**	0%	0	128	1	**128**	0	128	1	**128**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	153	2	77	3	33	189	2	95	(60%)	4	193	2	97	0	193	2	97
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	318	1	**171**	7	128	453	1	**266**	60%	25	478	1	**278**	0	478	1	**278**
	Th-Rt		1	**171**				1	**266**	0%			1	**278**			1	**278**
	Right	24	0	0	1	54	79	0	0	0%	0	79	0	0	0	79	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		28			North-South:		182			North-South:		182			North-South:		182
		East-West:		179			East-West:		394			East-West:		407			East-West:		407
		Total:		207			Total:		576			Total:		588			Total:		588
Volume/capacity (*v/c*) ratio:				0.173					0.480					0.490					0.490
v/c less ATSAC adjustment:				0.173					0.480					0.490					0.490
Level of Service (LOS):				A					A					A					A

N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.010

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 6		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION			
North/South Street: Roadside Rd		Critical Phases: 0			Ambient Growth		Critical Phases: 0			☑ Adjacent		In	Out	Total			Critical Phases: 0	
		Capacity: 1200			from: 2015		Capacity: 1200			Trip AM		41	7	48			Capacity: 1200	
East/West Street: Agoura Rd		Signal System: 1			to: 2018		Signal System: 1			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 1	
		v/c reduction: 0%			at: 0.75%		v/c reduction: 0%			Trip AM		0	0	0			v/c reduction: 0%	
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0	
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	22	0	0	0	166	188	0	0	0%	0	188	0	0	0	188	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	12	0	0	0	30	42	0	0	0%	0	42	0	0	0	42	0	0
	Shared		1	**34**				1	**231**	0%			1	**231**			1	**231**
Eastbound	Left	15	1	15	0	136	151	1	**151**	0%	0	151	1	**151**	0	151	1	**151**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	403	2	**202**	9	22	434	2	217	(60%)	23	457	2	229	0	457	2	229
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	301	1	157	7	170	478	1	**277**	60%	5	483	1	**280**	0	483	1	**280**
	Th-Rt		1	157				1	**277**	0%			1	**280**			1	**280**
	Right	12	0	0	0	64	76	0	0	0%	0	76	0	0	0	76	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		34			North-South:		231			North-South:		231			North-South:	231
		East-West:		202			East-West:		428			East-West:		431			East-West:	431
		Total:		236			Total:		659			Total:		662			Total:	662
Volume/capacity (*v/c*) ratio:				0.196					0.549					0.551				0.551
v/c less ATSAC adjustment:				0.196					0.549					0.551				0.551
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 7		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip AM		41	7	48			Capacity: 1425		
East/West Street: Agoura Rd		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2 PM		0	0	0			Opposed Phasing: 2		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	48	1	**48**	1	24	73	1	**73**	2%	1	74	1	**74**	0	74	1	**74**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	609	1	313	14	33	656	1	342	0%	0	656	1	342	0	656	1	342
	Th-Rt		1	313				1	342	0%			1	342			1	342
	Right	16	0	0	0	11	27	0	0	0%	0	27	0	0	0	27	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	97	2	53	2	111	210	2	116	0%	0	210	2	116	0	210	2	116
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	1050	2	**525**	24	2	1076	2	**538**	0%	0	1076	2	**538**	0	1076	2	**538**
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	251	1	207	6	105	362	1	269	53%	22	384	1	289	0	384	1	289
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	89	2	49	2	95	186	2	102	(53%)	4	190	2	105	0	190	2	105
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	70	0	0	2	48	120	0	0	(5%)	0	120	0	0	0	120	0	0
	Th-Rt		1	**166**				1	**235**	0%			1	**235**			1	**235**
	Right	96	0	0	2	17	115	0	0	(2%)	0	115	0	0	0	115	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	50	1	50	1	10	61	1	61	0%	0	61	1	61	0	61	1	61
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	62	1	**62**	1	53	116	1	**116**	5%	2	118	1	**118**	0	118	1	**118**
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	59	1	11	1	64	124	1	19	0%	0	124	1	19	0	124	1	19
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		573			North-South:		611			North-South:		612			North-South:		612
		East-West:		228			East-West:		351			East-West:		353			East-West:		353
		Total:		801			Total:		962			Total:		965			Total:		965
Volume/capacity (*v/c*) ratio:				0.562					0.675					0.677					0.677
v/c less ATSAC adjustment:				0.492					0.605					0.607					0.607
Level of Service (LOS):				A					B					B					B

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 7		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip AM		41	7	48			Capacity: 1425		
East/West Street: Agoura Rd		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2 PM		0	0	0			Opposed Phasing: 2		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	149	1	**149**	3	28	180	1	180	2%	0	180	1	180	0	180	1	180	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	756	1	402	17	47	820	1	**439**	0%	0	820	1	**439**	0	820	1	**439**	
	Th-Rt		1	402				1	**439**	0%			1	**439**			1	**439**	
	Right	48	0	0	1	9	58	0	0	0%	0	58	0	0	0	58	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	260	2	143	6	162	428	2	**235**	0%	0	428	2	**235**	0	428	2	**235**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	829	2	**415**	19	6	854	2	427	0%	0	854	2	427	0	854	2	427	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	162	1	94	4	144	310	1	190	53%	5	315	1	185	0	315	1	185	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	137	2	75	3	99	239	2	132	(53%)	21	260	2	143	0	260	2	143	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	244	0	0	6	67	317	0	0	(5%)	2	319	0	0	0	319	0	0	
	Th-Rt		1	**411**				1	**512**	0%			1	**515**			1	**515**	
	Right	167	0	0	4	25	196	0	0	(2%)	1	197	0	0	0	197	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	95	1	95	2	16	113	1	113	0%	0	113	1	113	0	113	1	113	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	203	1	**203**	5	62	270	1	**270**	5%	0	270	1	**270**	0	270	1	**270**	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	161	1	31	4	95	260	1	46	0%	0	260	1	46	0	260	1	46	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		564			North-South:		674			North-South:		674			North-South:		674
		East-West:		614			East-West:		782			East-West:		785			East-West:		785
		Total:		1178			Total:		1456			Total:		1459			Total:		1459
Volume/capacity (*v/c*) ratio:				0.826					1.022					1.024					1.024
v/c less ATSAC adjustment:				0.756					0.952					0.954					0.954
Level of Service (LOS):				C					E					E					E

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 8		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375		
East/West Street: Roadside Dr/SB Ramps		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	510	2	177	12	192	714	2	245	(3%)	0	714	2	246	0	714	2	246
	Th-Rt		1	177				1	245	0%			1	246			1	246
	Right	20	0	0	0	0	20	0	0	(50%)	4	24	0	0	0	24	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	135	1	135	3	0	138	1	138	0%	0	138	1	138	0	138	1	138
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	800	2	400	18	84	902	2	451	53%	22	924	2	462	0	924	2	462
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	1029	1	**778**	23	79	1131	1	**854**	0%	0	1131	1	**854**	0	1131	1	**854**
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	502	1	276	11	40	553	1	304	0%	0	553	1	304	0	553	1	304
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	126	0	0	3	29	158	0	0	0%	0	158	0	0	0	158	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	630	1	347	14	74	718	1	395	0%	0	718	1	395	0	718	1	395
	Shared		1	**635**				1	**730**	0%			1	**730**			1	**730**
Westbound	Left	24	1	**24**	1	0	25	1	25	0%	0	25	1	25	0	25	1	25
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	72	1	4	2	28	102	1	**33**	0%	0	102	1	**33**	0	102	1	**33**
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		778			North-South:		854			North-South:		854			North-South:		854
		East-West:		659			East-West:		763			East-West:		763			East-West:		763
		Total:		1437			Total:		1617			Total:		1617			Total:		1617
Volume/capacity (*v/c*) ratio:				1.045					1.176					1.176					1.176
v/c less ATSAC adjustment:				0.975					1.106					1.106					1.106
Level of Service (LOS):				E					F					F					F

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 8		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375		
East/West Street: Roadside Dr/SB Ramps		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	748	2	**265**	17	240	1005	2	**351**	(3%)	1	1006	2	**358**	0	1006	2	**358**	
	Th-Rt		1	**265**				1	**351**	0%			1	**358**			1	**358**	
	Right	48	0	0	1	0	49	0	0	(50%)	20	69	0	0	0	69	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	150	1	**150**	3	0	153	1	**153**	0%	0	153	1	**153**	0	153	1	**153**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	608	2	304	14	146	768	2	384	53%	5	773	2	386	0	773	2	386	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	330	1	64	7	75	412	1	135	0%	0	412	1	135	0	412	1	135	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	533	1	293	12	8	553	1	304	0%	0	553	1	304	0	553	1	304	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	220	0	0	5	33	258	0	0	0%	0	258	0	0	0	258	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	681	1	375	15	98	794	1	437	0%	0	794	1	437	0	794	1	437	
	Shared		1	**766**				1	**864**	0%			1	**864**			1	**864**	
Westbound	Left	21	1	21	0	0	21	1	21	0%	0	21	1	21	0	21	1	21	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	281	1	**206**	6	48	335	1	**258**	0%	0	335	1	**258**	0	335	1	**258**	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		415			North-South:		505			North-South:		512		North-South:		512	
		East-West:		972			East-West:		1123			East-West:		1123		East-West:		1123	
		Total:		1388			Total:		1627			Total:		1634		Total:		1634	
Volume/capacity (*v/c*) ratio:				1.009					1.184					1.189				1.189	
v/c less ATSAC adjustment:				0.939					1.114					1.119				1.119	
Level of Service (LOS):				E					F					F				F	

PROJECT IMPACT			
Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 9	2015, EXISTING	2018, PROJECTED CUMULATIVE BASE	2018, WITH PROJECT	2018, WITH TRAFFIC MITIGATION
North/South Street: Kanan Rd	Critical Phases: 4	Ambient Growth — Critical Phases: 4	☑ Adjacent — In / Out / Total	Critical Phases: 4
	Capacity: 1375	from: 2015 — Capacity: 1375	Trip AM: 41 / 7 / 48	Capacity: 1375
East/West Street: Canwood St / NB Ramps	Signal System: 2	to: 2018 — Signal System: 2	Gen 1 PM: 9 / 39 / 48	☐ Use Dist 2? Signal System: 2
	v/c reduction: 7%	at: 0.75% — v/c reduction: 7%	Trip AM: 0 / 0 / 0	v/c reduction: 7%
Analysis Date: 01/11/2016	Opposed Phasing: 0	Opposed Phasing: 0	Gen 2 PM: 0 / 0 / 0	Opposed Phasing: 0
AM Peak: 8:00 AM				

