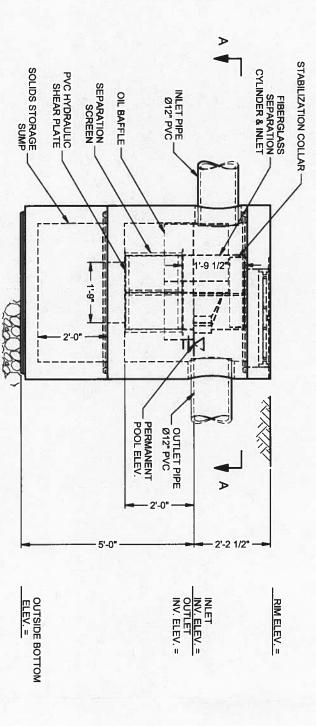


# **ELEVATION VIEW**



CENTER OF CDS STRUCTURE, SCREEN AND SUMP OPENING FLOW FIBERGLASS INLET AND CYLINDER SECTION A-A PVC HYDRAULIC SHEAR PLATE WATER QUALITY FLOW RATE

MATERIAL LIST - PROVIDED BY CONTECH

	N/A SEDIMENT WEIR  1 SEALANT FOR JOINTS	
CONTRACTOR		

PEAK FLOW RATE

1.7 CFS

0.2 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

2. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT

2. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT

4. CONTECH REPRESENTATIVE. www.contech-cpi.com

3. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION

5. 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

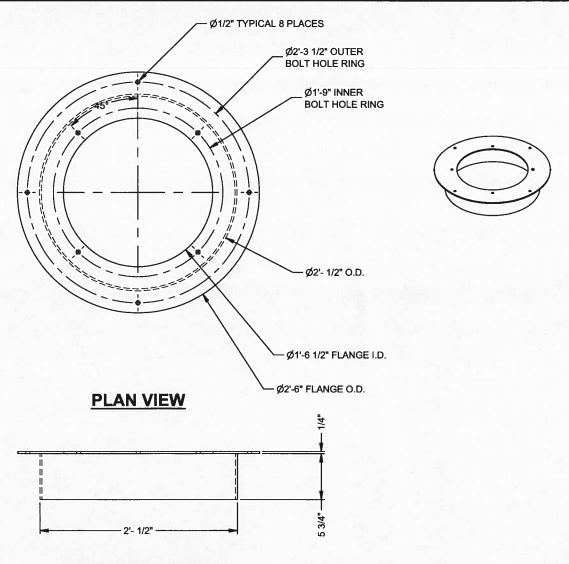
STRUCTURE WEIGHT
APPROXIMATE HEAVIEST PICK = 5000 LBS.
STRUCTURE IS DELIVERED IN 3 PIECES

CONTRACT CONTECH

유

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				contri one o
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				diacte
-				which are e dison imme
NO.	DATE	REVISION DESCRIPTION	BY	incon

80°



## **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

Temp\422679-1

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.



THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 5,788,848; 6,641,720; 6,511,595; 6,581,783; RELATED FOREIGN PATENTS, OR OTHER PATENTS PENDING.

CONTECH FABRICATION DRAWING



3777 Long Beach Blvd., Suite 400, Long Beach, CA 90807

877-572-0330 562-733-0733 562-264-0733 FAX

DATE: 12/16/10

SCALE: NONE

PROJ. NO.: 422679

DRAWN: RWP

CHECKED: N/A

# Noise Impact Analysis Technical Data

## 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.

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



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



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.

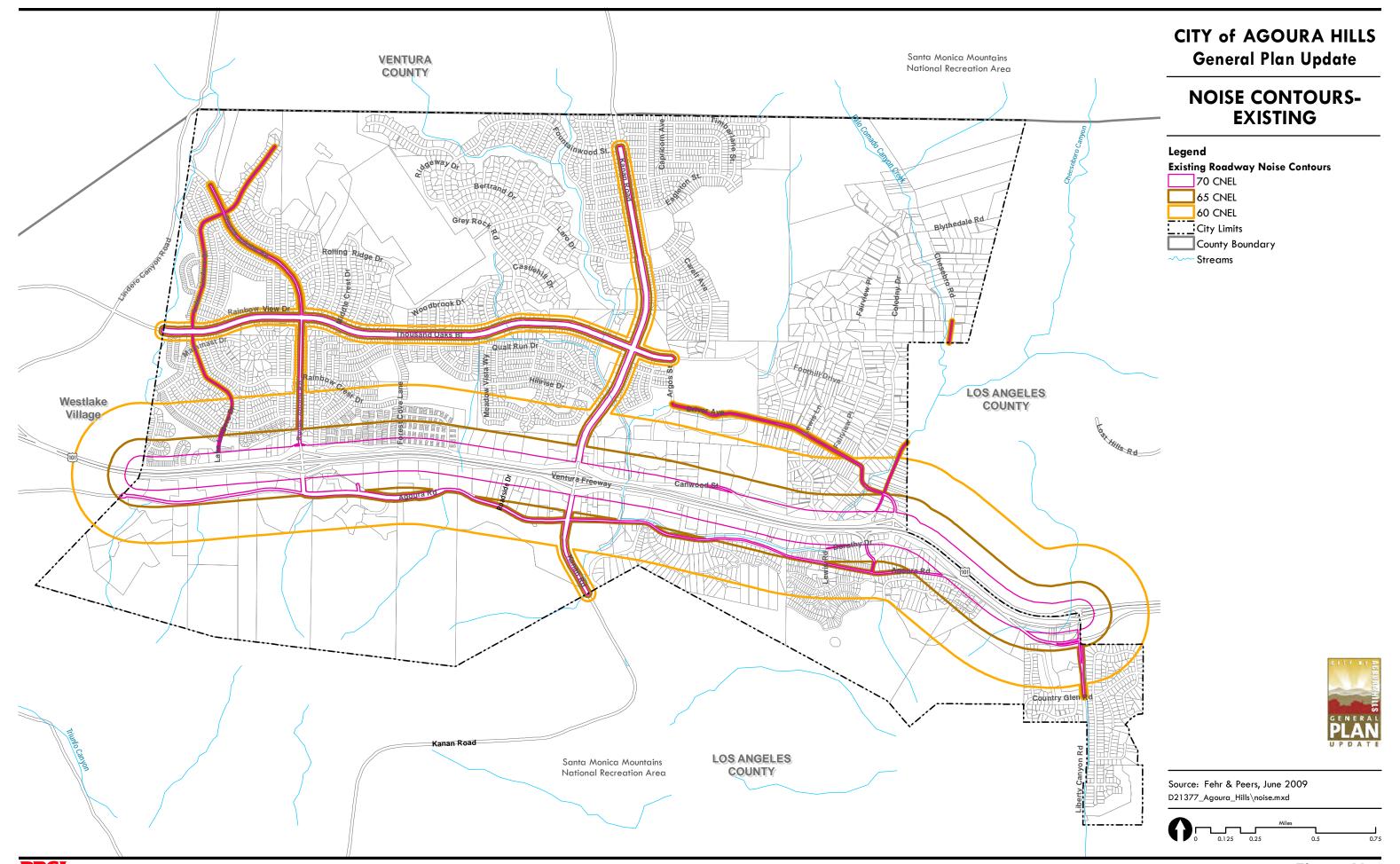
As shown in Figure N-2, there are limited areas of the City where noise levels are expected to increase, and these are associated with increases in traffic volumes. These areas are located along Agoura Road and the Ventura Freeway. The majority of this is associated with the increase in regional traffic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



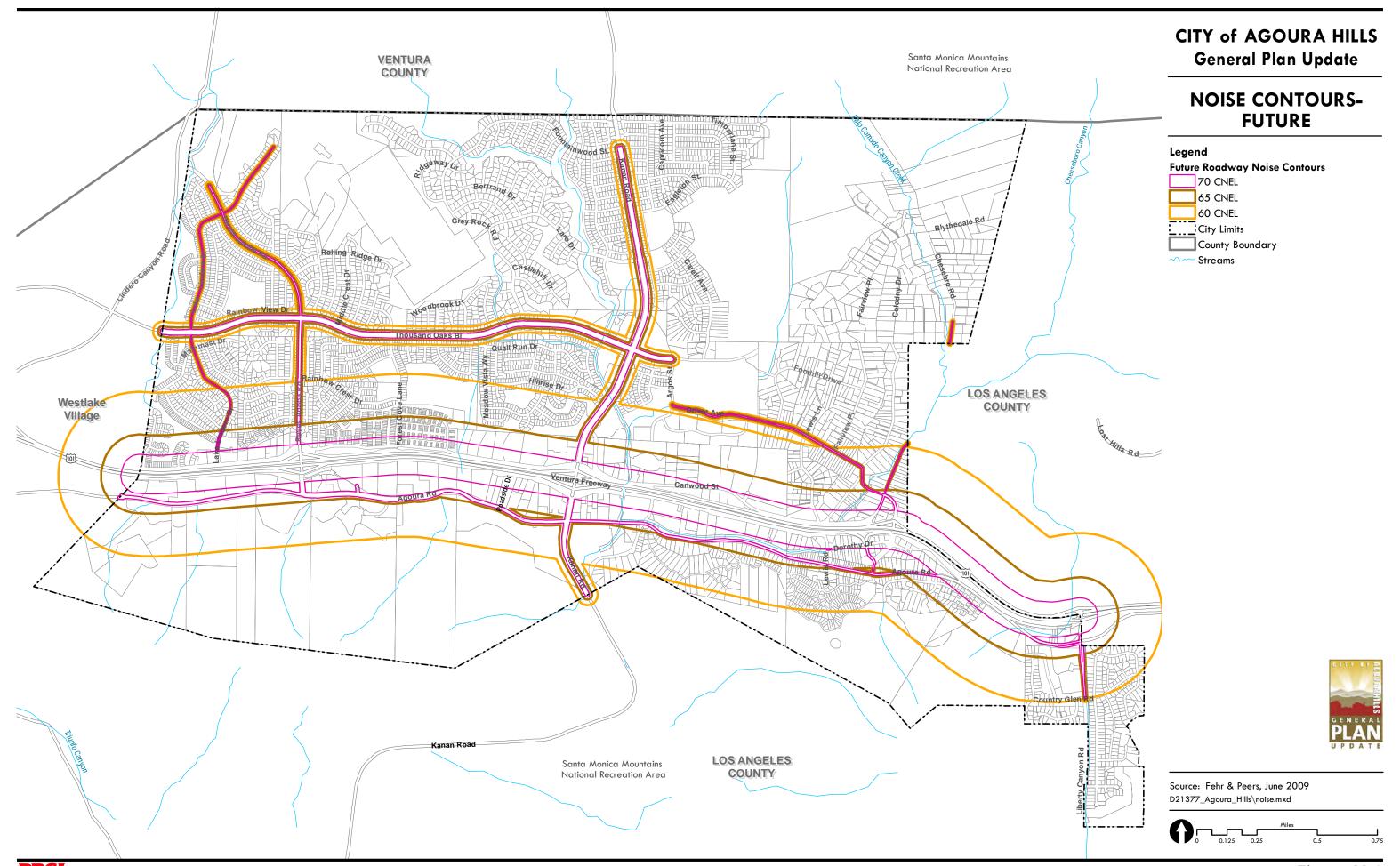


Table N-1 Noise/Land Use Compatibility Matrix									
Land Use Categories				Community Noise Equivalent Level (CNEL)					
Categories	Uses	<5	5 6	0 6	5 7	0 7	5 8	0>	
Residential	Single Family, Duplex, Multiple Family	Α	Α	В	В	С	D	D	
Residential	Mobile Homes	Α	Α	В	С	С	D	D	
<b>Commercial</b> Regional, District	Hotel, Motel, Transient Lodging	Α	Α	В	В	С	С	D	
<b>Commercial</b> Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	А	Α	Α	Α	В	В	С	
Commercial Industrial Institutional	Office Building, Research and Development, Professional Offices, City Office Building	Α	Α	Α	В	В	С	D	
Commercial Recreation Institutional Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	В	В	С	С	D	D	D	
Commercial Recreation	Children's Amusement Park, Miniature Golf Course, Go- cart Track; Equestrian Center, Sports Club	А	Α	Α	В	В	D	D	
Commercial General, Special Industrial, Institutional	Automobile, Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	Α	Α	Α	Α	В	В	В	
Institutional General	Hospital, Church, Library, Schools' Classroom	Α	Α	В	С	С	D	D	
Open Space	Parks	Α	Α	Α	В	С	D	D	
Open Space  SOURCE: Mestre Grev	Golf Course, Cemeteries, Nature Centers, Wildlife Habitat	А	А	А	Α	В	С	С	

SOURCE: Mestre Greve Associates, 1992 General Plan

Zone A: Specified land use is satisfactory, based upon the assumption that any **Clearly Compatible** buildings involved are of normal conventional construction without any

special noise insulation requirements.

Zone B: 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 Compatible

normally suffice.

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

included in the design.

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

Clearly Incompatible



Table N-2	Interior and Exterior Noise Standards			
	· · ·	CNEL		
Categories	Uses	Interior <sup>a</sup>	Exterior b	
Residential	Single Family, Duplex, Multiple Family	45 <sup>c</sup>	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	<u> </u>	
	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

- 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

## 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)

b. Limited to the following:

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.

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

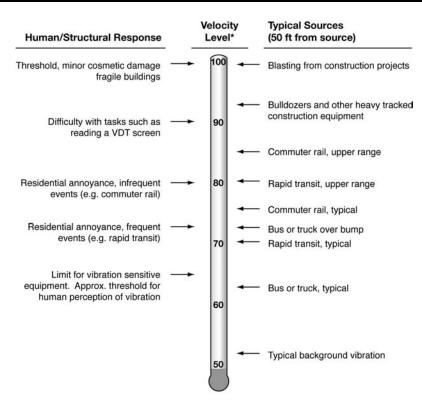
#### 7.2 HUMAN PERCEPTION OF GROUND-BORNE VIBRATION AND NOISE

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.



<sup>\*</sup> 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 $L_v^\dagger$ at 25 ft		
Pile Driver (impact)	upper range	1.518	112		
r ne Driver (impact)	typical	0.644	104		
Dila Daireau (comic)	upper range	0.734	105		
Pile Driver (sonic)	typical	0.170	93		
Clam shovel drop (slurry wall)		0.202	94		
II. dae :11 (al., 11)	in soil	0.008	66		
Hydromill (slurry wall)	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		

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*, 9<sup>th</sup> 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

		Project Generated Trips						
ITE Land Use (Code)	Unit (SF)	Daile	AM Peak Hour PM Peak Hou					Hour
		Daily	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
	Accoura Del		2U	AM	765	C or better
25 (w/o Kanan Rd)	Agoura Rd (w/o Kanan Rd)	Arterial	2U	PM	795	C or better
			_	Daily	9,050	_
			2U	AM	390	C or better
26	Agoura Rd (e/o Kanan Rd)	Arterial	2U	PM	525	C or better
	(0.0.1.0.1.0.1)		_	Daily	6,250	_
			2U	AM	1,310	D
27	Kanan Rd (s/o Agoura Rd)	Arterial	2U	PM	1,345	D
	(o/o / igodia i ta)		_	Daily	15,500	_
			2U	AM	225	C or better
28	Roadside Dr (w/o Lewis Rd)	Collector	2U	PM	250	C or better
	(Wo Lowis Ita)		_	Daily	2,800	_
			2U	AM	385	C or better
29	Agoura Rd (e/o Cornell Rd)	Arterial	2U	PM	455	C or better
(e/o Comeii Ku)	(c/o domeir rta)		_	Daily	5,300	_
			2U	AM	255	C or better
30 Chesebro Rd	Chesebro Rd (n/o Driver Ave)	Collector	2U	PM	325	C or better
	(IIIO DIIVEI AVE)		_	Daily	3,450	_
			2U	AM	1,100	D
31	Driver Ave (w/o Chesebro Rd)	Collector	2U	PM	690	C or better
	(w/o onesebio ita)		_	Daily	8,200	_
			2U	AM	1,490	F
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	2U	PM	1,080	D
	(e/o Onesebio Nu)		_	Daily	12,550	_
			2U	AM	480	C or better
33	Chesebro Rd (s/o Driver Ave)	Arterial	2U	PM	520	C or better
	(30 Dilver Ave)		_	Daily	5,500	_
			2U	AM	290	C or better
Dorothy Dr	Dorothy Dr (b/t Lewis Rd & US-101 SB)	Collector	2U	PM	325	C or better
	(DIT FEMIS INT & OS-101 SD)		_	Daily	3,300	_
			2U	AM	930	D
	Chesebro Rd	Arterial	2U	PM	650	C or better
	(s/o Dorothy Dr)		_	Daily	8,400	_
			2U	AM	470	C or better
36	Agoura Rd	Arterial	2U	PM	515	C or better
(w/d	(w/o Chesebro Rd)		_	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 I 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: (I) 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: (I) 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 EDA Demon	rt (4) maggured data from railroad construction aguinman			

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 Haa	One-hour L <sub>eq</sub> (dBA)		
Land Use	<u>Day</u>	<u>Night</u>	
Residential	90	80	
Commercial	100	100	
Industrial	100	100	

# **Traffic Study**

## **Agoura Landmark Development**

# FINAL REPORT TRAFFIC IMPACT ANALYSIS

## Prepared For:



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

Prepared By:



Kimley-Horn and Associates, Inc. 660 South Figueroa Street Suite 2050 Los Angeles, CA 90017

**JANUARY 2016** 



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- A Traffic Count Worksheets
- B Critical Movement Analysis (CMA) Worksheets
- C Driveway Analysis Worksheets
- D Signal Warrant Worksheets



## **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.

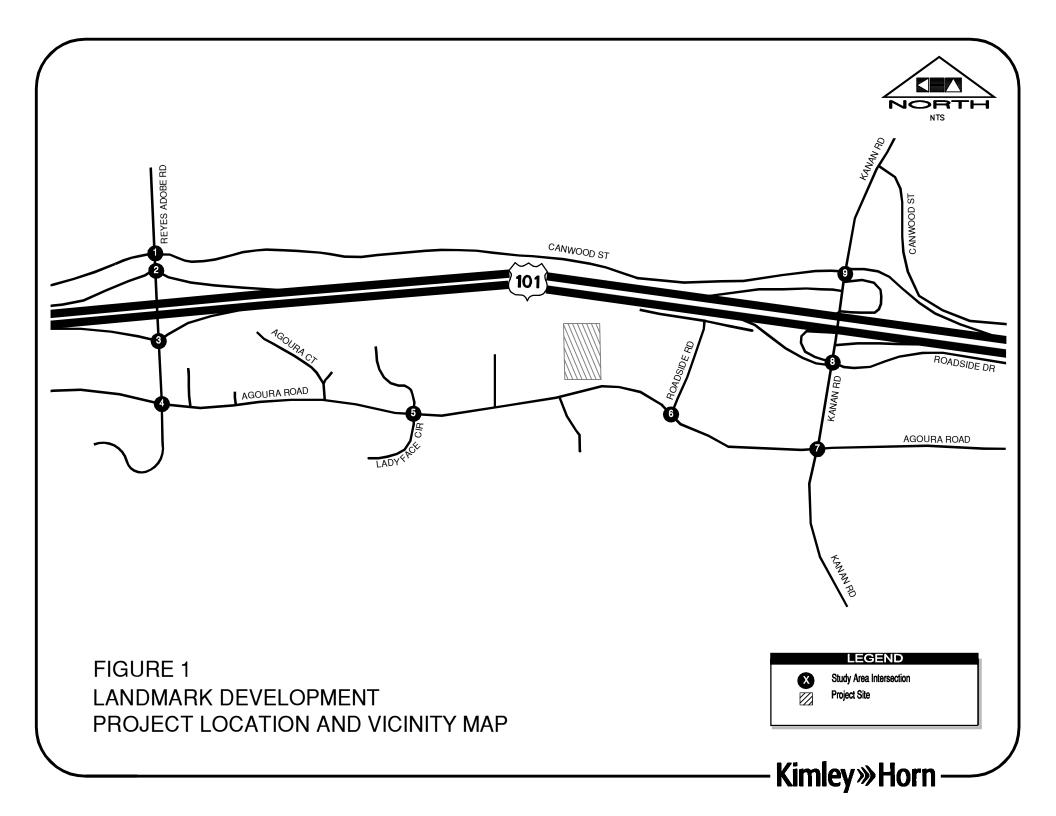
For site access, the project will provide three (3) driveways, including two (2) right-in right-out driveways along Agoura Road and a full access driveway at the west of the project site. The project site plan and driveway locations are provided in **Figure 2**.

#### 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.



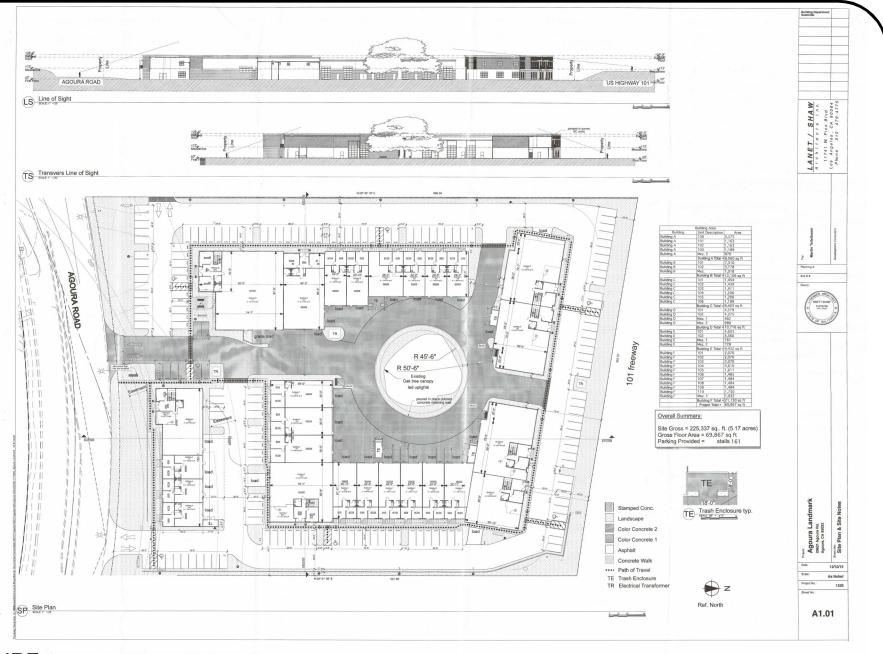


FIGURE 2 LANDMARK DEVELOPMENT PROJECT SITE PLAN

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## **II. EXISTING CONDITIONS**

## STUDY AREA

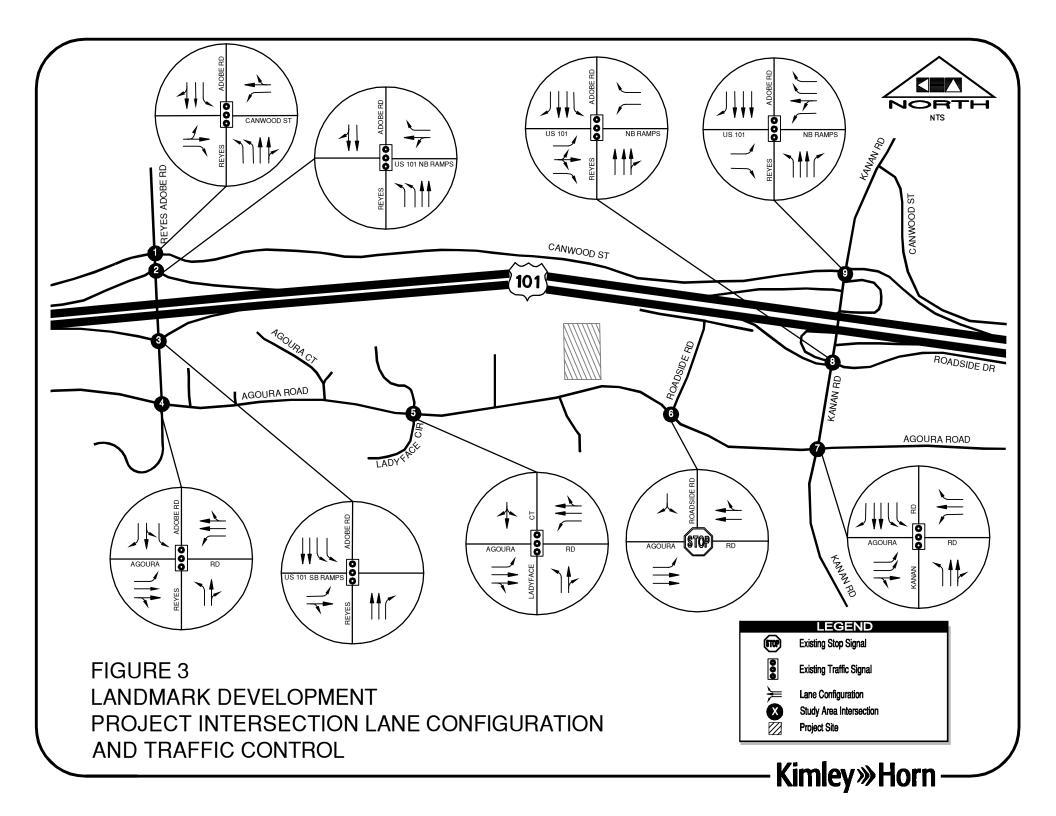
The project site is located on the north side of Agoura Road in the City of Agoura Hills between Reyes Adobe Road and Kanan Road. The project is served by highways, arterials, and collector roadways as shown in **Figure 1**.

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.





#### **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:

<u>US 101</u> – 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.

<u>Kanan Road</u> – 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.

<u>Canwood Street</u>- 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.

<u>Cornell Road</u>- 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.

<u>Ladyface Circle</u>- 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.



<u>Roadside Drive</u>- 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 <sup>1</sup>	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) <sup>1</sup>	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

<sup>&</sup>lt;sup>1</sup>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:

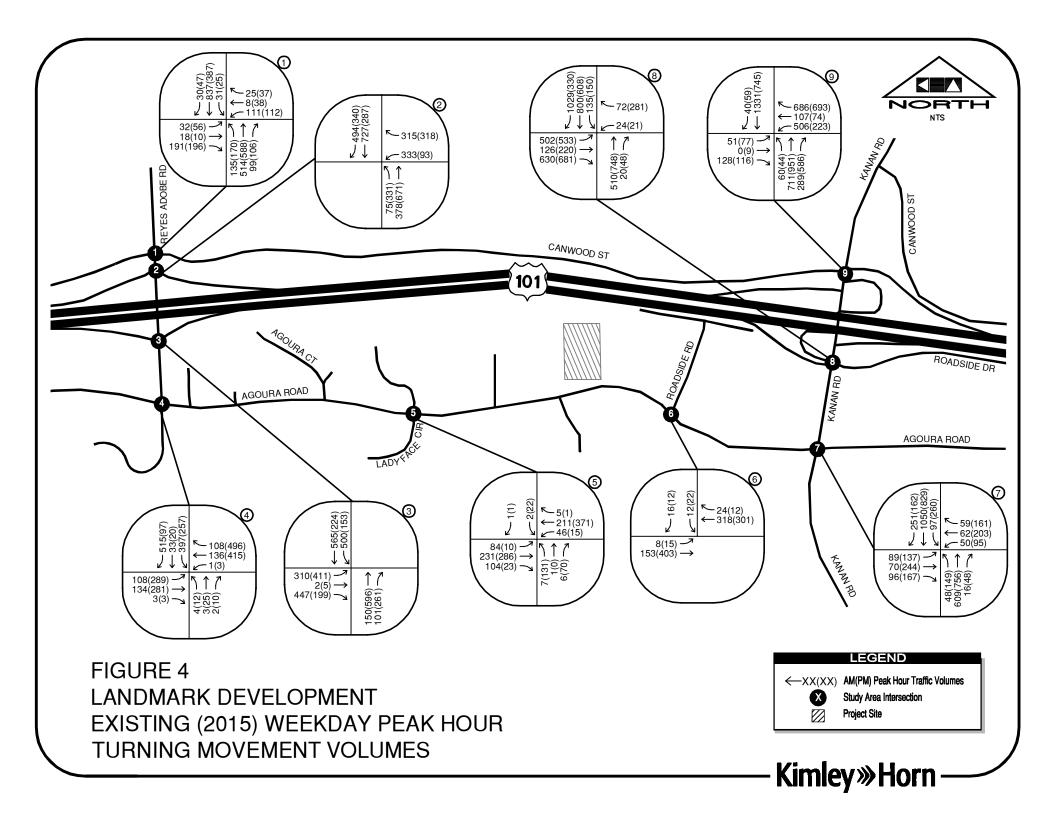
Table 3: Intersection Significant Impact Criteria

LOS	V/C Ratio	Project Related Increase in V/C Ratio
С	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.