		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	60	1	**60**	1	8	69	1	**69**	0%	0	69	1	**69**	0	69	1	**69**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	711	2	356	16	108	835	2	418	(3%)	0	835	2	418	0	835	2	418
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	289	1	36	7	79	375	1	86	0%	0	375	1	75	0	375	1	75
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	1331	3	**444**	30	88	1449	3	**483**	3%	1	1450	3	**483**	0	1450	3	**483**
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	40	1	14	1	0	41	1	15	0%	0	41	1	15	0	41	1	15
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	51	1	51	1	0	52	1	52	0%	0	52	1	52	0	52	1	52
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	128	1	**98**	3	12	143	1	**108**	0%	0	143	1	**108**	0	143	1	**108**
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	506	1	278	11	61	578	1	318	50%	21	599	1	330	0	599	1	330
	Lt-Th		1	**335**				1	**370**	0%			1	**379**			1	**379**
	Thru	107	0	0	2	0	109	0	0	0%	0	109	0	0	0	109	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	686	2	377	16	6	708	2	389	0%	0	708	2	389	0	708	2	389
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		504			North-South:		552			North-South:		553		North-South:		553
		East-West:		433			East-West:		478			East-West:		487		East-West:		487
		Total:		936			Total:		1030			Total:		1040		Total:		1040
Volume/capacity (*v/c*) ratio:				0.681					0.749					0.756				0.756
v/c less ATSAC adjustment:				0.611					0.679					0.686				0.686
Level of Service (LOS):				B					B					B				B

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.007

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 9		2015, EXISTING			2018, PROJECTED CUMULATIVE BASE					2018, WITH PROJECT					2018, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375		
East/West Street: Canwood St / NB Ramps		Signal System: 2			to: 2018		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	44	1	44	1	10	55	1	55	0%	0	55	1	55	0	55	1	55	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	951	2	**476**	22	89	1062	2	**531**	(3%)	1	1063	2	**531**	0	1063	2	**531**	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	586	1	419	13	123	722	1	468	0%	0	722	1	465	0	722	1	465	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	745	3	248	17	157	919	3	306	3%	0	919	3	306	0	919	3	306	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	59	1	21	1	0	60	1	21	0%	0	60	1	21	0	60	1	21	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	77	1	**77**	2	0	79	1	**79**	0%	0	79	1	**79**	0	79	1	**79**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	9	0	0	0	0	9	0	0	0%	0	9	0	0	0	9	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	116	1	94	3	14	133	1	106	0%	0	133	1	106	0	133	1	106	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	223	1	123	5	110	338	1	186	50%	5	343	1	189	0	343	1	189	
	Lt-Th		1	174				1	228	0%			1	230			1	230	
	Thru	74	0	0	2	0	76	0	0	0%	0	76	0	0	0	76	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	693	2	**381**	16	7	716	2	**394**	0%	0	716	2	**394**	0	716	2	**394**	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		476			North-South:		531			North-South:		531			North-South:		531
		East-West:		458			East-West:		472			East-West:		472			East-West:		472
		Total:		934			Total:		1003			Total:		1004			Total:		1004
Volume/capacity (*v/c*) ratio:				0.679					0.730					0.730					0.730
v/c less ATSAC adjustment:				0.609					0.660					0.660					0.660
Level of Service (LOS):				B					B					B					B

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Significantly impacted? NO

Δ*v/c* after mitigation: 0.000 — Fully mitigated? N/A

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Project: Agoura Landmark TIA

DOT Case Number:

Year of counts: 2015

Project buildout: 2035

Ambient growth: 0.75% per year

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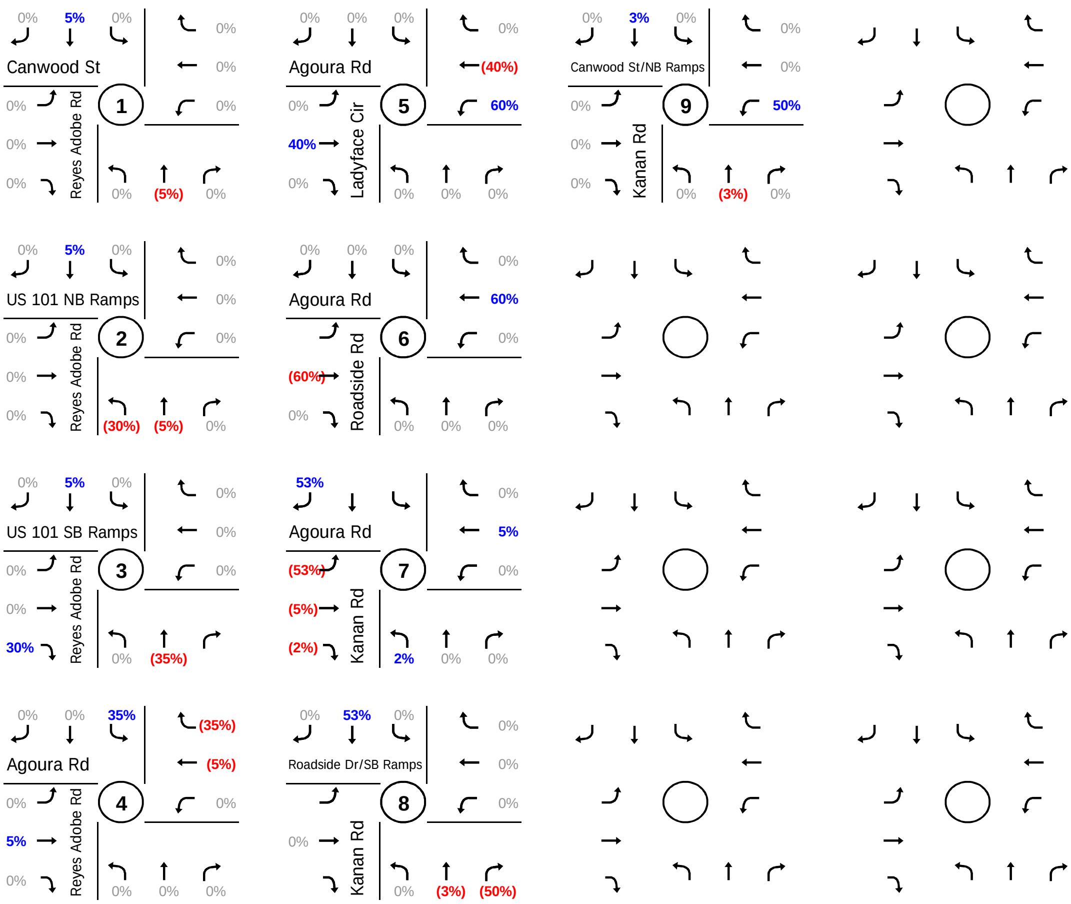
Project Trip Generation		Adjacent to Project			Not Adjacent		
		In	Out	Total	In	Out	Total
Trip Gen	AM Peak	41	7	48			
	PM Peak	9	39	48			

Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Future (2035) Base v/c	Future (2035) Base LOS	Future (2035) with proj v/c	Future (2035) with proj LOS	Project Impact Δ v/c	Project Impact significant?	After mitigation v/c	After mitigation Δ v/c	After mitigation mitigated?
1	Reyes Adobe Rd &	AM	0.568	A	0.569	A	0.001	NO	--	--	N/A
	Canwood St	PM	0.449	A	0.450	A	0.001	NO	--	--	N/A
2	Reyes Adobe Rd &	AM	0.769	C	0.771	C	0.002	NO	--	--	N/A
	US 101 NB Ramps	PM	0.630	B	0.635	B	0.005	NO	--	--	N/A
3	Reyes Adobe Rd &	AM	0.621	B	0.629	B	0.008	NO	--	--	N/A
	US 101 SB Ramps	PM	0.608	B	0.612	B	0.004	NO	--	--	N/A
4	Reyes Adobe Rd &	AM	0.570	A	0.573	A	0.003	NO	--	--	N/A
	Agoura Rd	PM	0.859	D	0.870	D	0.011	NO	--	--	N/A
5	Ladyface Cir &	AM	0.237	A	0.244	A	0.007	NO	--	--	N/A
	Agoura Rd	PM	0.424	A	0.431	A	0.007	NO	--	--	N/A
6	Roadside Rd &	AM	0.504	A	0.514	A	0.010	NO	--	--	N/A
	Agoura Rd	PM	0.573	A	0.575	A	0.002	NO	--	--	N/A
7	Kanan Rd &	AM	0.683	B	0.685	B	0.002	NO	--	--	N/A
	Agoura Rd	PM	1.065	F	1.067	F	0.002	NO	--	--	N/A
8	Kanan Rd &	AM	1.250	F	1.250	F	0.000	NO	--	--	N/A
	Roadside Dr/SB Ramps	PM	1.254	F	1.259	F	0.005	NO	--	--	N/A
9	Kanan Rd &	AM	0.774	C	0.781	C	0.007	NO	--	--	N/A
	Canwood St/NB Ramps	PM	0.754	C	0.754	C	0.000	NO	--	--	N/A

Distribution #1



IS	N/S Street	E/W Street	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Reyes Adobe Rd	Canwood St	0%	(5%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
2	Reyes Adobe Rd	US 101 NB Ramps	(30%)	(5%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
3	Reyes Adobe Rd	US 101 SB Ramps	0%	(35%)	0%	0%	5%	0%	0%	0%	30%	0%	0%	0%
4	Reyes Adobe Rd	Agoura Rd	0%	0%	0%	35%	0%	0%	0%	5%	0%	0%	(5%)	(35%)
5	Ladyface Cir	Agoura Rd	0%	0%	0%	0%	0%	0%	0%	40%	0%	60%	(40%)	0%
6	Roadside Rd	Agoura Rd	0%	0%	0%	0%	0%	0%	0%	(60%)	0%	0%	60%	0%
7	Kanan Rd	Agoura Rd	2%	0%	0%	0%	0%	53%	(53%)	(5%)	(2%)	0%	5%	0%
8	Kanan Rd	Roadside Dr/SB Ramps	0%	(3%)	(50%)	0%	53%	0%	0%	0%	0%	0%	0%	0%
9	Kanan Rd	Canwood St/NB Ramps	0%	(3%)	0%	0%	3%	0%	0%	0%	0%	50%	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%	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%	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%	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%	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%	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%	0%	0%	0%	0%	0%	0%	0%	0%

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 1		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: Canwood St		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2	PM	0	0	0			Opposed Phasing: 2		
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	135	2	**74**	22	8	165	2	**91**	0%	0	165	2	**91**	0	165	2	**91**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	514	1	307	83	35	632	1	377	(5%)	0	632	1	377	0	632	1	377
	Th-Rt		1	307				1	377	0%			1	377			1	377
	Right	99	0	0	16	8	123	0	0	0%	0	123	0	0	0	123	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	31	1	31	5	0	36	1	36	0%	0	36	1	36	0	36	1	36
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	837	1	**434**	135	44	1016	1	**525**	5%	2	1018	1	**526**	0	1018	1	**526**
	Th-Rt		1	**434**				1	**525**	0%			1	**526**			1	**526**
	Right	30	0	0	5	0	35	0	0	0%	0	35	0	0	0	35	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	32	0	0	5	0	37	0	0	0%	0	37	0	0	0	37	0	0
	Lt-Th		1	50				1	58	0%			1	58			1	58
	Thru	18	0	0	3	0	21	0	0	0%	0	21	0	0	0	21	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	191	1	**123**	31	13	235	1	**153**	0%	0	235	1	**153**	0	235	1	**153**
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	111	1	**111**	18	12	141	1	**141**	0%	0	141	1	**141**	0	141	1	**141**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	8	0	0	1	0	9	0	0	0%	0	9	0	0	0	9	0	0
	Th-Rt		1	33				1	38	0%			1	38			1	38
	Right	25	0	0	4	0	29	0	0	0%	0	29	0	0	0	29	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		508			North-South:		616			North-South:		617		North-South:			617
		East-West:		234			East-West:		294			East-West:		294		East-West:			294
		Total:		742			Total:		910			Total:		911		Total:			911
Volume/capacity (*v/c*) ratio:				0.521					0.638					0.639					0.639
v/c less ATSAC adjustment:				0.451					0.568					0.569					0.569
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: 0.001