**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

			LOS Analy	sis Results		
	Signalized Intersection	AM Peak	Hour	PM Peak Hour		
		V/C Ratio	LOS	V/C Ratio	LOS	
1	Canwood St. and Reyes Adobe Rd.	0.451	А	0.348	А	
2	NB US 101 and Reyes Adobe Rd.	0.621	В	0.520	А	
3	SB US 101 and Reyes Adobe Rd.	0.509	А	0.487	А	
4	Agoura Rd. and Reyes Adobe Rd.	0.436	Α	0.629	В	
5	Agoura Rd. and Ladyface Cir.	0.120	Α	0.260	А	
7	Agoura Rd. and Kanan Rd.	0.492	Α	0.756	С	
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	В	0.609	В	
	Stop-Controlled Intersection	V/C Ratio	LOS	V/C Ratio	LOS	
6	Agoura Rd. and Roadside Rd.	0.173	Α	0.196	А	

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*, 9<sup>th</sup> 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

		Project Generated Trips								
ITE Land Use (Code)	Unit (SF)	Doily	AM Peak Hour PM Pe					Peak Hour		
		Daily -	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 Tri	409	41	7	48	9	39	48			

Source: ITE Trip Generation Manual, 9th Edition.

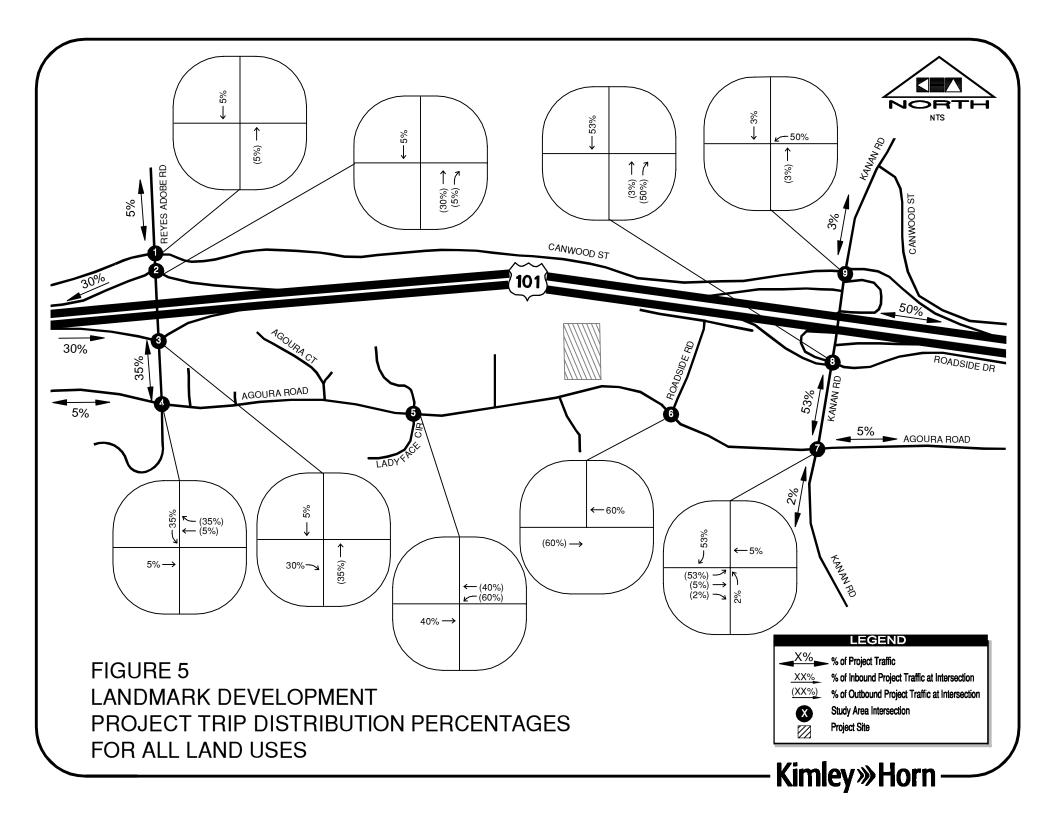
The project is estimated to generate approximately 409 new daily trips, 48 new trips during the AM peak hour and 48 new trips during the PM peak hour.

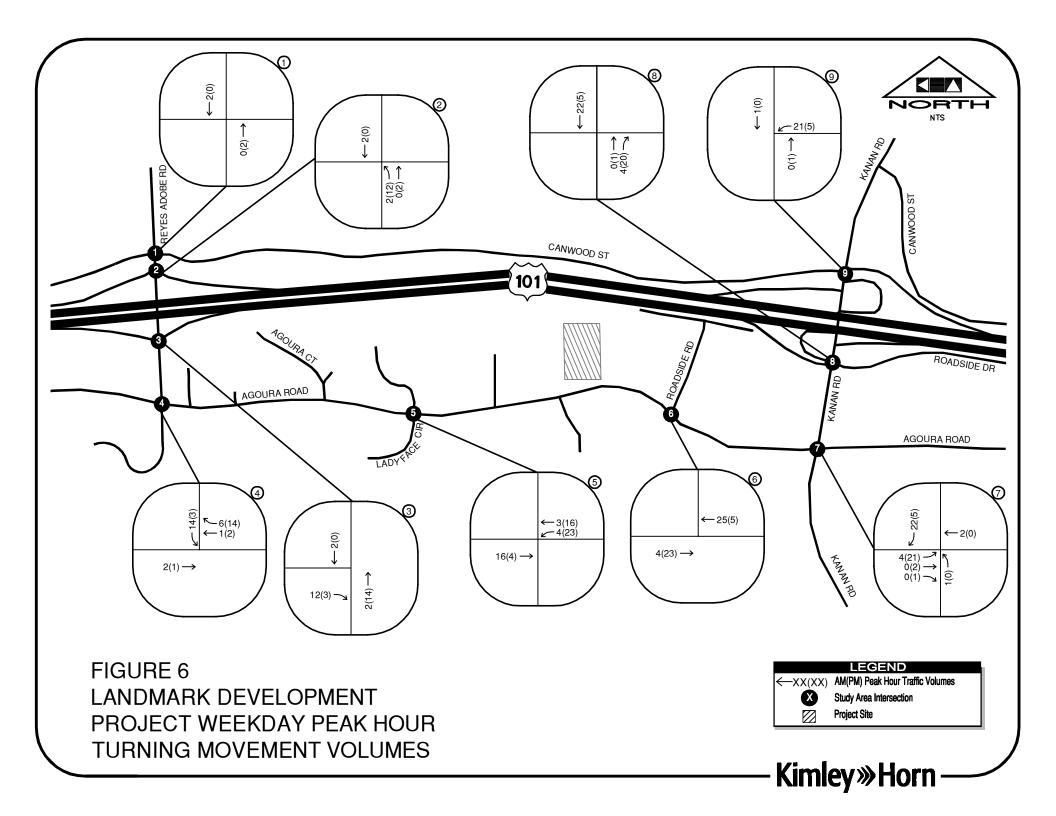
## PROJECT TRIP DISTRIBUTION

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**.







## 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.** 

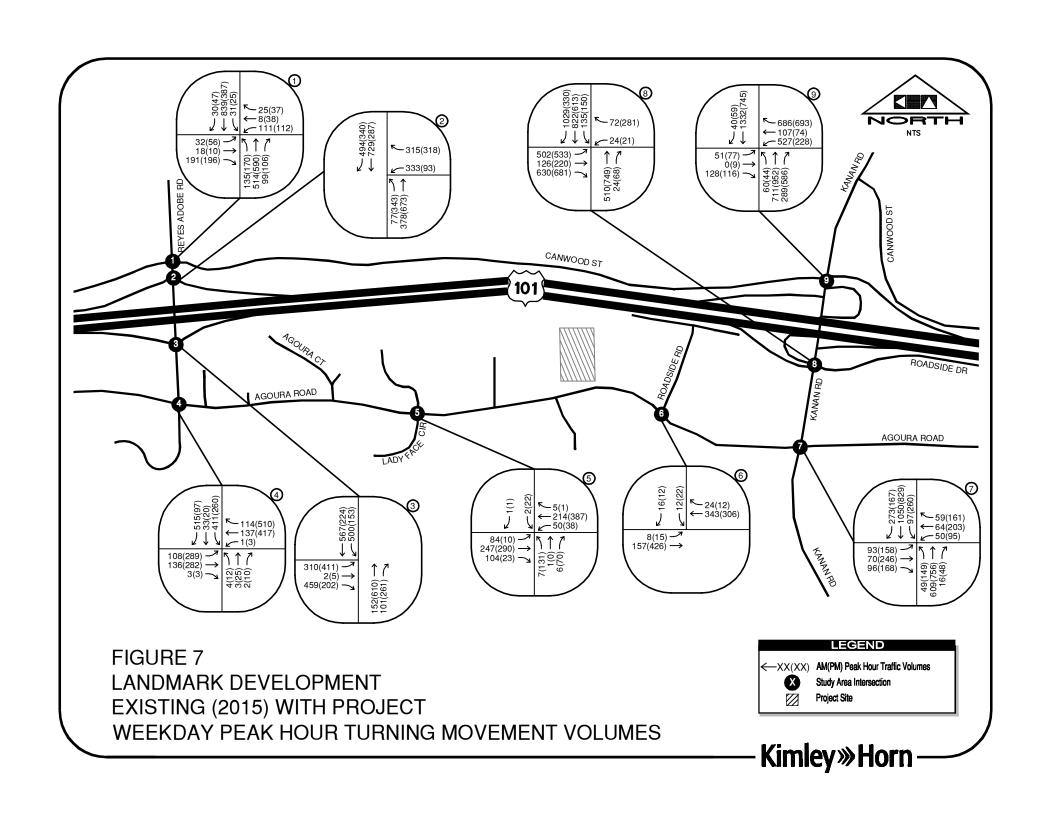
**Table 6** presents the Existing (2015) With Project conditions peak hour V/C ratio and the corresponding LOS for each intersection.

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

	Existing (2015) Without Project LOS Analysis Results				Existing (2015) With Project LOS Analysis Results				Change	
Signalized Intersection	AM P Hou			PM Peak Hour		eak ır	PM P Hou			
	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	А	0.348	А	0.451	А	0.348	А	0.000	0.000
2 NB US 101 and Reyes Adobe Rd.	0.621	В	0.520	Α	0.623	В	0.524	Α	0.002	0.004
3 SB US 101 and Reyes Adobe Rd.	0.509	А	0.487	А	0.517	А	0.492	А	0.008	0.005
4 Agoura Rd. and Reyes Adobe Rd.	0.436	Α	0.629	В	0.439	Α	0.641	В	0.003	0.012
5 Agoura Rd. and Ladyface Cir.	0.120	Α	0.260	Α	0.127	Α	0.266	Α	0.007	0.006
7 Agoura Rd. and Kanan Rd.	0.492	Α	0.756	С	0.494	Α	0.758	С	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	В	0.609	В	0.618	В	0.609	В	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	Α	0.196	Α	0.173	Α	0.206	Α	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**.





#### RELATED PROJECTS TRIP GENERATION & ASSIGNMENT

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

						Proje	ct G	enerate	ed Tri	ps		
	Project Name	Project Status	ITE Land Use	Units	Daily	AM	l Pea	k Hr	P۱	PM Peak Hr		
#					Daily	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		#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		#820 Shopping Center	21,800 Sq Ft	932	13	8	21	39	42	81	

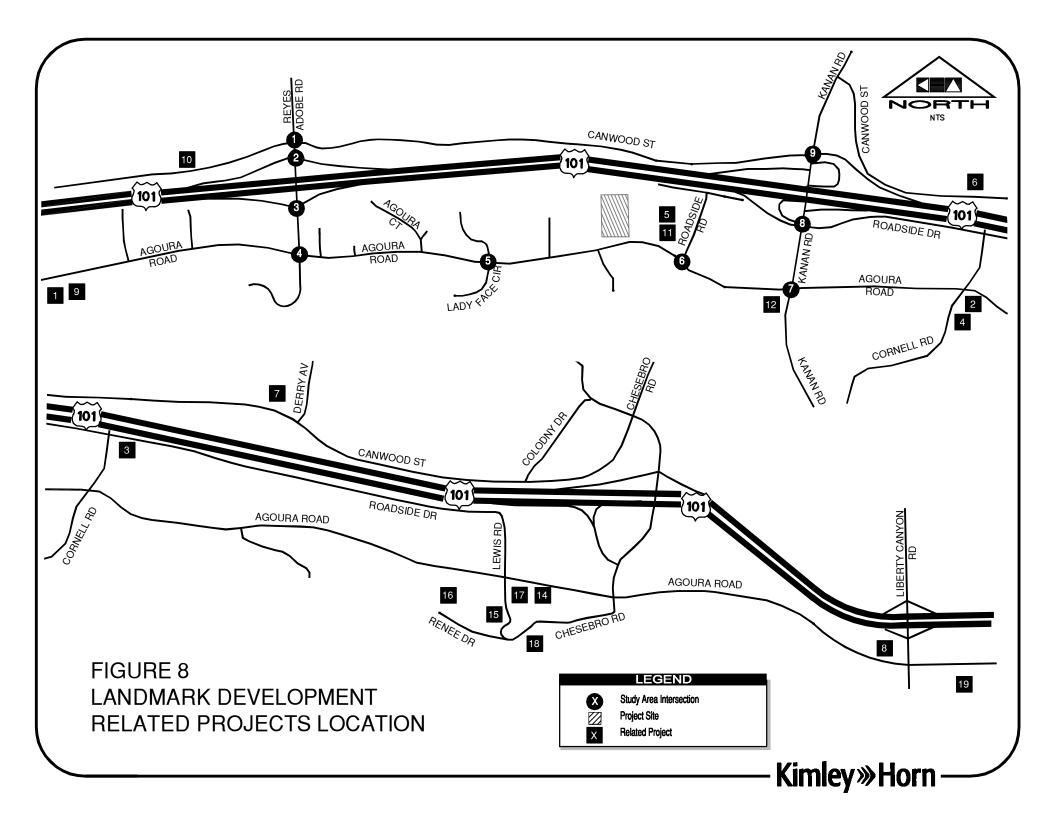


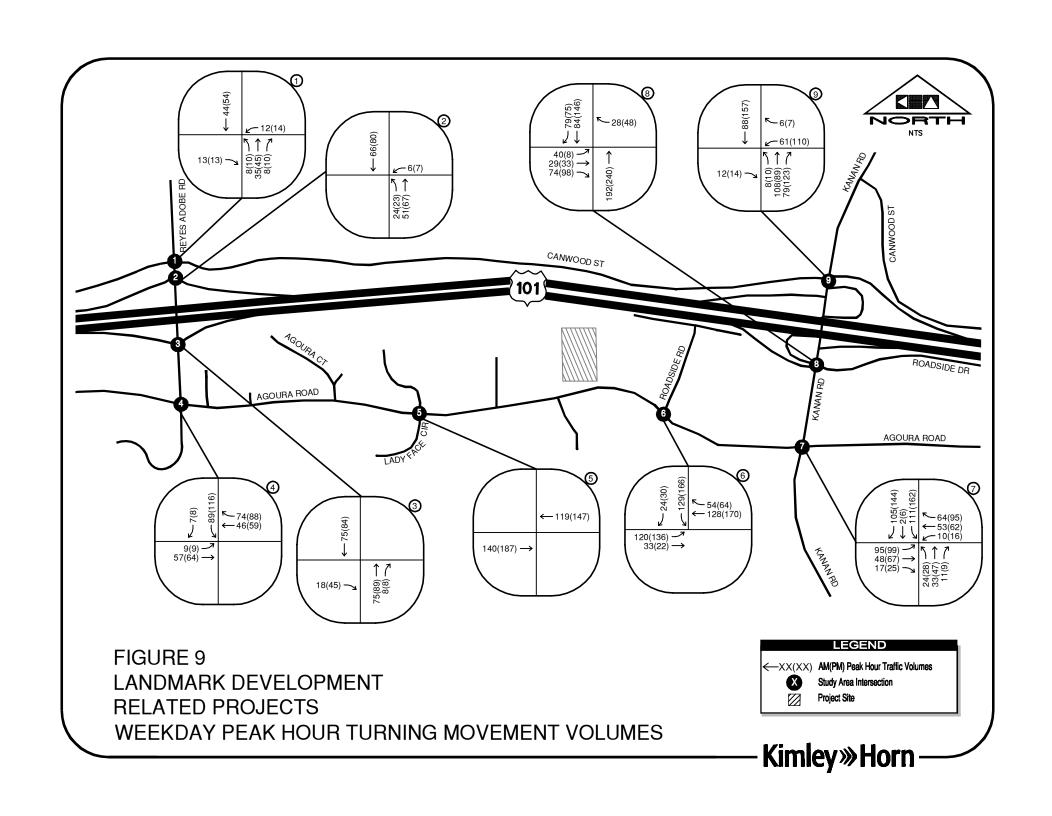
Table 7: Surrounding Projects Trip Generation Summary (Continued)

						Proje	ct Ge	enerate	ed Tri	ps	
	Project Name	Project Status	ITE Land Use	Units	Daily	AM	Pea	k Hr	P۱	/I Peal	k Hr
#					Dally	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
1 Q	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
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										1,250

<sup>\*</sup>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**.







## 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.

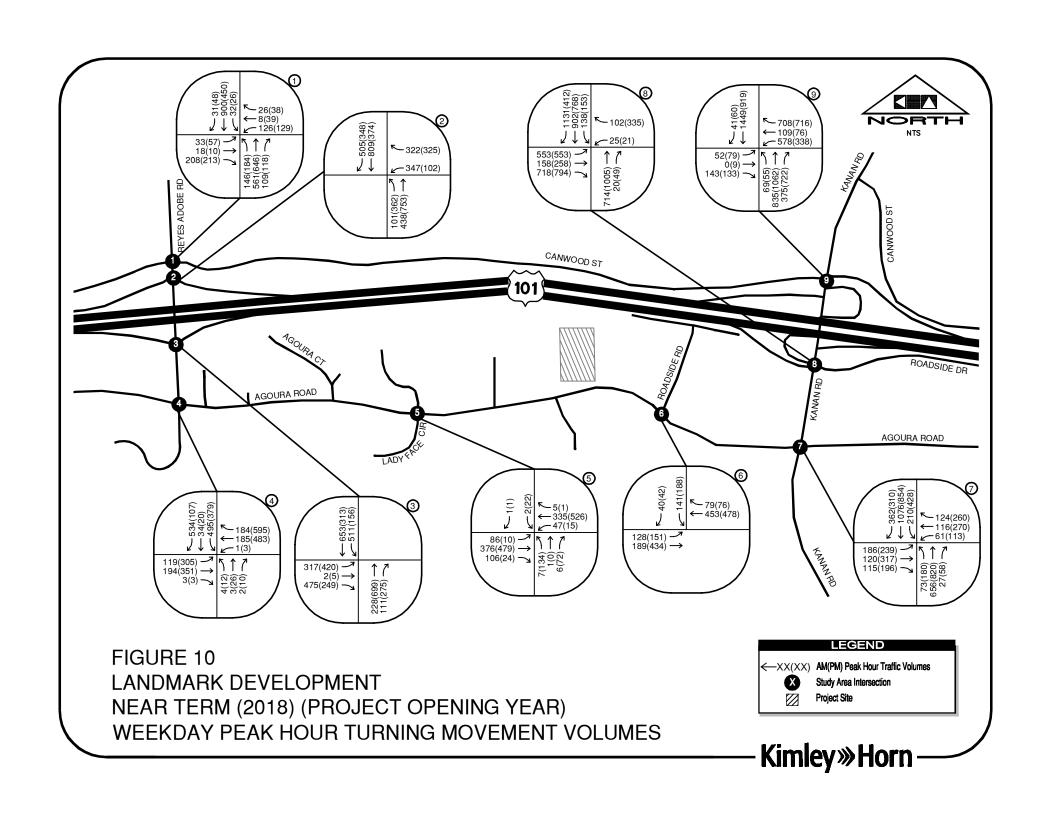
Table 8: Near Term (2018) Without Project Conditions Intersection LOS

			LOS Analy	sis Results		
	Signalized Intersection	AM Peak	Hour	PM Peak Hour		
		V/C Ratio	LOS	V/C Ratio	LOS	
1	Canwood St. and Reyes Adobe Rd.	0.496	А	0.392	А	
2	NB US 101 and Reyes Adobe Rd.	0.673	В	0.551	А	
3	SB US 101 and Reyes Adobe Rd.	0.542	А	0.530	А	
4	Agoura Rd. and Reyes Adobe Rd.	0.499	А	0.762	С	
5	Agoura Rd. and Ladyface Cir.	0.211	А	0.378	А	
7	Agoura Rd. and Kanan Rd.	0.605	В	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	В	0.660	В	
	Stop-Controlled Intersection	V/C Ratio	LOS	V/C Ratio	LOS	
6	Agoura Rd. and Roadside Rd.	0.480	Α	0.549	А	

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**.





## 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.

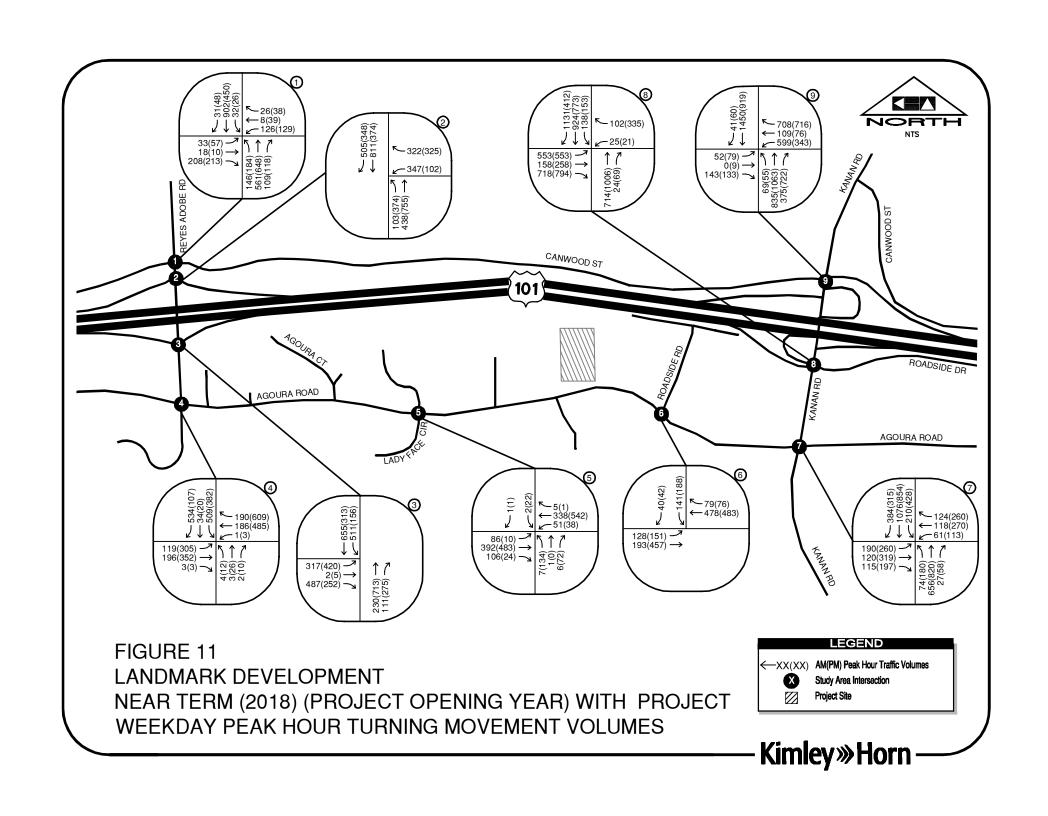
The peak hour traffic volumes for the Near Term (2018) With Project conditions at each of the study intersections are illustrated in **Figure 11. Table 9** presents the Near Term (2018) Without and With Project conditions peak hour V/C ratios and the corresponding LOS for each of the nine project study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

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

Signalized Intersection	Near Term (2018) Without Project LOS Analysis Results AM Peak Hour Hour			Near Term (2018) with Project LOS Analysis Results AM Peak Hour Hour				Change		
	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	Α	0.392	Α	0.497	А	0.392	А	0.001	0.000
2 NB US 101 and Reyes Adobe Rd.	0.673	В	0.551	Α	0.675	В	0.555	Α	0.002	0.004
3 SB US 101 and Reyes Adobe Rd.	0.542	Α	0.530	А	0.551	А	0.535	А	0.009	0.005
4 Agoura Rd. and Reyes Adobe Rd.	0.499	Α	0.762	С	0.504	А	0.773	С	0.005	0.011
5 Agoura Rd. and Ladyface Cir.	0.211	А	0.378	А	0.217	А	0.385	А	0.006	0.007
7 Agoura Rd. and Kanan Rd.	0.605	В	0.952	E	0.607	В	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	В	0.660	В	0.686	В	0.660	В	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	Α	0.549	Α	0.490	А	0.551	Α	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.





## 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

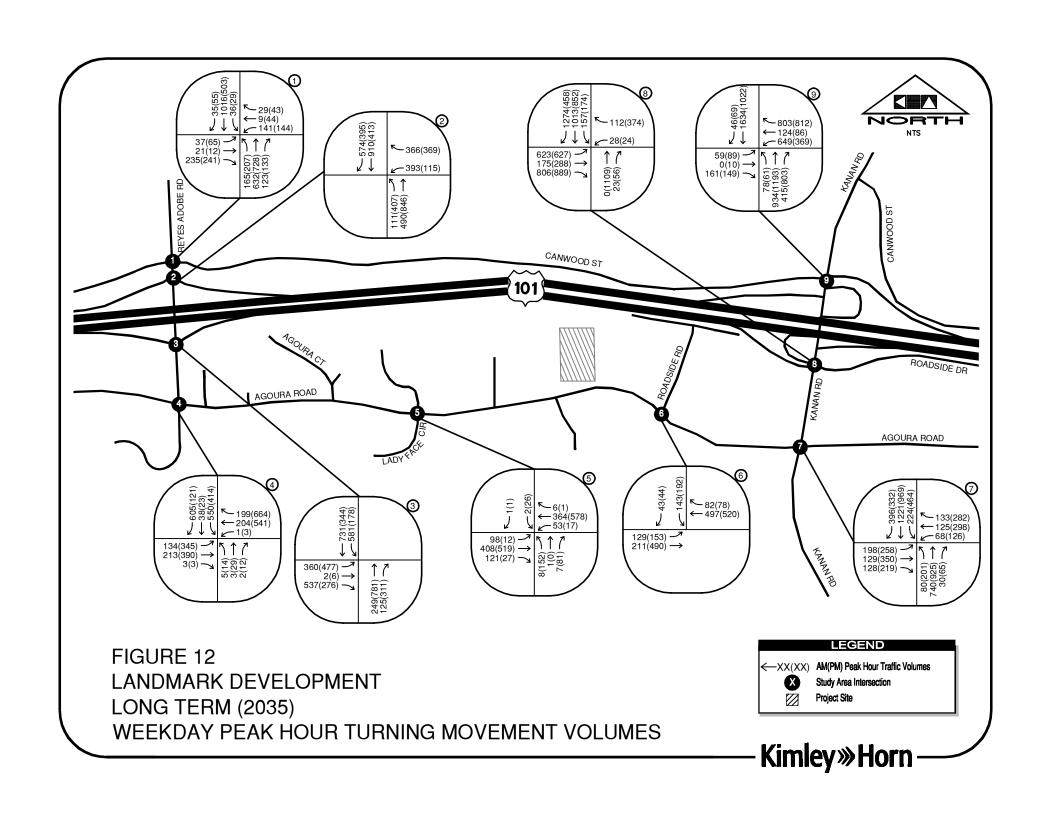
**Table 10** presents a summary of the Long Term (2035) Without Project conditions V/C ratio and the corresponding LOS for each intersection.

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

			LOS Analy	sis Results		
	Signalized Intersection	AM Peak	Hour	PM Peak Hour		
		V/C Ratio	LOS	V/C Ratio	LOS	
1	Canwood St. and Reyes Adobe Rd.	0.568	А	0.449	А	
2	NB US 101 and Reyes Adobe Rd.	0.769	С	0.630	В	
3	SB US 101 and Reyes Adobe Rd.	0.621	В	0.608	В	
4	Agoura Rd. and Reyes Adobe Rd.	0.570	А	0.859	D	
5	Agoura Rd. and Ladyface Cir.	0.237	А	0.424	Α	
7	Agoura Rd. and Kanan Rd.	0.683	В	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	С	0.754	С	
	Stop-Controlled Intersection	V/C Ratio	LOS	V/C Ratio	LOS	
6	Agoura Rd. and Roadside Rd.	0.504	Α	0.573	Α	

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.