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 1		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: Canwood St		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
Analysis Date: 01/11/2016		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
PM Peak: 5:00 PM		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2	PM	0	0	0			Opposed Phasing: 2		
		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	170	2	94	27	10	207	2	114	0%	0	207	2	114	0	207	2	114	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	588	1	**347**	95	45	728	1	**430**	(5%)	2	730	1	**431**	0	730	1	**431**	
	Th-Rt		1	**347**				1	**430**	0%			1	**431**			1	**431**	
	Right	106	0	0	17	10	133	0	0	0%	0	133	0	0	0	133	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	25	1	**25**	4	0	29	1	**29**	0%	0	29	1	**29**	0	29	1	**29**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	387	1	217	62	54	503	1	279	5%	0	503	1	279	0	503	1	279	
	Th-Rt		1	217				1	279	0%			1	279			1	279	
	Right	47	0	0	8	0	55	0	0	0%	0	55	0	0	0	55	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	56	0	0	9	0	65	0	0	0%	0	65	0	0	0	65	0	0	
	Lt-Th		1	66				1	77	0%			1	77			1	77	
	Thru	10	0	0	2	0	12	0	0	0%	0	12	0	0	0	12	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	196	1	**111**	32	13	241	1	**137**	0%	0	241	1	**137**	0	241	1	**137**	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	112	1	**112**	18	14	144	1	**144**	0%	0	144	1	**144**	0	144	1	**144**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	38	0	0	6	0	44	0	0	0%	0	44	0	0	0	44	0	0	
	Th-Rt		1	75				1	87	0%			1	87			1	87	
	Right	37	0	0	6	0	43	0	0	0%	0	43	0	0	0	43	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		372			North-South:		459			North-South:		460			North-South:		460
		East-West:		223			East-West:		281			East-West:		281			East-West:		281
		Total:		595			Total:		740			Total:		741			Total:		741
Volume/capacity (*v/c*) ratio:				0.418					0.519					0.520					0.520
v/c less ATSAC adjustment:				0.348					0.449					0.450					0.450
Level of Service (LOS):				A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Significantly impacted? NO

Δ*v/c* after mitigation: 0.001 — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 2		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street:		Critical Phases:	3		Ambient Growth		Critical Phases:	3		☑ Adjacent		In	Out	Total			Critical Phases:	3	
Reyes Adobe Rd		Capacity:	1425		from:	2015	Capacity:	1425		Trip	AM	41	7	48			Capacity:	1425	
East/West Street:		Signal System:	2		to:	2035	Signal System:	2		Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System:	2	
US 101 NB Ramps		v/c reduction:	7%		at:	0.75%	v/c reduction:	7%		Trip	AM	0	0	0			v/c reduction:	7%	
Analysis Date:	01/11/2016	Opposed Phasing:	0				Opposed Phasing:	0		Gen 2	PM	0	0	0			Opposed Phasing:	0	
AM Peak:	8:00 AM	Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	75	2	**41**	12	24	111	2	**61**	(30%)	2	113	2	**62**	0	113	2	**62**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	378	2	189	61	51	490	2	245	(5%)	0	490	2	245	0	490	2	245	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	727	1	**611**	117	66	910	1	**742**	5%	2	912	1	**743**	0	912	1	**743**	
	Th-Rt		1	**611**				1	**742**	0%			1	**743**			1	**743**	
	Right	494	0	0	80	0	574	0	0	0%	0	574	0	0	0	574	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	333	0	0	54	6	393	0	0	0%	0	393	0	0	0	393	0	0	
	Lt-Th		1	**333**				1	**393**	0%			1	**393**			1	**393**	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	315	1	315	51	0	366	1	366	0%	0	366	1	366	0	366	1	366	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		652					803			North-South:		805			North-South:		805
		East-West:		333			East-West:		393			East-West:		393			East-West:		393
		Total:		985			Total:		1196			Total:		1198			Total:		1198
Volume/capacity (*v/c*) ratio:				0.691					0.839					0.841					0.841
v/c less ATSAC adjustment:				0.621					0.769					0.771					0.771
Level of Service (LOS):				B					C					C					C

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

Filename: K:\LDT_TPTO\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc_Agoura Landmark 2035.xls

Developed 2005-2007 by Ken Aitchison

CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 2		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: US 101 NB Ramps		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	331	2	**182**	53	23	407	2	**224**	(30%)	12	419	2	**231**	0	419	2	**231**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	671	2	336	108	67	846	2	423	(5%)	2	848	2	424	0	848	2	424	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	287	1	287	46	80	413	1	**404**	5%	0	413	1	**404**	0	413	1	**404**	
	Th-Rt		1	**340**				1	**404**	0%			1	**404**			1	**404**	
	Right	340	0	0	55	0	395	0	0	0%	0	395	0	0	0	395	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	93	0	0	15	7	115	0	0	0%	0	115	0	0	0	115	0	0	
	Lt-Th		1	93				1	115	0%			1	115			1	115	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	318	1	**318**	51	0	369	1	**369**	0%	0	369	1	**369**	0	369	1	**369**	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																			
W/B RTOR: Existing: 0% Projected: 0% Mitigated: 0%																			
Critical Volumes:		North-South:		522			North-South:		628			North-South:		635			North-South:		635
		East-West:		318			East-West:		369			East-West:		369			East-West:		369
		Total:		840			Total:		997			Total:		1004			Total:		1004
Volume/capacity (*v/c*) ratio:				0.590					0.700					0.705					0.705
v/c less ATSAC adjustment:				0.520					0.630					0.635					0.635
Level of Service (LOS):				A					B					B					B

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 3		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3	
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425	
East/West Street: US 101 SB Ramps		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0			Opposed Phasing: 0	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0				0
	Thru	150	2	75	24	75	249	2	125	(35%)	2	251	2	**126**	0	251	2	**126**
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	101	1	**101**	16	8	125	1	**125**	0%	0	125	1	125	0	125	1	125
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	500	2	**275**	81	0	581	2	**319**	0%	0	581	2	**319**	0	581	2	**319**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	565	2	283	91	75	731	2	366	5%	2	733	2	367	0	733	2	367
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	310	1	310	50	0	360	1	360	0%	0	360	1	360	0	360	1	360
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
	Th-Rt		1	**449**				1	**539**	0%			1	**551**			1	**551**
	Right	447	0	0	72	18	537	0	0	30%	12	549	0	0	0	549	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		376			North-South:		445				North-South:	445			North-South:	445
		East-West:		449			East-West:		539				East-West:	551			East-West:	551
		Total:		825			Total:		984				Total:	996			Total:	996
Volume/capacity (*v/c*) ratio:				0.579					0.691					0.699				0.699
v/c less ATSAC adjustment:				0.509					0.621					0.629				0.629
Level of Service (LOS):				A					B					B				B

N/B RTOR:	S/B RTOR:	E/B RTOR:	W/B RTOR:
Existing: 50%	Existing: 50%	Existing: 0%	Existing: 0%
Projected: 50%	Projected: 50%	Projected: 0%	Projected: 0%
Mitigated: 50%	Mitigated: 50%	Mitigated: 0%	Mitigated: 0%

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.008
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 3		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425		
East/West Street: US 101 SB Ramps		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	596	2	**298**	96	89	781	2	**391**	(35%)	14	795	2	**398**	0	795	2	**398**	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	261	1	261	42	8	311	1	311	0%	0	311	1	311	0	311	1	311	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	153	2	**84**	25	0	178	2	**98**	0%	0	178	2	**98**	0	178	2	**98**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	224	2	112	36	84	344	2	172	5%	0	344	2	172	0	344	2	172	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	411	1	**411**	66	0	477	1	**477**	0%	0	477	1	**477**	0	477	1	**477**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	5	0	0	1	0	6	0	0	0%	0	6	0	0	0	6	0	0	
	Th-Rt		1	204				1	282	0%			1	285			1	285	
	Right	199	0	0	32	45	276	0	0	30%	3	279	0	0	0	279	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		382			North-South:		488			North-South:		495			North-South:		495
		East-West:		411			East-West:		477			East-West:		477			East-West:		477
		Total:		793			Total:		965			Total:		972			Total:		972
Volume/capacity (*v/c*) ratio:				0.557					0.678					0.682					0.682
v/c less ATSAC adjustment:				0.487					0.608					0.612					0.612
Level of Service (LOS):				A					B					B					B

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Significantly impacted? NO

Δ*v/c* after mitigation: 0.004 — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 4		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
North/South Street: Reyes Adobe Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4	
		Capacity: 1375			from: 2015		Capacity: 1375			Trip	AM	41	7	48			Capacity: 1375	
East/West Street: Agoura Rd		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐ Use Dist 2?		Signal System: 3	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 10%	
Analysis Date: 01/11/2016		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2	PM	0	0	0			Opposed Phasing: 1	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	4	1	4	1	0	5	1	5	0%	0	5	1	5	0	5	1	5
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0
	Th-Rt		1	**5**				1	6	0%			1	6			1	6
	Right	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	397	1	218	64	89	550	1	302	35%	14	564	1	310	0	564	1	310
	Lt-Th		1	212				1	286	0%			1	292			1	292
	Thru	33	0	0	5	0	38	0	0	0%	0	38	0	0	0	38	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	515	1	**461**	83	7	605	1	**538**	0%	0	605	1	**538**	0	605	1	**538**
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	108	1	**108**	17	9	134	1	**134**	0%	0	134	1	**134**	0	134	1	**134**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	134	1	69	22	57	213	1	108	5%	2	215	1	109	0	215	1	109
	Th-Rt		1	69				1	108	0%			1	109			1	109
	Right	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	1	1	1	0	0	1	1	1	0%	0	1	1	1	0	1	1	1
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	136	1	**122**	22	46	204	1	**202**	(5%)	1	205	1	205	0	205	1	205
	Th-Rt		1	**122**				1	**202**	0%			1	**205**			1	**205**
	Right	108	0	0	17	74	199	0	0	(35%)	6	205	0	0	0	205	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		466			North-South:		544				North-South:	544			North-South:	544
		East-West:		230			East-West:		336				East-West:	340			East-West:	340
		Total:		696			Total:		880				Total:	884			Total:	884
Volume/capacity (*v/c*) ratio:				0.506					0.640					0.643				0.643
v/c less ATSAC adjustment:				0.436					0.570					0.573				0.543
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: -0.027

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 4		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Reyes Adobe Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacen		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip	AM	41	7	48			Capacity: 1375		
East/West Street: Agoura Rd		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐Use Dist 2?		Signal System: 3		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 10%		
Analysis Date: 01/11/2016		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2	PM	0	0	0			Opposed Phasing: 1		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	12	1	12	2	0	14	1	14	0%	0	14	1	14	0	14	1	14	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	25	0	0	4	0	29	0	0	0%	0	29	0	0	0	29	0	0	
	Th-Rt		1	**35**				1	**41**	0%			1	**41**			1	**41**	
	Right	10	0	0	2	0	12	0	0	0%	0	12	0	0	0	12	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	257	1	**141**	41	116	414	1	**228**	35%	3	417	1	**230**	0	417	1	**230**	
	Lt-Th		1	136				1	210	0%			1	211			1	211	
	Thru	20	0	0	3	0	23	0	0	0%	0	23	0	0	0	23	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	97	1	97	16	8	121	1	121	0%	0	121	1	121	0	121	1	121	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	289	1	**289**	47	9	345	1	**345**	0%	0	345	1	**345**	0	345	1	**345**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	281	1	142	45	64	390	1	197	5%	1	391	1	197	0	391	1	197	
	Th-Rt		1	142				1	197	0%			1	197			1	197	
	Right	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	3	1	3	0	0	3	1	3	0%	0	3	1	3	0	3	1	3	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	415	1	415	67	59	541	1	541	(5%)	2	543	1	543	0	543	1	543	
	Th-Rt		1	**496**				1	**664**	0%			1	**678**			1	**678**	
	Right	496	0	0	80	88	664	0	0	(35%)	14	678	0	0	0	678	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		176			North-South:		269			North-South:		270			North-South:		270
		East-West:		785			East-West:		1009			East-West:		1023			East-West:		1023
		Total:		961			Total:		1277			Total:		1293			Total:		1293
Volume/capacity (*v/c*) ratio:				0.699					0.929					0.940					0.940
v/c less ATSAC adjustment:				0.629					0.859					0.870					0.840
Level of Service (LOS):				B					D					D					D

PROJECT IMPACT

Change in *v/c* due to project: 0.011 — Δ*v/c* after mitigation: -0.019

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 5		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
North/South Street:		Critical Phases:	2		Ambient Growth		Critical Phases:	2		☑ Adjacent		In	Out	Total			Critical Phases:	2
Ladyface Cir		Capacity:	1500		from:	2015	Capacity:	1500		Trip	AM	41	7	48			Capacity:	1500
East/West Street:		Signal System:	2		to:	2035	Signal System:	2		Gen 1	PM	9	39	48	☐Use Dist 2?		Signal System:	2
Agoura Rd		v/c reduction:	7%		at:	0.75%	v/c reduction:	7%		Trip	AM	0	0	0			v/c reduction:	7%
Analysis Date:	01/11/2016	Opposed Phasing:	2				Opposed Phasing:	2		Gen 2	PM	0	0	0			Opposed Phasing:	2
AM Peak:	8:00 AM	Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume			+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	7	1	**7**	1	0	8	1	**8**	0%	0	8	1	**8**	0	8	1	**8**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0
	Th-Rt		1	**7**				1	**8**	0%			1	**8**			1	**8**
	Right	6	0	6	1	0	7	0	7	0%	0	7	0	7	0	7	0	7
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0
	Shared		1	**3**				1	**3**	0%			1	**3**			1	**3**
Eastbound	Left	84	1	84	14	0	98	1	98	0%	0	98	1	98	0	98	1	98
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	231	1	**168**	37	140	408	1	**265**	40%	16	424	1	**273**	0	424	1	**273**
	Th-Rt		1	**168**				1	**265**	0%			1	**273**			1	**273**
	Right	104	0	0	17	0	121	0	0	0%	0	121	0	0	0	121	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	46	1	46	7	0	53	1	53	60%	25	78	1	78	0	78	1	78
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	211	1	**108**	34	119	364	1	**185**	(40%)	3	367	1	**186**	0	367	1	**186**
	Th-Rt		1	**108**				1	**185**	0%			1	**186**			1	**186**
	Right	5	0	0	1	0	6	0	0	0%	0	6	0	0	0	6	0	0
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:	10				North-South:	12				North-South:	12				North-South:	12
		East-West:	276				East-West:	449				East-West:	459				East-West:	459
		Total:	286				Total:	461				Total:	471				Total:	471
Volume/capacity (*v/c*) ratio:			0.190					0.307					0.314					0.314
v/c less ATSAC adjustment:			0.120					0.237					0.244					0.244
Level of Service (LOS):			A					A					A					A

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.007

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 5		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE				2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
North/South Street: Ladyface Cir		Critical Phases: 2			Ambient Growth		Critical Phases: 2		☑ Adjacent		In	Out	Total			Critical Phases: 2	
		Capacity: 1500			from: 2015		Capacity: 1500		Trip AM		41	7	48			Capacity: 1500	
East/West Street: Agoura Rd		Signal System: 2			to: 2035		Signal System: 2		Gen 1 PM		9	39	48	☐Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%		Trip AM		0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2		Gen 2 PM		0	0	0			Opposed Phasing: 2	
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	131	1	**131**	21	0	152	1	**152**	0%	0	152	1	**152**	0	152	1	**152**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		1	70				1	81	0%			1	81			1	81
	Right	70	0	70	11	0	81	0	81	0%	0	81	0	81	0	81	0	81
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	22	0	0	4	0	26	0	0	0%	0	26	0	0	0	26	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0
	Shared		1	**23**				1	**27**	0%			1	**27**			1	**27**
Eastbound	Left	10	1	10	2	0	12	1	12	0%	0	12	1	12	0	12	1	12
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	286	1	**155**	46	187	519	1	**273**	40%	4	523	1	**275**	0	523	1	**275**
	Th-Rt		1	**155**				1	**273**	0%			1	**275**			1	**275**
	Right	23	0	0	4	0	27	0	0	0%	0	27	0	0	0	27	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	15	1	15	2	0	17	1	17	60%	5	22	1	22	0	22	1	22
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	371	1	**186**	60	147	578	1	**289**	(40%)	16	594	1	**297**	0	594	1	**297**
	Th-Rt		1	**186**				1	**289**	0%			1	**297**			1	**297**
	Right	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		154			North-South:		179			North-South:		179		North-South:		179
		East-West:		341			East-West:		562			East-West:		572		East-West:		572
		Total:		495			Total:		741			Total:		751		Total:		751
Volume/capacity (*v/c*) ratio:				0.330					0.494					0.501				0.501
v/c less ATSAC adjustment:				0.260					0.424					0.431				0.431
Level of Service (LOS):				A					A					A				A

N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%

S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.007

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 6		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
North/South Street: Roadside Rd		Critical Phases: 0			Ambient Growth		Critical Phases: 0			☑ Adjacent		In	Out	Total			Critical Phases: 0	
		Capacity: 1200			from: 2015		Capacity: 1200			Trip AM		41	7	48			Capacity: 1200	
East/West Street: Agoura Rd		Signal System: 1			to: 2035		Signal System: 1			Gen 1 PM		9	39	48	☐Use Dist 2?		Signal System: 1	
		v/c reduction: 0%			at: 0.75%		v/c reduction: 0%			Trip AM		0	0	0			v/c reduction: 0%	
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	12	0	0	2	129	143	0	0	0%	0	143	0	0	0	143	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	16	0	0	3	24	43	0	0	0%	0	43	0	0	0	43	0	0
	Shared		1	**28**				1	**186**	0%			1	**186**			1	**186**
Eastbound	Left	8	1	**8**	1	120	129	1	**129**	0%	0	129	1	**129**	0	129	1	**129**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	153	2	77	25	33	211	2	105	(60%)	4	215	2	107	0	215	2	107
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	318	1	**171**	51	128	497	1	**290**	60%	25	522	1	**302**	0	522	1	**302**
	Th-Rt		1	**171**				1	**290**	0%			1	**302**			1	**302**
	Right	24	0	0	4	54	82	0	0	0%	0	82	0	0	0	82	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		28			North-South:		186			North-South:		186			North-South:	186
		East-West:		179			East-West:		419			East-West:		431			East-West:	431
		Total:		207			Total:		604			Total:		617			Total:	617
Volume/capacity (*v/c*) ratio:				0.173					0.504					0.514				0.514
v/c less ATSAC adjustment:				0.173					0.504					0.514				0.514
Level of Service (LOS):				A					A					A				A

PROJECT IMPACT			
Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.010
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 6		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
North/South Street: Roadside Rd		Critical Phases: 0			Ambient Growth		Critical Phases: 0			☑ Adjacent		In	Out	Total			Critical Phases: 0	
		Capacity: 1200			from: 2015		Capacity: 1200			Trip AM		41	7	48			Capacity: 1200	
East/West Street: Agoura Rd		Signal System: 1			to: 2035		Signal System: 1			Gen 1 PM		9	39	48	☐Use Dist 2?		Signal System: 1	
		v/c reduction: 0%			at: 0.75%		v/c reduction: 0%			Trip AM		0	0	0			v/c reduction: 0%	
Analysis Date:	01/11/2016	Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0	
PM Peak:	5:00 PM	Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	22	0	0	4	166	192	0	0	0%	0	192	0	0	0	192	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	12	0	0	2	30	44	0	0	0%	0	44	0	0	0	44	0	0
	Shared		1	**34**				1	**235**	0%			1	**235**			1	**235**
Eastbound	Left	15	1	15	2	136	153	1	**153**	0%	0	153	1	**153**	0	153	1	**153**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	403	2	**202**	65	22	490	2	245	(60%)	23	513	2	256	0	513	2	256
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	301	1	157	49	170	520	1	**299**	60%	5	525	1	**301**	0	525	1	**301**
	Th-Rt		1	157				1	**299**	0%			1	**301**			1	**301**
	Right	12	0	0	2	64	78	0	0	0%	0	78	0	0	0	78	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Critical Volumes:		North-South:		34			North-South:		235			North-South:		235			North-South:	235
		East-West:		202			East-West:		452			East-West:		455			East-West:	455
		Total:		236			Total:		688			Total:		690			Total:	690
Volume/capacity (*v/c*) ratio:				0.196					0.573					0.575				0.575
v/c less ATSAC adjustment:				0.196					0.573					0.575				0.575
Level of Service (LOS):				A					A					A				A