## LONG TERM (2035) WITH PROJECT CONDITIONS - LOS

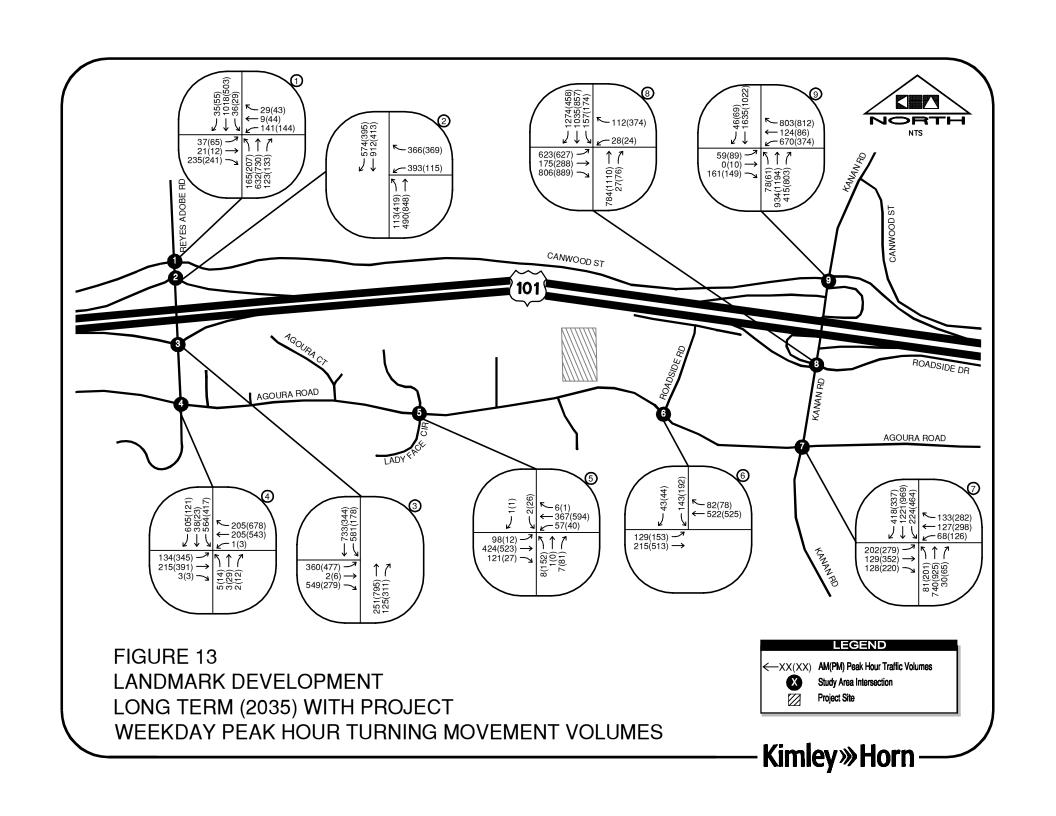
Long Term (2035) With Project traffic conditions add the estimated project traffic to the Long Term (2035) Base conditions and are used to evaluate the net change in the traffic conditions and to identify potential traffic impacts associated with the proposed project. The Long Term (2035) With Project 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  AM Peak Hour  PM Peak Hour			Long Term (2035) with Project LOS Analysis Results AM Peak Hour Hour				Change		
		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	Α	0.449	Α	0.569	Α	0.450	Α	0.001	0.001
2	NB US 101 and Reyes Adobe Rd.	0.769	С	0.630	В	0.771	С	0.635	В	0.002	0.005
3	SB US 101 and Reyes Adobe Rd.	0.621	В	0.608	В	0.629	В	0.612	В	0.008	0.004
4	Agoura Rd. and Reyes Adobe Rd.	0.570	Α	0.859	D	0.573	Α	0.870	D	0.003	0.011
5	Agoura Rd. and Ladyface Cir.	0.237	Α	0.424	Α	0.244	Α	0.431	Α	0.007	0.007
7	Agoura Rd. and Kanan Rd.	0.683	В	1.065	F	0.685	В	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	С	0.754	С	0.781	С	0.754	С	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	Α	0.573	Α	0.514	Α	0.575	Α	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.





#### 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	Туре	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

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

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)	Unit (SF) Municipal Code Parking Requirement				
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			
	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.



# **APPENDICES**

- A Traffic Count Worksheets
- B Critical Movement Analysis (CMA) Worksheets
- C Driveway Analysis Worksheets
- D Signal Warrant Worksheets



# **APPENDIX A**

**Traffic Count Worksheets** 

## **VOLUME**

# Roadside Dr & Agoura Rd

Day: Thursday Date: 8/27/2015 City: Agoura Hills Project #: CA15\_5519\_004

	DA	AILY TO	TALS			N 0	-	SI 35		EB 3,53		WB 4,336			1			1040	1	Total 8,229
A04 D	T NO					1000		W Const	and the same	V management	2011	4,550					100		1	
AM Period	NB 0	S		E	11.0	W 3	8	5	TOTAL	PM Period	NB O		SB 6		EB 119		W 78		20	TOTAL
00:15	0	2		3		6		11		12:15	0		4		83		95		187	
00:30	0	2		2		3		7		12:30	0		. 7		73		99		179	
00:45	0	0		9	16	2	14	11	34		0	10-02	8	25	67	342	113			
01:00	0	0		5		1		6		13:00	0		7		74		107	7	188	
01:15 01:30	0	0		0 1		0		0 2		13:15 13:30	0		10 9		54 56		98		162	
01:45	0	1	1	1		1	3	3	11	13:45	0		. 6	32	56	240	98 91	394	163	
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03:15 03:30	0	0		0		0		0		15:15	0		5		62 59		72 69		139	
03:45	0	0		0	2	0	2	0	4	15:45	0		/ 8 7	24	66	265	82	307	136 155	
04:00	0	0		0		0		0	Service P	16:00	0		6	24	76	203	85	307	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	
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	27	7	25	20	-	17:30	0		11	2.4	103		76		190	
05:45 06:00	0	0		9 16	27	21 16	35	30	62	17:45 18:00	0	-	11 6	34	80	381	80	328	171	743
06:15	0	6	9	17		20		43		18:15	0		8		68 71		82 72		156 151	
06:30	Ö	1		15		37		53		18:30	o		3		53		82		138	
06:45	o	3	10	33	81	82	155	118	246	18:45	o		7	24	77	269	46	282	130	575
07:00	0	2		37		48		87		19:00	0		3		49		60		112	SELECT
07:15	0	8		31		52		91		19:15	0		5		52		40		97	
07:30	0	4		40		54	17	98	90/10	19:30	0		1		34		39		74	
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08:30	0	6		47		85		138		20:30	ő		0		30 ·		48 35		82 52	1000
08:45	0	\ 3	29	36	161	83	343	122	533	20:45	o		0	6	17	96	30	145	47	247
09:00	0	3		41		81		125	Takes.	21:00	0		1		22		19	2.10	42	47/
09:15	0	7		34		69		110		21:15	0		1		22		21		44	A COLUMN
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
10:00	0	7	9	39		52		98		22:00	0		0		8		15		23	
10:15 10:30	0	10 5	2	40		46		96 97		22:15 22:30	0		1		6		8		15	
10:45	0	7	29	40 52	171	52 66	216	125	416	22:30	0		2 3	6	10 3	27	15 6	44	27 12	77
11:00	0	4	LJ	55	1/1	63	210	122	410	23:00	0		0	U	<u>د</u> 5	21	7	44	12	77
11:15	0	10		69		60		139		23:15	0		2		10		6	1	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%
TO SERVICE	5.00			1		NB	AZI	SB	Sid	EB	me. I	NΒ	21 10	T I	W. T		774		То	tal
	DAIL	Ү ТОТА	LS			0		355	NAME	3,538		,336						14		229
IM Peak Hour			07:45		11:30		11:45	) de la se	11:45	PM Peak Hour			1	7:15		16:45	A CONTRACTOR OF THE PARTY OF TH	12:30		16:45
M Pk Volume			30		341		356		720	PM Pk Volume				36		419		417		764
Pk Hr Factor	Take t		0.625		0.716	A PLAN	0.899		0.887	Pk Hr Factor				.818		0.888		0.923		0.960
7 - 9 Volume	0	REST. 1078	47		299		577		923	4-6 Volume		O		61		757		610		1428
- 9 Peak Hour			07:45		08:00		08:00		202200707	4 - 6 Peak Hour				7:00		16:45		17:00		16:45
- 9 Pk Volume	0		30		161		343		TO BE SEED A	4 - 6 Pk Volume		0		34		419		328		764
Pk Hr Factor	0.0	00	0.625		0.856		0,963		0,913	Pk Hr Factor	. 0.	000		773		0.888	1	0.921		0.960
			THE REAL PROPERTY.	4				Andreador - Andread		The second second	MILES DESIGNATION OF THE PERSON NAMED IN COLUMN	AND UNITE		-	and individual in	Continue in		Louise	ALL S	TABLE TO SERVICE

## VOLUME

# Roadside Dr N/O Agoura Rd

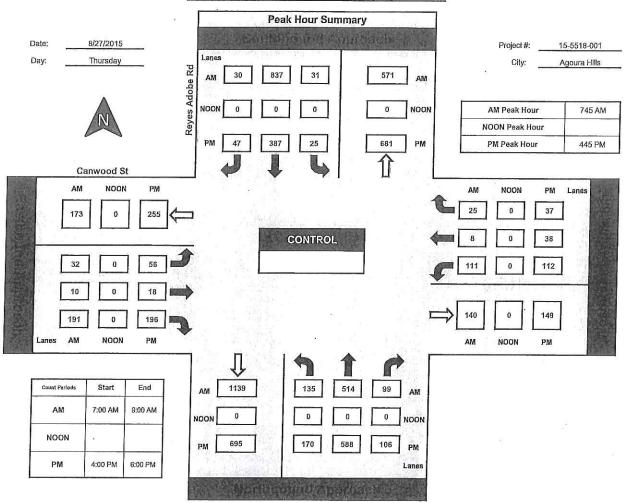
Day: Thursday Date: 8/27/2015 City: Agoura Hills Project #: CA15\_5519\_001

	<u> </u>	AILY	тот	ALC.		NB	9	В	EB		WB				Syn = 1,7411		Total
	L	AILY	101	ALS		346 355			0		0	علبت	701				
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03:00	0		0				C		15:00	4		4					8
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07:00	11	10	2	20			13		19:00	4		3					7
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07:30 07:45	7	38	4 4	18			11		19:30 19:45	3	10	1	10				2 20
08:00	10	50	12	20			22		20:00	0		2					2
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10:45 11:00	7	30	4	23	- 190		. 5	33	23:00	0		0					0
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11:30	6 6	17	1 10	25 '			7 16	42	23:30 23:45	1 · 0	4	1 1	4				2 1 8
11:45 TOTALS	U	17 164	10	138			10	302	TOTALS		182		217				399
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	DAILY TOTALS					NB 346	SB	EB	-	WB 0						Total 701	
							35			0							
AM Peak Hour		07:00		07:45				07:15	PM Peak Hour	HE 98	13:00		17:15				13;00
AM Pk Volume		38		30				65 0.739	PM Pk Volume Pk Hr Factor		34 0.773	A. S.	36 0.818				0.868
Pk Hr Factor 7 - 9 Volume		0.731 69		0.625	0		0	116	4 - 6 Volume		45		61	0		0	105
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	24.00	0.731		0.625	0.000	0.0	300	0.739	Pk Hr Factor	-1-1	0.675	-	0.773	0.000		0.000	0.776

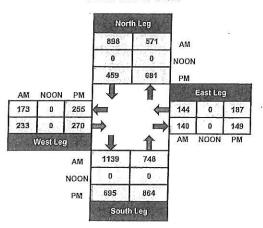
Prepared by:

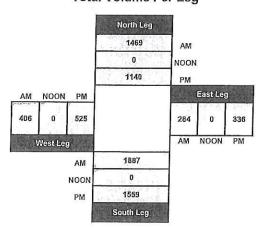
National Data & Surveying Services

## Reyes Adobe Rd and Canwood St , Agoura Hills



#### **Total Ins & Outs**

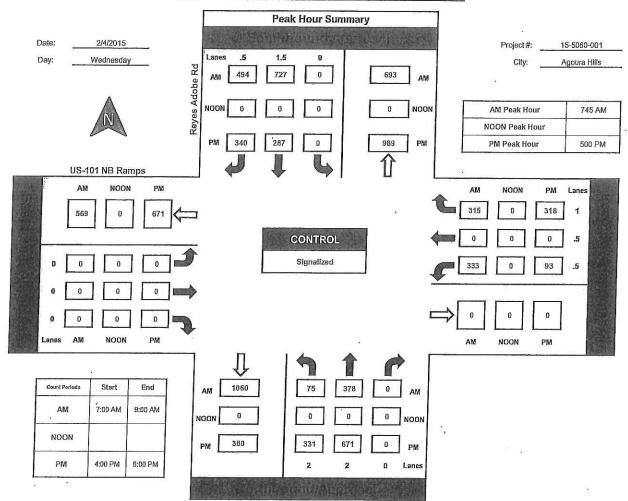




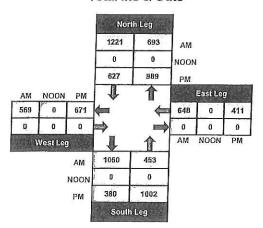


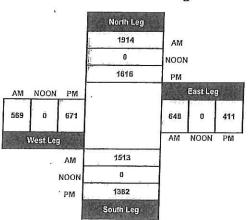
National Data & Surveying Services

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



#### **Total Ins & Outs**

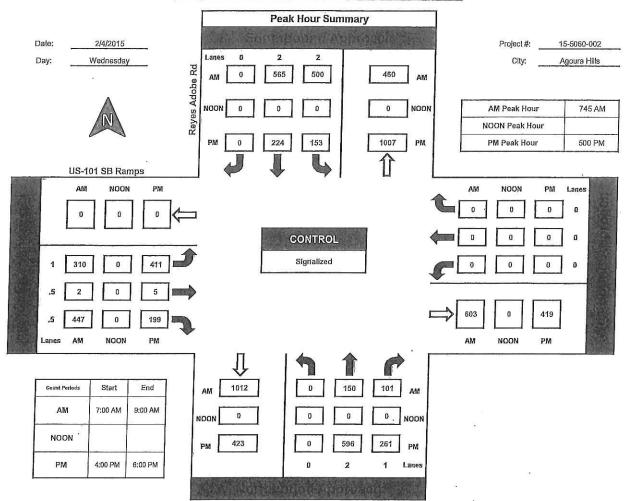




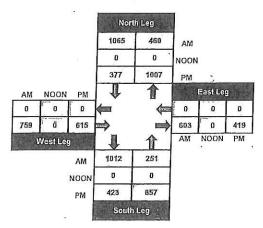


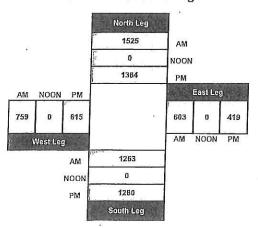
National Data & Surveying Services

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



#### **Total Ins & Outs**

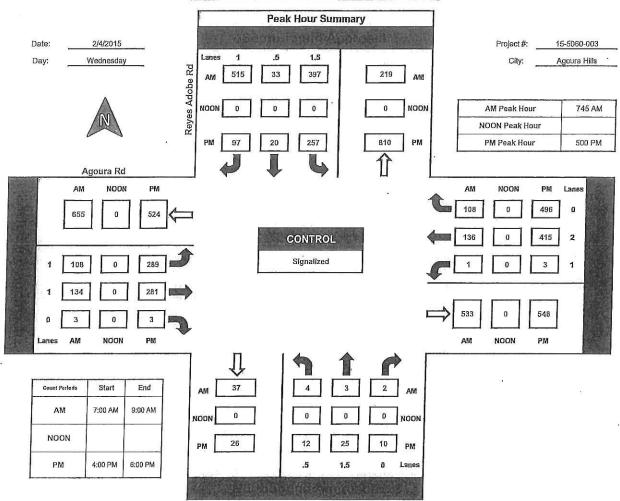




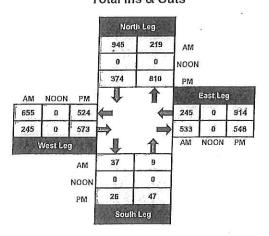


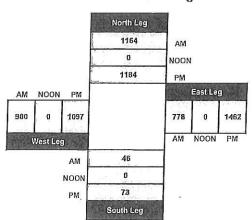
National Data & Surveying Services

## Reyes Adobe Rd and Agoura Rd , Agoura Hills



## Total Ins & Outs

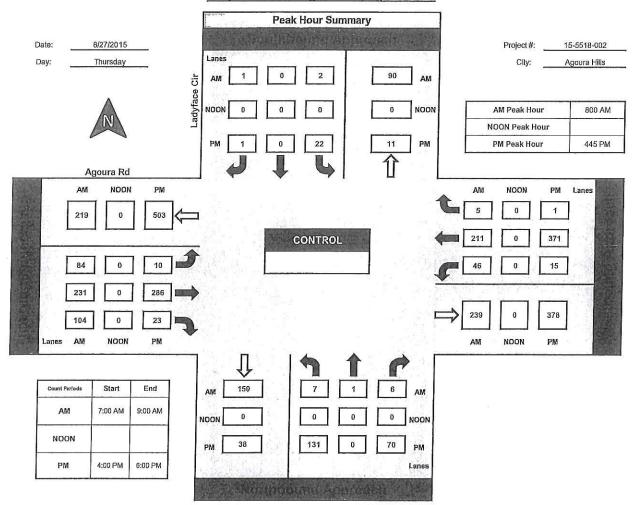




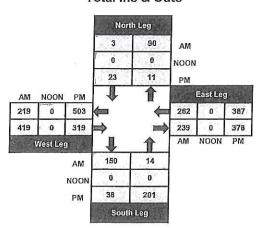


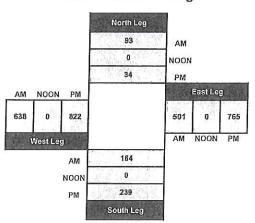
National Data & Surveying Services

#### Ladyface Cir and Agoura Rd , Agoura Hills



## **Total Ins & Outs**

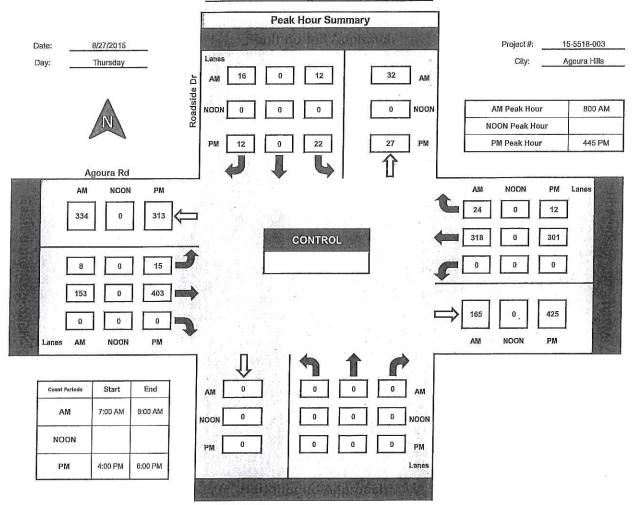




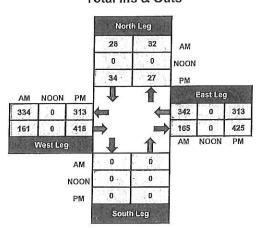


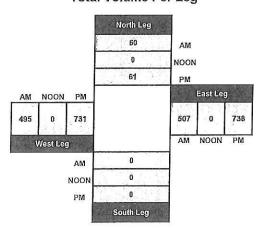
National Data & Surveying Services

#### Roadside Dr and Agoura Rd, Agoura Hills



## Total Ins & Outs

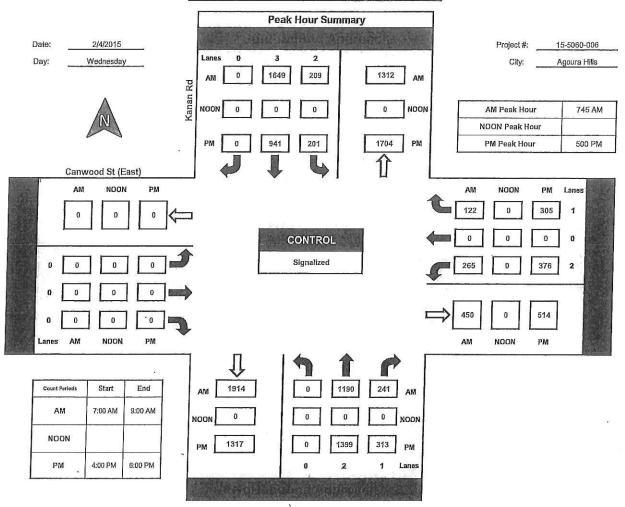




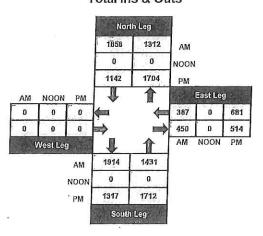


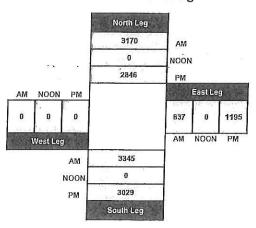
National Data & Surveying Services

#### Kanan Rd and Canwood St (East), Agoura Hills



#### Total Ins & Outs

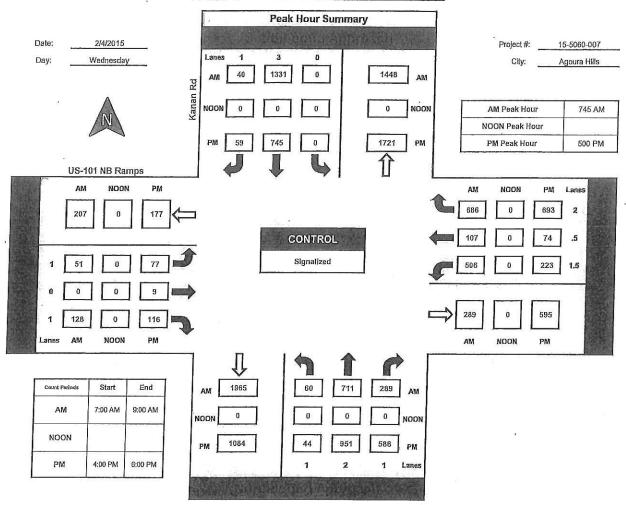




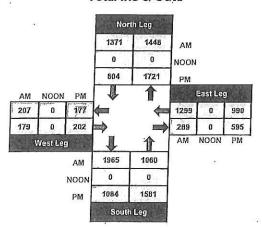


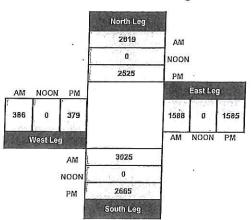
National Data & Surveying Services

#### Kanan Rd and US-101 NB Ramps , Agoura Hills



#### Total Ins & Outs

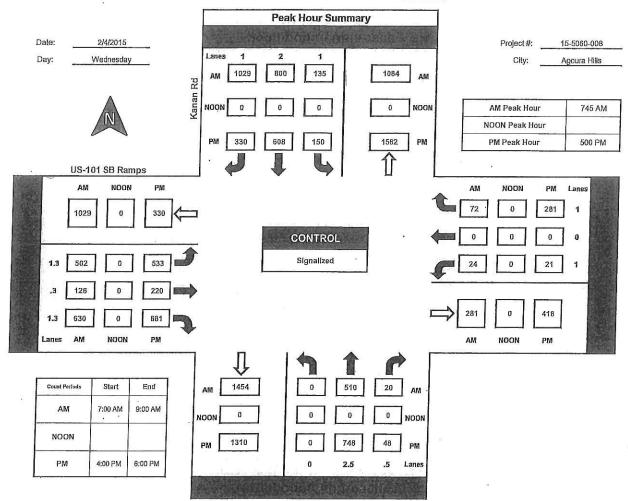




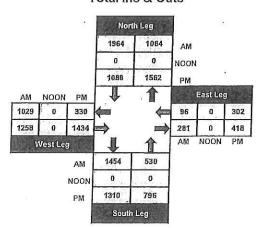


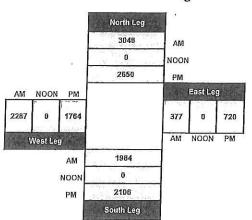
National Data & Surveying Services

#### Kanan Rd and US-101 SB Ramps , Agoura Hills



#### **Total Ins & Outs**

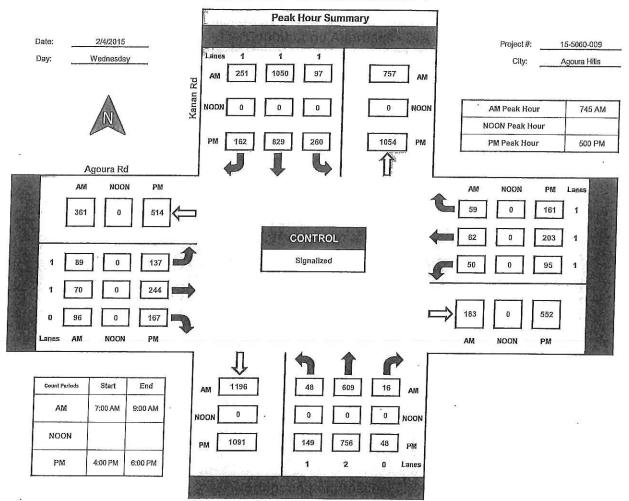




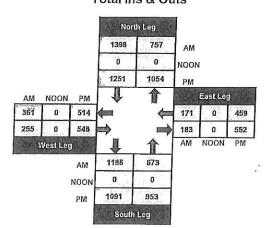


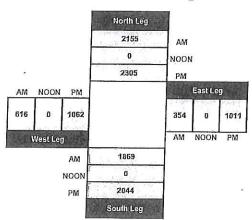
National Data & Surveying Services

#### Kanan Rd and Agoura Rd , Agoura Hills



#### Total Ins & Outs







# **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

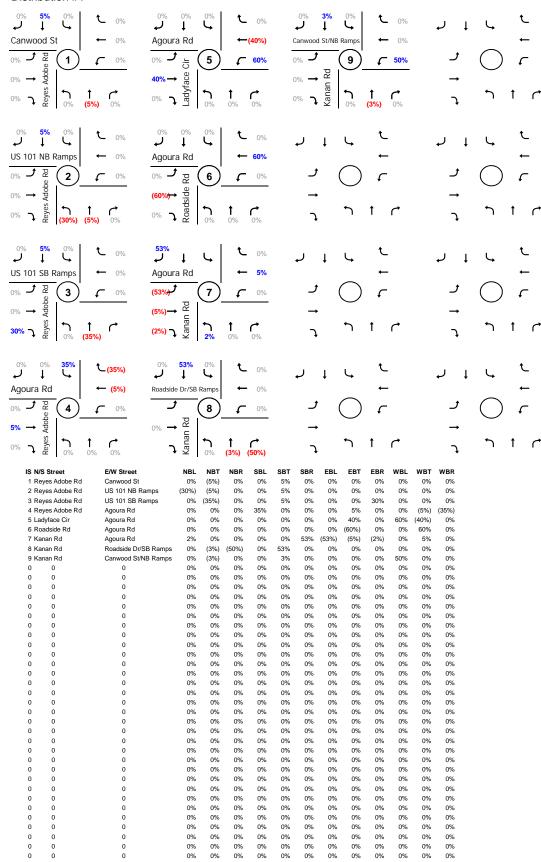
K:\LDT\_TPTO\099083xxx - Agoura Landmark TIA Filename: Update\Analysis\CMAC\CMACalc\_Agoura Landmark\_Existing+Proj.xls

Projec		Adja	cen	it to Pr	oject	No	t Adjace	ent
Gener	ration	I	n	Out	Total	In	Out	Total
Trip Gen	AM Pea	k 4	1	7	48			
	PM Pea	k	9	39	48			