Northbound: N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%

Southbound: S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

Eastbound: E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

Westbound: W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 7		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
North/South Street: Kanan Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3	
		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	41	7	48			Capacity: 1425	
East/West Street: Agoura Rd		Signal System: 2			to: 2035		Signal System: 2			Gen 1	PM	9	39	48	☐Use Dist 2?		Signal System: 2	
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip	AM	0	0	0			v/c reduction: 7%	
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2	PM	0	0	0			Opposed Phasing: 2	
AM Peak: 8:00 AM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left	48	1	**48**	8	24	80	1	**80**	2%	1	81	1	**81**	0	81	1	**81**
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	609	1	313	98	33	740	1	385	0%	0	740	1	385	0	740	1	385
	Th-Rt		1	313				1	385	0%			1	385			1	385
	Right	16	0	0	3	11	30	0	0	0%	0	30	0	0	0	30	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Southbound	Left	97	2	53	16	111	224	2	123	0%	0	224	2	123	0	224	2	123
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	1050	2	**525**	169	2	1221	2	**611**	0%	0	1221	2	**611**	0	1221	2	**611**
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	251	1	207	40	105	396	1	297	53%	22	418	1	317	0	418	1	317
	Shared		0	0				0	0	0%			0	0			0	0
Eastbound	Left	89	2	49	14	95	198	2	109	(53%)	4	202	2	111	0	202	2	111
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	70	0	0	11	48	129	0	0	(5%)	0	129	0	0	0	129	0	0
	Th-Rt		1	**166**				1	**258**	0%			1	**258**			1	**258**
	Right	96	0	0	15	17	128	0	0	(2%)	0	128	0	0	0	128	0	0
	Shared		0	0				0	0	0%			0	0			0	0
Westbound	Left	50	1	50	8	10	68	1	68	0%	0	68	1	68	0	68	1	68
	Lt-Th		0	0				0	0	0%			0	0			0	0
	Thru	62	1	**62**	10	53	125	1	**125**	5%	2	127	1	**127**	0	127	1	**127**
	Th-Rt		0	0				0	0	0%			0	0			0	0
	Right	59	1	11	10	64	133	1	21	0%	0	133	1	21	0	133	1	21
	Shared		0	0				0	0	0%			0	0			0	0
N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																		
Critical Volumes:		North-South:		573			North-South:		690			North-South:		691			North-South:	691
		East-West:		228			East-West:		383			East-West:		385			East-West:	385
		Total:		801			Total:		1073			Total:		1076			Total:	1076
Volume/capacity (*v/c*) ratio:				0.562					0.753					0.755				0.755
v/c less ATSAC adjustment:				0.492					0.683					0.685				0.685
Level of Service (LOS):				A					B					B				B

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 7		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☑ Adjacent		In	Out	Total			Critical Phases: 3		
		Capacity: 1425			from: 2015		Capacity: 1425			Trip AM		41	7	48			Capacity: 1425		
East/West Street: Agoura Rd		Signal System: 2			to: 2035		Signal System: 2			Gen 1 PM		9	39	48	☐Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 2					Opposed Phasing: 2			Gen 2 PM		0	0	0			Opposed Phasing: 2		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	149	1	**149**	24	28	201	1	201	2%	0	201	1	201	0	201	1	201	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	756	1	402	122	47	925	1	**495**	0%	0	925	1	**495**	0	925	1	**495**	
	Th-Rt		1	402				1	**495**	0%			1	**495**			1	**495**	
	Right	48	0	0	8	9	65	0	0	0%	0	65	0	0	0	65	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	260	2	143	42	162	464	2	**255**	0%	0	464	2	**255**	0	464	2	**255**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	829	2	**415**	134	6	969	2	484	0%	0	969	2	484	0	969	2	484	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	162	1	94	26	144	332	1	203	53%	5	337	1	197	0	337	1	197	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	137	2	75	22	99	258	2	142	(53%)	21	279	2	154	0	279	2	154	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	244	0	0	39	67	350	0	0	(5%)	2	352	0	0	0	352	0	0	
	Th-Rt		1	**411**				1	**569**	0%			1	**572**			1	**572**	
	Right	167	0	0	27	25	219	0	0	(2%)	1	220	0	0	0	220	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	95	1	95	15	16	126	1	126	0%	0	126	1	126	0	126	1	126	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	203	1	**203**	33	62	298	1	**298**	5%	0	298	1	**298**	0	298	1	**298**	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	161	1	31	26	95	282	1	50	0%	0	282	1	50	0	282	1	50	
	Shared		0	0				0	0	0%			0	0			0	0	
N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%																			
S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%																			
Critical Volumes:		North-South:		564			North-South:		750			North-South:		750			North-South:		750
		East-West:		614			East-West:		867			East-West:		870			East-West:		870
		Total:		1178			Total:		1617			Total:		1620			Total:		1620
Volume/capacity (*v/c*) ratio:				0.826					1.135					1.137					1.137
v/c less ATSAC adjustment:				0.756					1.065					1.067					1.067
Level of Service (LOS):				C					F					F					F

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significantly impacted?	NO	Fully mitigated?	N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 8	2015, EXISTING	2035, PROJECTED CUMULATIVE BASE	2035, WITH PROJECT	2035, WITH TRAFFIC MITIGATION
North/South Street: Kanan Rd	Critical Phases: 4	Ambient Growth — Critical Phases: 4	☑ Adjacent — In / Out / Total	Critical Phases: 4
East/West Street: Roadside Dr/SB Ramps	Capacity: 1375	from: 2015 — Capacity: 1375	Trip AM: 41 / 7 / 48	Capacity: 1375
Analysis Date: 01/11/2016	Signal System: 2	to: 2035 — Signal System: 2	Gen 1 PM: 9 / 39 / 48	☐ Use Dist 2? Signal System: 2
AM Peak: 8:00 AM	v/c reduction: 7%	at: 0.75% — v/c reduction: 7%	Trip AM: 0 / 0 / 0	v/c reduction: 7%
	Opposed Phasing: 0	Opposed Phasing: 0	Gen 2 PM: 0 / 0 / 0	Opposed Phasing: 0

			2015, EXISTING			2035, PROJECTED CUMULATIVE BASE						2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION			
			Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume		Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left		0	0	0	0	0	0	0	0	0%	0	0	0	0		0	0	0	0
	Lt-Th	N/B RTOR:		0	0				0	0	0%			0	0				0	0
	Thru	Existing: 50%	510	2	177	82	192	784	2	269	(3%)	0	784	2	270		0	784	2	270
	Th-Rt	Projected: 50%		1	177				1	269	0%			1	270				1	270
	Right	Mitigated: 50%	20	0	0	3	0	23	0	0	(50%)	4	27	0	0		0	27	0	0
	Shared			0	0				0	0	0%			0	0				0	0
Southbound	Left		135	1	135	22	0	157	1	157	0%	0	157	1	157		0	157	1	157
	Lt-Th	S/B RTOR:		0	0				0	0	0%			0	0				0	0
	Thru	Existing: 50%	800	2	400	129	84	1013	2	506	53%	22	1035	2	517		0	1035	2	517
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0				0	0
	Right	Mitigated: 50%	1029	1	**778**	166	79	1274	1	**963**	0%	0	1274	1	**963**		0	1274	1	**963**
	Shared			0	0				0	0	0%			0	0				0	0
Eastbound	Left		502	1	276	81	40	623	1	343	0%	0	623	1	343		0	623	1	343
	Lt-Th	E/B RTOR:		0	0				0	0	0%			0	0				0	0
	Thru	Existing: 50%	126	0	0	20	29	175	0	0	0%	0	175	0	0		0	175	0	0
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0				0	0
	Right	Mitigated: 50%	630	1	347	102	74	806	1	443	0%	0	806	1	443		0	806	1	443
	Shared			1	**635**				1	**818**	0%			1	**818**				1	**818**
Westbound	Left		24	1	**24**	4	0	28	1	28	0%	0	28	1	28		0	28	1	28
	Lt-Th	W/B RTOR:		0	0				0	0	0%			0	0				0	0
	Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0		0	0	0	0
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0				0	0
	Right	Mitigated: 50%	72	1	4	12	28	112	1	**34**	0%	0	112	1	**34**		0	112	1	**34**
	Shared			0	0				0	0	0%			0	0				0	0
Critical Volumes:			North-South:		778			North-South:		963			North-South:		963			North-South:		963
			East-West:		659			East-West:		852			East-West:		852			East-West:		852
			Total:		1437			Total:		1815			Total:		1815			Total:		1815
Volume/capacity (*v/c*) ratio:					1.045					1.320					1.320					1.320
v/c less ATSAC adjustment:					0.975					1.250					1.250					1.250
Level of Service (LOS):					E					F					F					F

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 8		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375		
East/West Street: Roadside Dr/SB Ramps		Signal System: 2			to: 2035		Signal System: 2			Gen 1 PM		9	39	48	☐Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	748	2	**265**	121	240	1109	2	**388**	(3%)	1	1110	2	**395**	0	1110	2	**395**	
	Th-Rt		1	**265**				1	**388**	0%			1	**395**			1	**395**	
	Right	48	0	0	8	0	56	0	0	(50%)	20	76	0	0	0	76	0	0	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	150	1	**150**	24	0	174	1	**174**	0%	0	174	1	**174**	0	174	1	**174**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	608	2	304	98	146	852	2	426	53%	5	857	2	429	0	857	2	429	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	330	1	64	53	75	458	1	145	0%	0	458	1	145	0	458	1	145	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	533	1	293	86	8	627	1	345	0%	0	627	1	345	0	627	1	345	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	220	0	0	35	33	288	0	0	0%	0	288	0	0	0	288	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	681	1	375	110	98	889	1	489	0%	0	889	1	489	0	889	1	489	
	Shared		1	**766**				1	**971**	0%			1	**971**			1	**971**	
Westbound	Left	21	1	21	3	0	24	1	24	0%	0	24	1	24	0	24	1	24	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	281	1	**206**	45	48	374	1	**287**	0%	0	374	1	**287**	0	374	1	**287**	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		415			North-South:		562			North-South:		569		North-South:		569	
		East-West:		972			East-West:		1258			East-West:		1258		East-West:		1258	
		Total:		1388			Total:		1820			Total:		1827		Total:		1827	
Volume/capacity (*v/c*) ratio:				1.009					1.324					1.329				1.329	
v/c less ATSAC adjustment:				0.939					1.254					1.259				1.259	
Level of Service (LOS):				E					F					F				F	

N/B RTOR: Existing: 75% Projected: 75% Mitigated: 75%

S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 9	2015, EXISTING	2035, PROJECTED CUMULATIVE BASE	2035, WITH PROJECT	2035, WITH TRAFFIC MITIGATION
North/South Street: Kanan Rd	Critical Phases: 4	Ambient Growth — Critical Phases: 4	☑ Adjacent — In / Out / Total	Critical Phases: 4
East/West Street: Canwood St / NB Ramps	Capacity: 1375	from: 2015 — Capacity: 1375	Trip AM: 41 / 7 / 48	Capacity: 1375
Analysis Date: 01/11/2016	Signal System: 2	to: 2035 — Signal System: 2	Gen 1 PM: 9 / 39 / 48	☐ Use Dist 2? Signal System: 2
AM Peak: 8:00 AM	v/c reduction: 7%	at: 0.75% — v/c reduction: 7%	Trip AM: 0 / 0 / 0	v/c reduction: 7%
	Opposed Phasing: 0	Opposed Phasing: 0	Gen 2 PM: 0 / 0 / 0	Opposed Phasing: 0