#### Level of Service and Volume to Capacity Ratio Summary

		Peak	Existing	g (2015)	Existing (20	115) with proj	Projec	t Impact		After mitigat	ion
No.	Intersection	Hour	v/c	LOS	v/c	LOS	<b>∆</b> <i>v/c</i>	significant?	v/c	<b>∆</b> <i>v/c</i>	mitigated?
1	Reyes Adobe Rd &	AM	0.451	А	0.451	А	0.000	NO			N/A
	Canwood St	PM	0.348	Α	0.348	Α	0.000	NO			N/A
2	Reyes Adobe Rd &	AM	0.621	В	0.623	В	0.002	NO			N/A
	US 101 NB Ramps	PM	0.520	Α	0.524	Α	0.004	NO			N/A
3	Reyes Adobe Rd &	AM	0.509	А	0.517	А	0.008	NO			N/A
	US 101 SB Ramps	PM	0.487	Α	0.492	Α	0.005	NO			N/A
4	Reyes Adobe Rd &	AM	0.436	А	0.439	А	0.003	NO			N/A
	Agoura Rd	PM	0.629	В	0.641	В	0.012	NO			N/A
5	Ladyface Cir &	AM	0.120	А	0.127	А	0.007	NO			N/A
	Agoura Rd	PM	0.260	Α	0.266	Α	0.006	NO			N/A
6	Roadside Rd &	AM	0.173	Α	0.183	Α	0.010	NO			N/A
	Agoura Rd	PM	0.196	Α	0.206	Α	0.010	NO			N/A
7	Kanan Rd &	AM	0.492	А	0.494	А	0.002	NO			N/A
	Agoura Rd	PM	0.756	С	0.758	С	0.002	NO			N/A
8	Kanan Rd &	AM	0.975	Е	0.975	Е	0.000	NO			N/A
	Roadside Dr/SB Ramps	PM	0.939	Е	0.944	Е	0.005	NO			N/A
9	Kanan Rd &	AM	0.611	В	0.618	В	0.007	NO			N/A
	Canwood St/NB Ramps	PM	0.609	В	0.609	В	0.000	NO			N/A

#### Distribution #1



Agoura Landmark TIA

Intersec	tion No. 1	2015	, EXISTI	NG	2015,	PROJEC	TED CUMU	LATIVE E	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases:	3	Ambient G	rowth	Critical	Phases: 3	3	☑ Ac	djacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adob	oe Rd	С	apacity:	1425	from:	2015	C	apacity: 1	425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stree	et:	Signal	System:	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal	System:	2
Canwood S	t	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	1%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing:	2			Opposed I	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane	_	Total		Lane
± 1 6	0.00 / tivi	Volume	Lanes 2	Volume	Growth	Projects	Volume	Lanes	Volume 74		Volume	Volume	Lanes 2	Volume 74	Volume	Volume	Lanes	
punoquinoquinoquinoquinoquinoquinoquinoqu	N/B RTOR:	135	2 <u>[</u>	74	0		135	2	74	0% 0%		135	<u> </u>		0	135	2	74
O Thru			1	307				1	307	(5%)			1	307			1	307
Th-Rt	Existing: 50% Projected: 50%	514	1	307	0		514	1	307	0%		514	1	307	0	514	1	307
o ← Right	Mitigated: 50%		0	307				0	307	0%			0	307			- 1	307
Z ↔ Shared	wiitigated. 50 %	99	0	0	0		99	0	0	0%		99	0	0	0	99	0	0
1 1 0		31 1 0						1	31	0%			1	31			1	31
punoquinoquinoquinoquinoquinoquinoquinoqu	S/B RTOR:	31	Ċ	31	0		31	0	0	0%		31	0	0	0	31	Ċ	0
D ↓ Thru	Existing: 50%		1	434				1	434	5%	,		1	435	-		1	435
☐ ↓ Th-Rt	Projected: 50%	837	1	434	0		837	i⊢	434	0%	/ /	839	1	435	0	839	1	435
Right	Mitigated: 50%		0	0				0	0	0%			0	0			0	0
Shared	initigatear core	30	0	0	0		30	0	0	0%		30	0	0	0	30	0	0
Left		00	0	0			00	0	0			00	0	0	_	00	0	0
☐ → Lt-Th	E/B RTOR:	32	1	50	0		32	1	50	0%		32	1	50	0	32	1	50
pu → Lt-Th no → Thru ts → Th-Rt	Existing: 50%	40	0	0			40	0	0	0%		40	0	0	_	40	0	0
⊕ → Th-Rt	Projected: 50%	18	0	0	U		18	0	0	0%		18	0	0	0	18	0	0
Right	Mitigated: 50%	191	1	123	0		101	1	123	0%	0	101	1	123		101	1	123
<sup>™</sup> → Shared		191	0	0	U		191	0	0	0%		191	0	0	0	191	0	0
_ C Left		111	1	111	0		111	1	111	0%	0	111	1	111	0	111	1	111
D ✓ Left	W/B RTOR:	111	0	0			111	0	0	0%		111	0	0		111	0	0
	Existing: 50%	8	0	0			8	0	0	0%	0	8	0	0	0	8	0	0
₹ ← Th-Rt	Projected: 50%	0	1	33	U		O	1	33			O	1	33	U	0	1	33
⊗ ← Right	Mitigated: 50%	25	0	0	0		25	0	0	0%		25	0	0	0	25	0	0
→ Shared		25	0	0	U		20	0	0	0%		25	0	0	U	25	0	0
Cı	ritical 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/ca	apacity (v/c) ratio:			0.521					0.521					0.521				0.521
	ΓSAC adjustment:			0.451					0.451					0.451				0.451
	of Service (LOS):			A					Α					Α				A
20001	5. 55. TISE (EGG).	<u> </u>			I.					l		- D D	0 1 5		IMD			$\overline{}$

Filename: K:\LDT\_TPT0\099083xxx - Agoura Landmark TIA Update\Analysis\CMAC\CMACalc\_Agoura Landmark\_Existing+Proj.xls
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Change in *v/c* due to project: Significantly impacted?

0.000 N/A

Agoura Landmark TIA

Intersec	tion No. 1	2015	, EXISTI	NG	2015,	PROJEC <sup>-</sup>	TED CUMU	LATIVE	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases: 3	3	Ambient C	<u>Frowth</u>	Critical	Phases:	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	oe Rd	Ca	apacity:	1425	from:	2015	С	apacity:	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stree		Signal S	System: 2	2	to:	2015	Signal	System: :	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal :	System:	2
Canwood S	St	v/c red	duction:	7%	at:	0.75%	v/c red	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	: 01/11/2016	Opposed P	hasing: 2				Opposed F	Phasing: :		Gen 2	PM	0	0	0		Opposed F	hasing:	
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
<b>6</b> 1 C			2	94	Growth	Trojects		2	94				2	94			2	94
p Left Lt-Th Oq Thru Th-Rt OR Right	N/B RTOR:	170	0	0	0		170	0	0	0%	0	170	0	0	0	170	0	0
O Thru	Existing: 75%		1	347				<b>1</b> [	347	(5%)			1	348	_		1	348
☐ → Th-Rt	Projected: 75%	588	1	347	0		588	1	347	0%	2	590	1	348	0	590	1	348
o	Mitigated: 75%	400	0	0			400	0	0	0%		400	0	0		400	0	0
≥ ↔ Shared	3	106	0	0	0		106	0	0	0%	0	106	0	0	0	106	0	0
1 1 0		25	1	25	0		25	1	25	0%	0	25	1	25	0	25	1	25
S ⊳Lt-Th	S/B RTOR:	25	0	0	U		25	0	0	0%	U	25	0	0	U	25	0	0
punoquin Quinoq Quinoquin Quinoquin Quinoquin Quinoquin Quinoquin Quinoquin	Existing: 50%	387	1	217	0		387	1	217	5%	0	387	1	217	0	387	1	217
= ← Th-Rt	Projected: 50%	307	1	217			307	1	217		0	301	1	217	· ·	307	1	217
	Mitigated: 50%	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
Left		56	0	0			56	0	0		0	56	0	0		56	0	0
Duno → Lt-Th	E/B RTOR:		1	66				1 0	66				1	66 0			1	66
o → Thru	Existing: 50%	10	0	0	0		10	0	0	0%	0	10	0	0	0	10	0	U
otse → Th-Rt Right	Projected: 50% Mitigated: 50%		1	111				1 1	111	0%			1	111			1	111
Shared	wittigated. 50 %	196	0	0	0		196	0	0		0	196	0 0	0	0	196	0	111
C 1 - 64			1	112	_			1	112	0%			1	112			1	112
□	W/B RTOR:	112	0	0	0		112	0	0	-	0	112	0	0	0	112	0	0
Q ← Thru	Existing: 50%	00	Ö	Ö			00	Ö	Ö	0%		00	Ö	Ö		00	Ö	Ö
Thru ts ← Th-Rt	Projected: 50%	38	1	75	U		38	1	75		0	38	1	75	0	38	1	75
Right	Mitigated: 50%	37	0	0	0		37	0	0		0	37	0	0		37	0	0
> <del>↑</del> Shared		37	0	0	U		31	0	0	0%	U	31	0	0	0	31	0	0
С	ritical Volumes:	North-	South:	372			North-	South:	372			North-	South:	373		North-	South:	373
		East	-West:	223				-West:	223			East	-West:	223		East	-West:	223
		,	Total:	595				Total:	595				Total:	596			Total:	596
Volume/ca	apacity (v/c) ratio:			0.418					0.418					0.418				0.418
	TSAC adjustment:			0.348					0.348					0.348				0.348
	of Service (LOS):			A					Α					A				A
LOVOI	5. 561 VIOC (E50).				l					1		D D	0 1 5		IMP	\ C T		

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Change in *v/c* due to project: Significantly impacted?

0.000 N/A

## Agoura Landmark TIA

Intersection No. 2	2015	, EXISTI	NG	2015,	PROJEC	TED CUMU	LATIVE E	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	3	Ambient C	<u>Frowth</u>	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adobe Rd	C	apacity:	1425	from:	2015	С	apacity: 1	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Street:	Signal	System:	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
US 101 NB Ramps	v/c re	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed I	Phasing:	0			Opposed F	Phasing: C	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak: 8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	Volume	Lanes		Growth	Projects	Volume	Lanes	Volume		/olume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
E Left	75	2	41	0		75	2	41	(30%)	2	77	2	42	0	77	2	42
Left  Lt-Th  A Lt-Th  CA Thru  Existing: 50%  Projected: 50%  Mitigated: 50%  Mitigated: 50%		0	0				0	0	0%			0	0			0	400
Existing: 50%	378	2	189	0		378	2	189	(5%)	0	378	2	189	0	378	2	189
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
`Y`Snared		0	0				0	0	0%			0	0			0	0
p ↓Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Under the projected of the project of the projected of the project of		0	0				0	0	0%			0	0	-		0	0
Thru Existing: 50%	727	1	611	0		727	1	611	5%	2	729	1	612	0	729	1	612
☐ ☐ Th-Rt Projected: 50%		1	611				1_	611	0%			1[	612			1	612
	494	0	0	0		494	0	0	0%	0	494	0	0	0	494	0	0
Snareu		0	0				0	0	0%			0	0			0	0
Left	0	0	0	()		0	0	0	0%	0	0	0	0	0	0	0	0
D → Lt-Th E/B RTOR: D → Thru Existing: 50%		0	0				0	0	0%			0	0			0	0
DO → Thru Existing: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Th-Rt Projected: 50%  Right Mitigated: 50%		0	0			_	0	0	0%		•	0	0		Ĭ	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	, in the second		0	0
o ← Left	333	0	0	0		333	0	0	0%	0	333	0	0	0	333	0	0
C ← Left  C ← Lt-Th W/B RTOR:		1[	333			000	1	333	0%		000	1	333		000	1	333
Thru Existing: 50%  Thru Existing: 50%  Th-Rt Projected: 50%	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		ŭ	0	0
Right Mitigated: 50%	315	1	315	0		315	1	315		0	315	1	315	0	315	1	315
→ Shared	010	0	0	·		010	0	0	0%	U	010	0	0	U	010	0	0
Critical Volumes	: North-	-South:	652					652			North-	South:	654		North-	South:	654
	East	t-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)	:		В					В			<u> </u>	O 1 F	<u>B</u>	IMPA	1 C T		В

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Change in *v/c* due to project: Significantly impacted?

0.002 N/A

## Agoura Landmark TIA

Intersec	tion No. 2	2015	, EXISTI	NG	2015,	PROJEC	TED CUML	ILATIVE E	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	3	Ambient G	<u>rowth</u>	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	oe Rd	C	apacity:	1425	from:	2015	C	apacity: 1	425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stre	et:	Signal S	System: [	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
<b>US 101 NB</b>	Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	1%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing: C	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
PM Peak:	5:00 PM	Counts		Lane		+ Area	= Total		Lane		Project	Total		Lane		Total		Lane
<del>-</del> 1 0	0.001 101	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		/olume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D Left  Lt-Th  od ↑ Thru  Th-Rt  or Right	N/D DTOD	331	2	182	0		331	2	182		12	343	2	189	0	343	2	189
\frac{1}{2} \tau_{\text{t-Th}} \tag{1.t-Th}	N/B RTOR:		0	0				0	0	0%			0	0			0	227
S ↑ Thru	Existing: 50%	671	2	336	0		671	2	336		2	673	2	337	0	673	2	337
£ ∱Th-Rt	Projected: 50%		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
` Y Snared			0	0				0	0	0%			0	0			0	0
⊖ \Left	O/D DTOD	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
	S/B RTOR:		0	007				0	007	0%			0	007			0	007
punoquin Qurup Qu	Existing: 50%	287	1	287	0		287	1	287	5%	0	287	1	287	0	287	1	287
☐ ☐ Th-Rt	Projected: 50%		1	340				1	340				1[	340	-		1	340
	Mitigated: 50%	340	0	0	0		340	0	0	0%	0	340	0	0	0	340	0	0
Snared			0	0				0	0	0%			0	0			0	0
Left	F /D DTOD	0	0	0	[ ()		0	0	0		0	0	0	0	0	0	0	0
Dunder Lt-Th O → Thru	E/B RTOR:		0	0				0	0				0	0			0	U
o → Thru	Existing: 0%	0	0	0	0		0	0	0		0	0	0	U	0	0	U	U
Th-Rt  Right	Projected: 0%			U				•	0				U	U			U	U
ТШ ѝ 3	Mitigated: 0%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	U
→ Shared			0	0				0	0				<u>0</u>	0			0	0
□ C Left □ T Lt-Th	W/D DTOD	93	0	0	0		93	0	0		0	93	0		0	93	0	93
Lt-Th	W/B RTOR:		1	93				0	93				1	93			1	93
Thru ts ← Th-Rt	Existing: 0%	0	0	0	0		0		0	0%	0	0	0	U	0	0	U	U
₹S ← Th-Rt	Projected: 0%		0	040				0_	040	0%			0	040	-		0	040
Right	Mitigated: 0%	318	1[	318	0		318	1	318		0	318	1[	318	0	318	1[	318
→ Shared			U	0				0	0	0%			0	0			0	U
C	ritical Volumes:	North-		522				South:	522			North-		529			South:	529
			-West:	318			East	-West:	318				-West:	318		East	-West:	318
			Total:	840				Total:	840				Total:	847			Total:	847
Volume/ca	apacity ( <i>v/c</i> ) ratio:			0.590					0.590					0.594				0.594
v/c less A	TSAC adjustment:			0.520					0.520					0.524				0.524
Level	of Service (LOS):			Α					Α					Α				Α
	(=00).			, \	l				<i>,</i> ,	1		D D	O I F		IMPA	^ C T		, \

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Change in *v/c* due to project: Significantly impacted?