			2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
			Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
Northbound	Left		60	1	**60**	10	8	78	1	**78**	0%	0	78	1	**78**	0	78	1	**78**
	Lt-Th	N/B RTOR:		0	0				0	0	0%			0	0			0	0
	Thru	Existing: 50%	711	2	356	115	108	934	2	467	(3%)	0	934	2	467	0	934	2	467
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Right	Mitigated: 50%	289	1	36	47	79	415	1	91	0%	0	415	1	80	0	415	1	80
	Shared			0	0				0	0	0%			0	0			0	0
Southbound	Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Lt-Th	S/B RTOR:		0	0				0	0	0%			0	0			0	0
	Thru	Existing: 50%	1331	3	**444**	215	88	1634	3	**545**	3%	1	1635	3	**545**	0	1635	3	**545**
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Right	Mitigated: 50%	40	1	14	6	0	46	1	16	0%	0	46	1	16	0	46	1	16
	Shared			0	0				0	0	0%			0	0			0	0
Eastbound	Left		51	1	51	8	0	59	1	59	0%	0	59	1	59	0	59	1	59
	Lt-Th	E/B RTOR:		0	0				0	0	0%			0	0			0	0
	Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Right	Mitigated: 50%	128	1	**98**	21	12	161	1	**122**	0%	0	161	1	**122**	0	161	1	**122**
	Shared			0	0				0	0	0%			0	0			0	0
Westbound	Left		506	1	278	82	61	649	1	357	50%	21	670	1	368	0	670	1	368
	Lt-Th	W/B RTOR:		1	**335**				1	**416**	0%			1	**426**			1	**426**
	Thru	Existing: 50%	107	0	0	17	0	124	0	0	0%	0	124	0	0	0	124	0	0
	Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Right	Mitigated: 50%	686	2	377	111	6	803	2	441	0%	0	803	2	441	0	803	2	441
	Shared			0	0				0	0	0%			0	0			0	0
Critical Volumes:			North-South:		504			North-South:		622			North-South:		623			North-South:		623
			East-West:		433			East-West:		538			East-West:		547			East-West:		547
			Total:		936			Total:		1160			Total:		1170			Total:		1170
Volume/capacity (*v/c*) ratio:					0.681					0.844					0.851					0.851
v/c less ATSAC adjustment:					0.611					0.774					0.781					0.781
Level of Service (LOS):					B					C					C					C

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.007

Significantly impacted? NO — Fully mitigated? N/A

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CMACalc - Critical Movement Analysis Calculator

Agoura Landmark TIA

Intersection No. 9		2015, EXISTING			2035, PROJECTED CUMULATIVE BASE					2035, WITH PROJECT					2035, WITH TRAFFIC MITIGATION				
North/South Street: Kanan Rd		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☑ Adjacent		In	Out	Total			Critical Phases: 4		
		Capacity: 1375			from: 2015		Capacity: 1375			Trip AM		41	7	48			Capacity: 1375		
East/West Street: Canwood St / NB Ramps		Signal System: 2			to: 2035		Signal System: 2			Gen 1 PM		9	39	48	☐ Use Dist 2?		Signal System: 2		
		v/c reduction: 7%			at: 0.75%		v/c reduction: 7%			Trip AM		0	0	0			v/c reduction: 7%		
Analysis Date: 01/11/2016		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2 PM		0	0	0			Opposed Phasing: 0		
PM Peak: 5:00 PM		Counts Volume	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume		+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume	
Northbound	Left	44	1	44	7	10	61	1	61	0%	0	61	1	61	0	61	1	61	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	951	2	**476**	153	89	1193	2	**597**	(3%)	1	1194	2	**597**	0	1194	2	**597**	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	586	1	419	94	123	803	1	526	0%	0	803	1	523	0	803	1	523	
	Shared		0	0				0	0	0%			0	0			0	0	
Southbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	745	3	248	120	157	1022	3	341	3%	0	1022	3	341	0	1022	3	341	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	59	1	21	10	0	69	1	24	0%	0	69	1	24	0	69	1	24	
	Shared		0	0				0	0	0%			0	0			0	0	
Eastbound	Left	77	1	**77**	12	0	89	1	**89**	0%	0	89	1	**89**	0	89	1	**89**	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	9	0	0	1	0	10	0	0	0%	0	10	0	0	0	10	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	116	1	94	19	14	149	1	118	0%	0	149	1	118	0	149	1	118	
	Shared		0	0				0	0	0%			0	0			0	0	
Westbound	Left	223	1	123	36	110	369	1	203	50%	5	374	1	206	0	374	1	206	
	Lt-Th		1	174				1	252	0%			1	254			1	254	
	Thru	74	0	0	12	0	86	0	0	0%	0	86	0	0	0	86	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	693	2	**381**	112	7	812	2	**446**	0%	0	812	2	**446**	0	812	2	**446**	
	Shared		0	0				0	0	0%			0	0			0	0	
Critical Volumes:		North-South:		476			North-South:		597			North-South:		597		North-South:		597	
		East-West:		458			East-West:		536			East-West:		536		East-West:		536	
		Total:		934			Total:		1132			Total:		1133		Total:		1133	
Volume/capacity (*v/c*) ratio:				0.679					0.824					0.824				0.824	
v/c less ATSAC adjustment:				0.609					0.754					0.754				0.754	
Level of Service (LOS):				B					C					C				C	

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significantly impacted? NO — Fully mitigated? N/A

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Developed 2005-2007 by Ken Aitchison

APPENDIX C

Driveway Analysis Worksheets

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	384	494	41	0	7
Future Vol, veh/h	0	384	494	41	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	417	537	45	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	582	0	-	0	768	291
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	988	-	-	-	338	706
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	988	-	-	-	338	706
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	988	-	-	-	706
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	585	543	9	0	39
Future Vol, veh/h	0	585	543	9	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	636	590	10	0	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	600	0	-	0	913	300
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	973	-	-	-	273	696
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	973	-	-	-	273	696
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	973	-	-	-	696
HCM Lane V/C Ratio	-	-	-	-	0.061
HCM Control Delay (s)	0	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	418	540	41	0	7
Future Vol, veh/h	0	418	540	41	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	454	587	45	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	632	0	-	0	836	316
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	947	-	-	-	306	680
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	306	680
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	789	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	-	-	680
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	643	596	9	0	39
Future Vol, veh/h	0	643	596	9	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	699	648	10	0	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	1002	329
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	926	-	-	-	239	667
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	239	667
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	667
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Control Delay (s)	0	-	-	-	10.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

APPENDIX D

Signal Warrant Worksheets

TRAFFIC SIGNAL WARRANT SUMMARY

Existing (2015)

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☐ Yes ☒ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~500~~ (400)	~~350~~ (280)	~~600~~ (480)	420 (336)	727	709	658	634	572	561	551	528
Highest Approach on Minor Street	~~150~~ (120)	~~105~~ (84)	~~200~~ (160)	140 (112)	25	34	27	32	24	23	24	25

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☒ Yes ☐ No
Excessive Delay: ☐ Yes ☒ No
100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☐ Yes ☒ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Approach Lanes	1		2 or more									
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~750~~ (600)	~~525~~ (420)	~~900~~ (720)	630 (504)	727	709	658	634	572	561	551	528
Highest Approach on Minor Street	~~75~~ (60)	~~53~~ (42)	~~100~~ (80)	70 (56)	25	34	27	32	24	23	24	25

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

TRAFFIC SIGNAL WARRANT SUMMARY

Existing (2015)

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

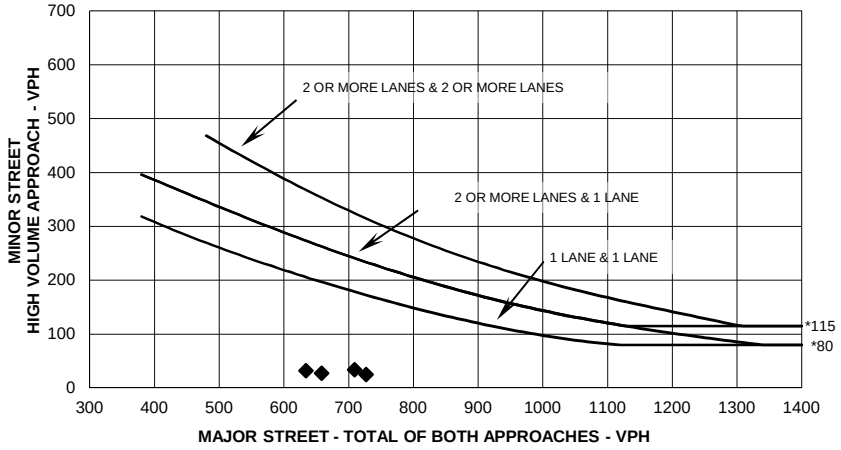
Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

If all four points lie above the appropriate line, then the warrant is satisfied.

Four Highest Hours	Volumes	
	Major Street	Minor Street
12:00 PM - 1:00 PM	727	25
5:00 PM - 6:00 PM	709	34
4:00 PM - 5:00 PM	658	27
1:00 PM - 2:00 PM	634	32

Plot four volume combinations on the applicable figure below.

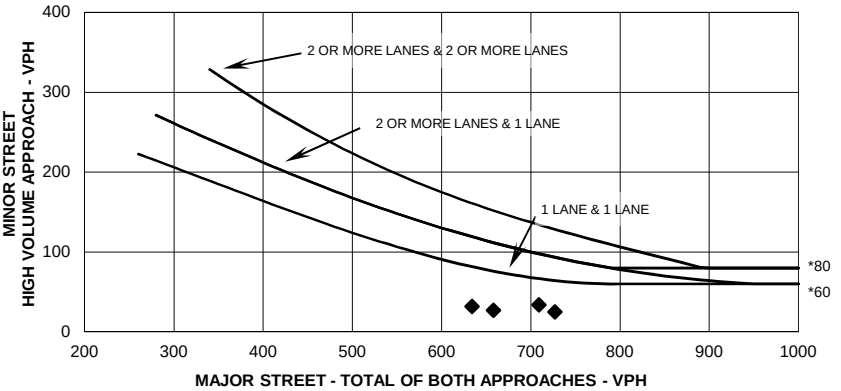
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

TRAFFIC SIGNAL WARRANT SUMMARY

Existing (2015)

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
12:00PM	727	25

Criteria

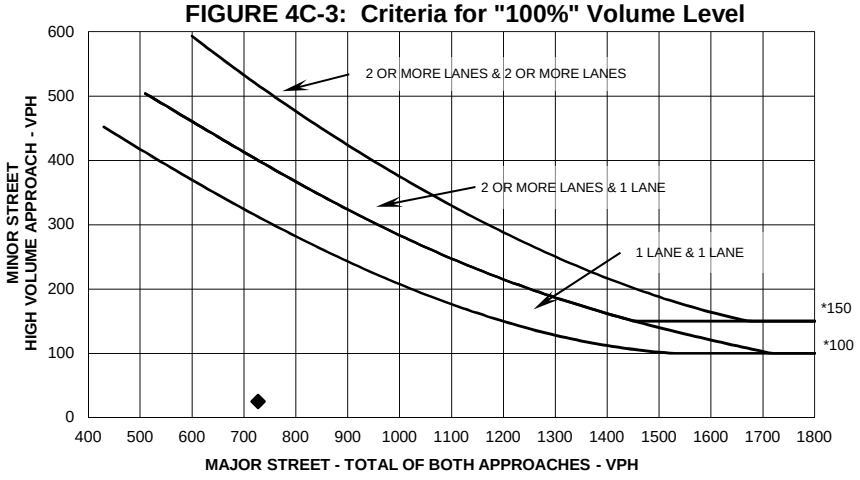
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?: ☐ Yes	☐ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	25	
Fulfilled?: ☐ Yes	☒ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	727	
Fulfilled?: ☒ Yes	☐ No	

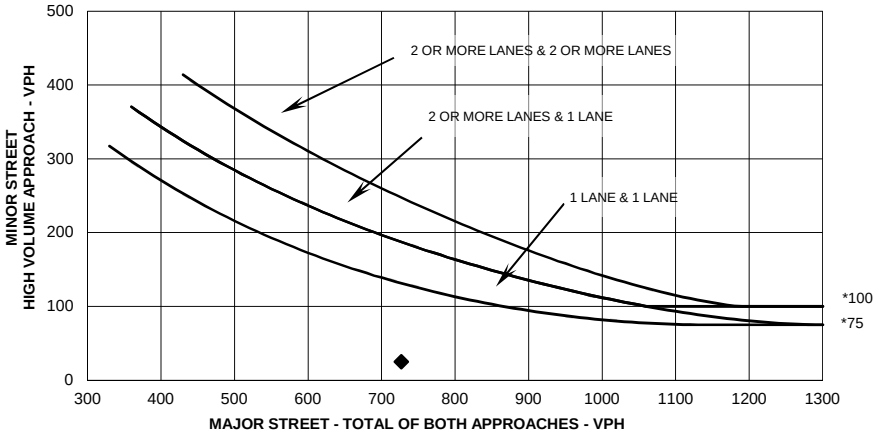
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

TRAFFIC SIGNAL WARRANT SUMMARY

Ex (2015) + Proj

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☐ Yes ☒ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~500~~ (400)	~~350~~ (280)	~~600~~ (480)	420 (336)	736	766	711	685	618	606	595	570
Highest Approach on Minor Street	~~150~~ (120)	~~105~~ (84)	~~200~~ (160)	140 (112)	25	34	27	32	24	23	24	25

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☒ Yes ☐ No
Excessive Delay: ☐ Yes ☒ No
100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☐ Yes ☒ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~750~~ (600)	~~525~~ (420)	~~900~~ (720)	630 (504)	736	766	711	685	618	606	595	570
Highest Approach on Minor Street	~~75~~ (60)	~~53~~ (42)	~~100~~ (80)	70 (56)	25	34	27	32	24	23	24	25

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

TRAFFIC SIGNAL WARRANT SUMMARY

Ex (2015) + Proj

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

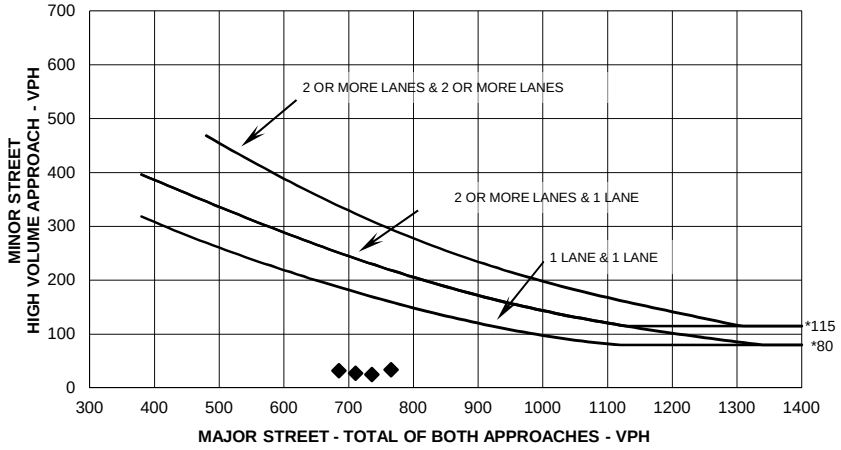
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Four Highest Hours	Volumes	
	Major Street	Minor Street
12:00 PM - 1:00 PM	736	25
5:00 PM - 6:00 PM	766	34
4:00 PM - 5:00 PM	711	27
1:00 PM - 2:00 PM	685	32

Plot four volume combinations on the applicable figure below.

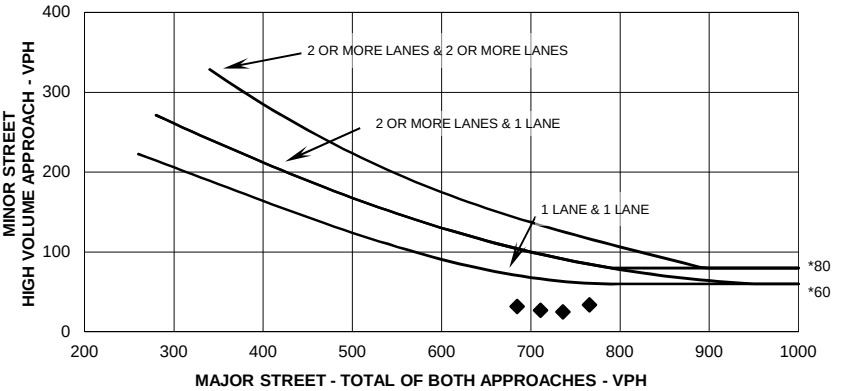
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

TRAFFIC SIGNAL WARRANT SUMMARY

Ex (2015) + Proj

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
12:00PM	736	25

Criteria

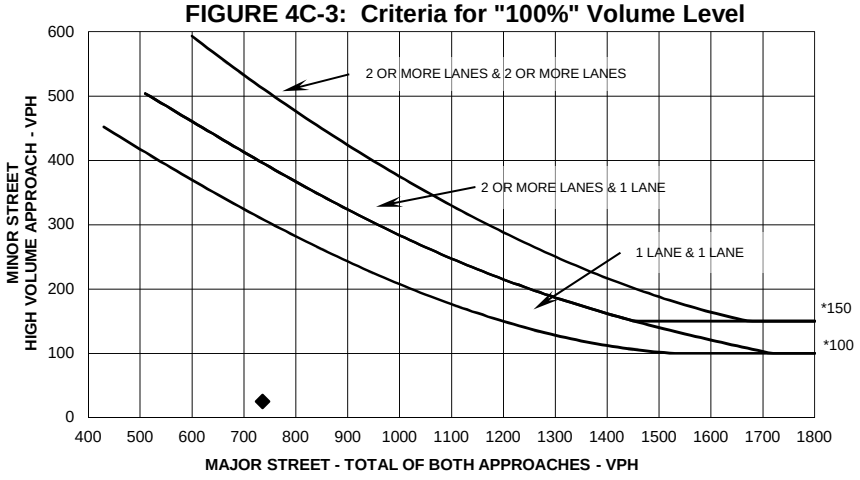
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?: ☐ Yes	☐ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	25	
Fulfilled?: ☐ Yes	☒ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	736	
Fulfilled?: ☒ Yes	☐ No	

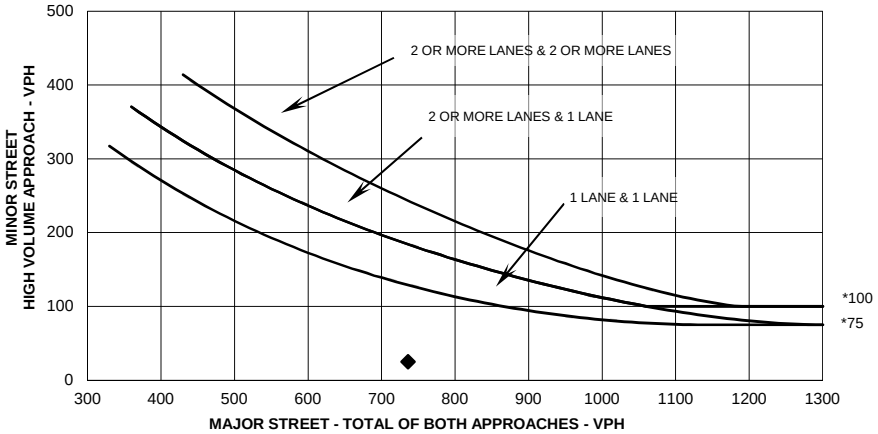
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

TRAFFIC SIGNAL WARRANT SUMMARY

Near Term (2018)

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☒ Yes ☐ No
80% Satisfied: ☒ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~500~~ (400)	~~350~~ (280)	~~600~~ (480)	420 (336)	955	754	673	648	585	574	563	540
Highest Approach on Minor Street	~~150~~ (120)	~~105~~ (84)	~~200~~ (160)	140 (112)	170	231	183	217	163	156	163	170

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☒ Yes ☐ No
Excessive Delay: ☐ Yes ☒ No
100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☒ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~750~~ (600)	~~525~~ (420)	~~900~~ (720)	630 (504)	955	754	673	648	585	574	563	540
Highest Approach on Minor Street	~~75~~ (60)	~~53~~ (42)	~~100~~ (80)	70 (56)	170	231	183	217	163	156	163	170

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

TRAFFIC SIGNAL WARRANT SUMMARY

Near Term (2018)

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

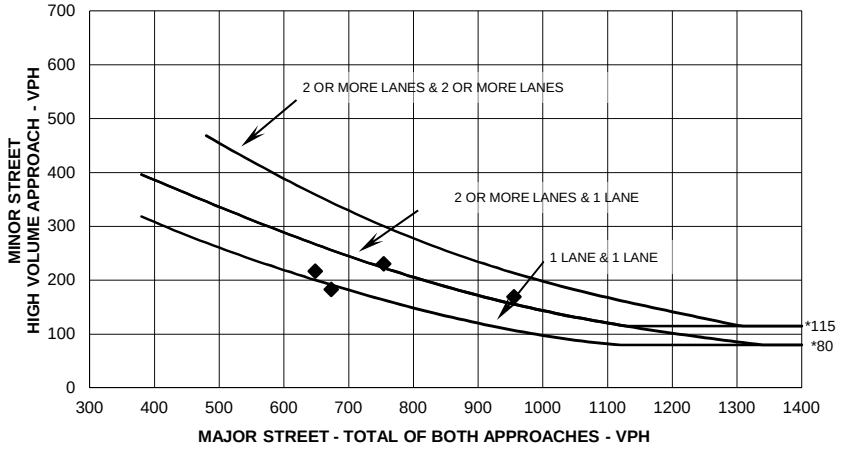
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Plot four volume combinations on the applicable figure below.

Four Highest Hours	Volumes	
	Major Street	Minor Street
12:00 PM - 1:00 PM	955	170
5:00 PM - 6:00 PM	754	231
4:00 PM - 5:00 PM	673	183
1:00 PM - 2:00 PM	648	217

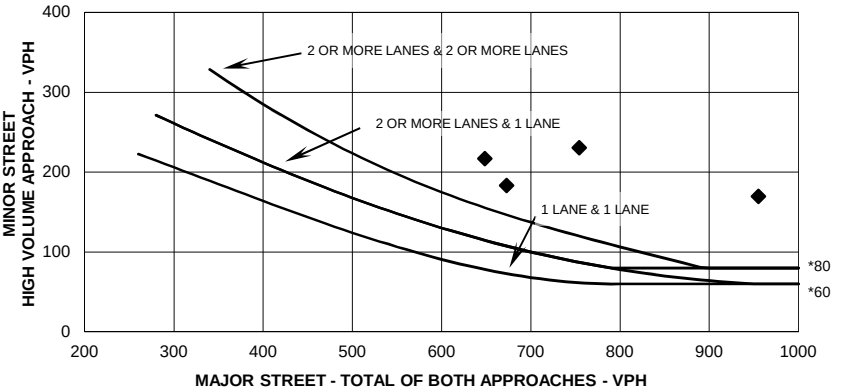
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

TRAFFIC SIGNAL WARRANT SUMMARY

Near Term (2018)

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
12:00PM	955	170

Criteria

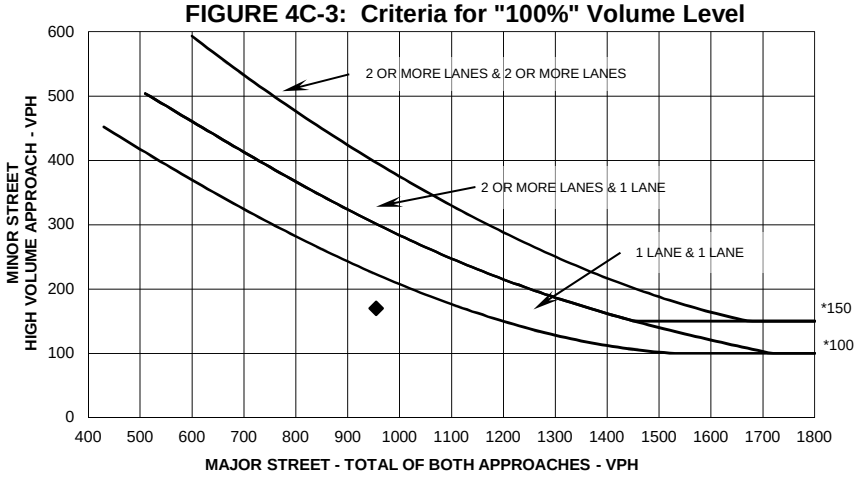
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?: ☐ Yes ☐ No		

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	170	
Fulfilled?: ☒ Yes ☐ No		

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	955	
Fulfilled?: ☒ Yes ☐ No		

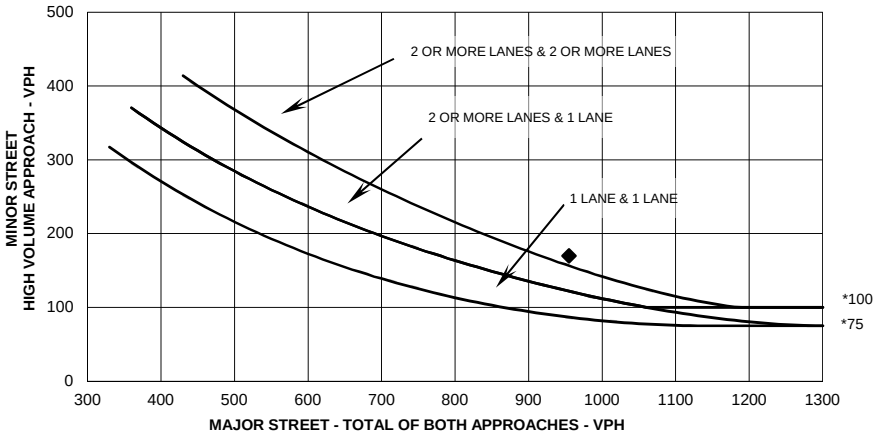
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

TRAFFIC SIGNAL WARRANT SUMMARY

Near Term (2018)+Proj

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☒ Yes ☐ No
80% Satisfied: ☒ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~500~~ (400)	~~350~~ (280)	~~600~~ (480)	420 (336)	964	812	727	700	632	620	609	583
Highest Approach on Minor Street	~~150~~ (120)	~~105~~ (84)	~~200~~ (160)	140 (112)	170	231	183	217	163	156	163	170

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☒ Yes ☐ No
Excessive Delay: ☐ Yes ☒ No
100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☒ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
Approach Lanes	1		2 or more		12:00 PM - 1:00 PM	5:00 PM - 6:00 PM	4:00 PM - 5:00 PM	1:00 PM - 2:00 PM	3:00 PM - 4:00 PM	2:00 PM - 3:00 PM	6:00 PM - 7:00 PM	11:00 AM - 12:00 PM
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	~~750~~ (600)	~~525~~ (420)	~~900~~ (720)	630 (504)	964	812	727	700	632	620	609	583
Highest Approach on Minor Street	~~75~~ (60)	~~53~~ (42)	~~100~~ (80)	70 (56)	170	231	183	217	163	156	163	170

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TRAFFIC SIGNAL WARRANT SUMMARY

Near Term (2018)+Proj

City: **Agoura Hills** Engineer: **CJC**
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Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
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Plot four volume combinations on the applicable figure below.

Four Highest Hours	Volumes	
	Major Street	Minor Street
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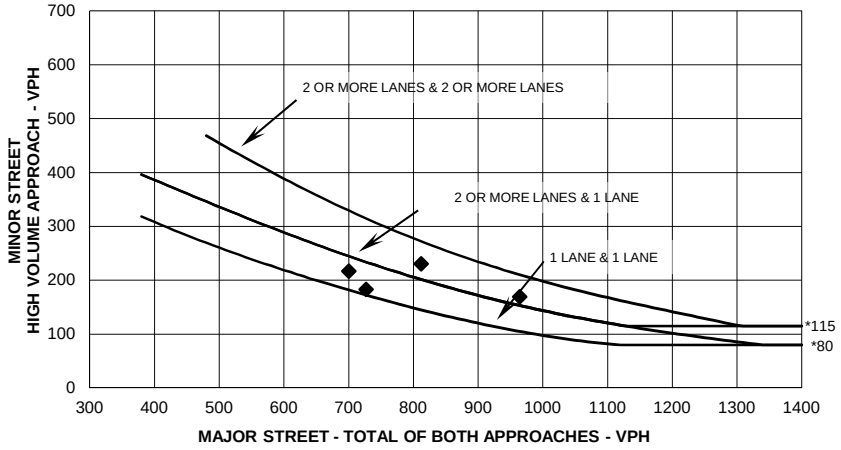
5:00 PM - 6:00 PM	812	231
4:00 PM - 5:00 PM	727	183
1:00 PM - 2:00 PM	700	217

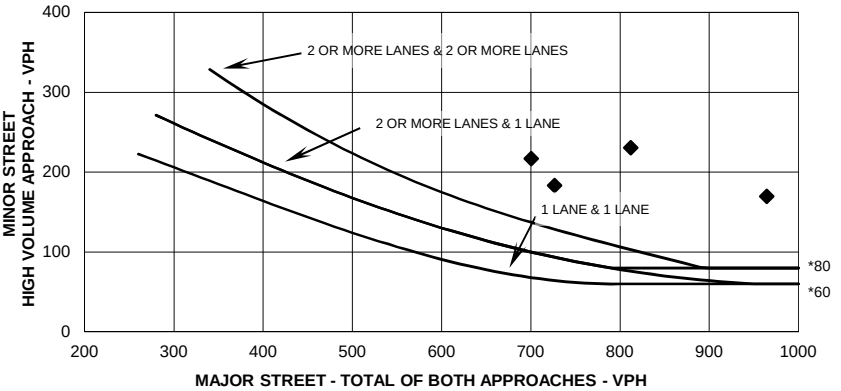
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

TRAFFIC SIGNAL WARRANT SUMMARY

Near Term (2018)+Proj

City: **Agoura Hills** Engineer: **CJC**
County: **Los Angeles** Date: **10/30/2015**

Major Street: **Agoura Road** Lanes: **4** Critical Approach Speed: **45**
Minor Street: **Roadside Drive** Lanes: **2**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour		
12:00PM	964	170

Criteria

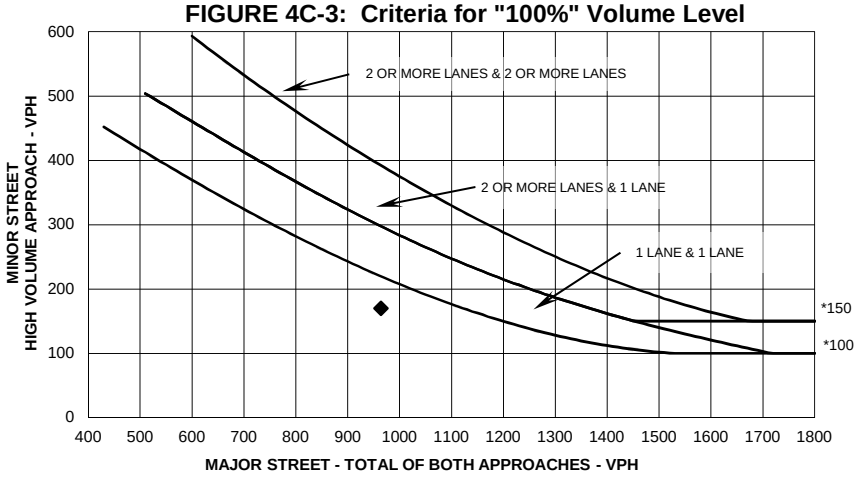
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?: ☐ Yes ☐ No		

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	170	
Fulfilled?: ☒ Yes ☐ No		

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	964	
Fulfilled?: ☒ Yes ☐ No		

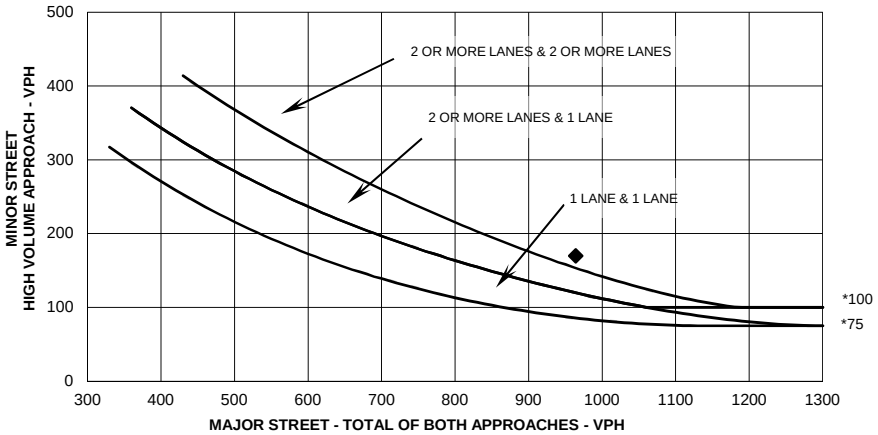
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*