0.004 N/A

## Agoura Landmark TIA

Intersec	tion No. 3	2015	, EXISTI	NG	2015	PROJEC	TED CUML	ILATI VE I	BASE			, WITH PE	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Sti	reet:	Critical	Phases: 3	3	Ambient C	<u>Growth</u>	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	oe Rd	C	apacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stree	et:	Signal S	System: 2	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal S	System:	2
US 101 SB	Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak	8:00 AM	Counts		Lane	-	+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	O.OO AW	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Drubourd Orthod Orthod Thru → Th-Rt C Right	N/D DTOD	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Lt-Th	N/B RTOR:		0	75				0	0				0	0			U	70
Of ↑ Thru	Existing: 50%	150	2	75	0		150	2	75		2	152	2	76	0	152	2	76
£ ∱Th-Rt	Projected: 50%		0	101				0	101	0%			0	404	-		0	404
	Mitigated: 50%	101	1[	101	0		101	1	101	0%	0	101	1[	101	0	101	1	101
Tisnared			0	0				0	0	0%			0	0			0	0
p \Left		500	2	275	0		500	2	275		0	500	2	275	0	500	2	275
punoquino ↓ tt-Th Qi ↓ Thru ↓ Th-Rt Qi Right	S/B RTOR:		0	0				0	0				0	0			0	0
S ↓ Thru	Existing: 50%	565	2	283	0		565	2	283		2	567	2	284	0	567	2	284
<del>\f</del> <del>\f</del> <del>\f</del>	Projected: 50%		0	0				0	0				0	0		•	0	0
	Mitigated: 50%	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
Left		310	1	310	0		310	1	310		0	310	1	310	0	310	1	310
D → Lt-Th O → Thru	E/B RTOR:	0.0	0	0			010	0	0			010	0	0		010	0	0
ರ್ → Thru	Existing: 0%	2	0_	0	0		2	0_	0	0%	0	2	0_	0	0	2	0	0
<del>Q</del> <del>→</del> Th-Rt	Projected: 0%	_	1	449	Ŭ		_	1	449		U	_	1	461		_	1	461
$\stackrel{\square}{\sim}$ Right	Mitigated: 0%	447	0	0	0		447	0	0	30%	12	459	0	0	0	459	0	0
→ Shared		7-77	0	0			7-77	0	0	0%	12	100	0	0	V	100	0	0
_ C Left		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
⊆ <del>∀</del> Lt-Th	W/B RTOR:		0	0			•	0	0	0%	U	•	0	0		Ŭ	0	0
	Existing: 0%	0	0	0	0		0	0	0	0,0	0	0	0	0	0	0	0	0
ੜ੍ਹੋ ← Th-Rt	Projected: 0%		0	0				0	0	0%	U		0	0	· ·	· ·	0	0
⊗ ← Right	Mitigated: 0%	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0
→ Shared		·	0	0	U			0	0	0%	U		0	0	U	· ·	0	0
С	ritical Volumes:	North-	South:	376			North-	South:	376			North-	South:	376		North-	South:	376
		East	-West:	449				-West:	449			East	-West:	461		East	-West:	461
			Total:	825				Total:	825				Total:	837			Total:	837
Volume/ca	apacity (v/c) ratio:			0.579					0.579					0.587				0.587
	. , ,													0.517				0.517
	ΓSAC adjustment:			0.509					0.509					0.51/				
Level	of Service (LOS):			Α					Α					<u> </u>		V O T		A
												<u> P R</u>	OJE	E C T	I M P A	1 C T		

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Change in *v/c* due to project: Significantly impacted?

0.008  $\Delta v/c$  after mitigation: NO Fully mitigated? 0.008 N/A

## Agoura Landmark TIA

Intersection No. 3	2015	, EXISTI	NG	2015,	PROJEC	TED CUMU	ILATIVE	BASE			, WITH PE	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	3	Ambient C	<u>Frowth</u>	Critical	Phases: 3	3	☑ Ad	ljacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adobe Rd	С	apacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Street:	Signal	System: [	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
US 101 SB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed F	Phasing: (	0			Opposed F	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	Phasing:	0
PM Peak: 5:00 PM	Counts		Lane	- 1	+ Area	= Total		Lane	1	Project	Total		Lane	,	Total		Lane
	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Left  Lt-Th  Off Thru  Th-Rt  Right  M/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
☐ Lt-Th N/B RTOR:		0	000				0	000	0%			0	005	-		0	005
Existing: 50%	596	2	298	0		596	2	298		14	610	2	305	0	610	2	305
Frojected: 50%		0	0				0	0	0%			0	0			0	0
Right Mitigated: 50%	261	1	261	0		261	1	261	0%	0	261	1	261	0	261	1	261
`Y`Snared		0	0				0	0	0%	Ŭ		0	0			0	0
₽ \Left	153	2	84	0		153	2	84		0	153	2	84	0	153	2	84
D Left  Lt-Th  C ↓ Thru  Existing: 50%  Th-Rt  Projected: 50%  Mitigated: 50%		0	0				0	0	0%			0	0			0	0
Thru Existing: 50%	224	2	112	0		224	2	112	5%	0	224	2	112	0	224	2	112
Frojected: 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
Shared		0	0				0	0	0%			0	0			0	0
Left	411	1	411	0		411	1	411	0%	0	411	1	411	0	411	1	411
D → Lt-Th E/B RTOR: D → Thru Existing: 50%		0	0				0	0				0	0			0	0
o → Thru Existing: 50%	5	0	0	0		5	0	0	0%	0	5	0	0	0	5	0	0
Th-Rt Projected: 50%  Right Mitigated: 50%	J	1	204				1	204				1	207		Ŭ	1	207
Right Mitigated: 50%	199	0	0	0		199	0	0		3	202	0	0	0	202	0	0
→ Shared	100	0	0			100	0	0		J	202	0	0	V	202	0	0
o ← Left	0	0	0	()		0	0	0		0	0	0	0	0	0	0	0
C ← Lt-Th W/B RTOR:	,	0	0			·	0	0		U		0	0		Ŭ	0	0
O ← Thru Existing: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Th-Rt Projected: 50%	V	0	0			· ·	0	0		U	U	0	0	U	Ŭ	0	0
Right Mitigated: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
→ Shared	•	0	0	·			0	0	0%	U		0	0	U	U	0	0
Critical Volumes:	North-	South:	382			North-	South:	382			North-	South:	389		North-	South:	389
	East	-West:	411				-West:	411				-West:	411		East	-West:	411
		Total:	793				Total:	793				Total:	800			Total:	800
Volume/capacity ( <i>v/c</i> ) 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):			Α					Α	L			O 1 F	<u>A</u>	IMP	V O T		Α

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Change in *v/c* due to project: Significantly impacted?

0.005 N/A

## Agoura Landmark TIA

Intersection No. 4	2015	, EXISTIN	IG	2015,	PROJEC	TED CUMU	ILATIVE	BASE		2015	, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical I	Phases: 4		Ambient G	rowth	Critical	Phases: 4	4	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Reyes Adobe Rd	Ca	apacity: 1	375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Street:	Signal S	System: 2		to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal S	System:	2
Agoura Rd	v/c red	duction: 7	%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed P	hasing: 1				Opposed F	Phasing:		Gen 2	PM	0	0	0		Opposed F	hasing:	1
AM Peak: 8:00 AM	Counts	Lamas	Lane		+ Area	= Total	1	Lane		Project	= Total		Lane		Total	Lamas	Lane
	Volume	Lanes 1	Volume	Growth	Projects	Volume	Lanes 1	Volume	0%	Volume	Volume	Lanes 1	Volume 4	Volume	Volume	Lanes	Volume
Lt-Th N/B RTOR:	4	0	0	0		4	0	0	0%	0	4	0	0	0	4	0	0
Thru Existing: 50%		0	0				0	0	0%			0	0			0	0
Th-Rt Projected: 50%	3	1	5	0		3	1	5		0	3	1	5	0	3	1	5
Right Mitigated: 50%		0	0				0	0	0%			0	0	-		0	0
Left  Lt-Th  Off Thru  Frojected: 50%  CRight  Shared  N/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%	2	0	0	0		2	0	0	0%	0	2	0	0	0	2	0	0
1 1 0	397	1	218	0		397	1	218		14	411	1	226	0	411	1	226
Under the projected: 50%  Left  S/B RTOR:  Existing: 50%  Th-Rt  Projected: 50%  Mitigated: 50%	391	1	212	U		391	1	212		14	411	1	218	U	411	1	218
B ↓ Thru Existing: 50%	33	0	0	0		33	0	0	0%	0	33	0	0	0	33	0	0
← Th-Rt Projected: 50%	00	0_	0	· ·		00	0_	0	0%	U	00	0	0		00	0	0
	515	1	461	0		515	1	461	0%	0	515	1	461	0	515	1	461
Shared	0.0	0	0	· ·		010	0	0	0%		010	0	0	Ŭ	0.0	0	0
Left	108	1_	108	0		108	1	108		0	108	1	108	0	108	1	108
D → Lt-Th E/B RTOR: D → Thru Existing: 50%		0	0				0	0				0	0			0	0
Thru Existing: 50%	134	1	69	0		134	1	69		2	136	1	70	0	136	1	70
Th-Rt Projected: 50%		1	69				1	69				1	70			1	70
Right Mitigated: 50%	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
C Left	1	1	1	0		1	1	1	0%	0	1	1	1	0	1	1	1
Lt-Th W/B RTOR:		0_	400				0	400	0%			0	400	-		0 4	400
S→ Ct-Th  O ← Thru  Existing: 50%  Th-Rt  Right  W/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%	136	1	122 122	0		136	1	122 122	(5%) 0%	1	137	1	126 126	0	137	1	126 126
Th-Rt Projected: 50%  → Right Mitigated: 50%		0	122						(35%)			1 [ 0	120	-		11	120
Shared Shared	108	0	0	0		108	0	0	(35%)	6	114	0	0	0	114	0	0
Critical Volumes	: North-	South:	466			North-	South:	466			North-	South:	466		North-	South:	466
3		-West:	230				-West:	230				-West:	234			-West:	234
		Total:	696				Total:	696				Total:	700			Total:	700
Volume/capacity (v/c) ratio			0.506				. 0.0	0.506				· Otan	0.509			. 0	0.509
v/c less ATSAC adjustment			0.436					0.436					0.439				0.439
•		,											_				_
Level of Service (LOS)	·		Α					Α			ח ח	OJE	A E C T	IMPA	\ C T		Α

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Change in *v/c* due to project: Significantly impacted?

0.003 N/A

## Agoura Landmark TIA

Intersect	tion No. 4	2015	, EXISTI	NG	2015,	PROJEC	TED CUML	JLATIVE	BASE		2015	, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases:	4	Ambient C	<u>Frowth</u>	Critical	Phases: 4	4	☑ Adj	jacen <sup>-</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Reyes Adob	oe Rd	C	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Stree	et:		System: :		to:	2015		System: 2		Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
Agoura Rd			duction:		at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing:				Opposed I	Phasing:		Gen 2	PM	0	0	0		Opposed F	hasing:	
PM Peak:	5:00 PM	Counts Volume	Lanes	Lane Volume		+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
→ 5 Left			1	12		Trojects		1	12	0%			1	12			1	12
D Left Lt-Th Oqtion ↑ Thru  ↑ Th-Rt C Right ↑ Shared	N/B RTOR:	12	0	0	0		12	0	0	0%	0	12	0	0	0	12	0	0
2 ↑ Thru	Existing: 0%	0.5	0	0			0.5	0	0	0%	_	0.5	0	0	_	0.5	0	0
☐ Th-Rt	Projected: 0%	25	1	35	U		25	1	35		0	25	1	35	0	25	1	35
©	Mitigated: 0%	40	0	0			40	0	0	0%	0	40	0	0		40	0	0
≥ → Shared		10	0	0	0		10	0	0	0%	0	10	0	0	0	10	0	0
1 1 . 6		257	1	141	0		257	1	141	35%	3	260	1	143	0	260	1	143
punoquin Qquin Htt-Th Qd → Thru Th-Rt Right	S/B RTOR:	201	1	136	o o		231	1	136		3	200	1	137	U	200	1	137
<u>S</u> ↓ Thru	Existing: 0%	20	0	0	0		20	0	0	0%	0	20	0	0	0	20	0	0
Ę ← Th-Rt	Projected: 0%		0	0				0	0	0%			0	0			0	0
	Mitigated: 0%	97	1	97	0		97	1	97	0%	0	97	1	97	0	97	1	97
Snared			0	000				0	000	0%			0	0			0	0
Left	E /D DTOD	289	1	289	0		289	1	289	0%	0	289	1	289	0	289	1	289
DUD → Lt-Th  Thru	E/B RTOR:		0	0 142				0	0 142	0% 5%			0	0 143			0	143
$rac{1}{2}$ $rac{1}$ $rac{1}$ $rac{1}{2}$ $rac{1}$ $rac{1}$ $rac{1}$ $rac{1}$ $rac{1}$ $rac{1}$ $rac{$	Existing: 0% Projected: 0%	281	1	142	0		281	1	142	0%	1	282	1	143	0	282	1	143
Right	Mitigated: 0%		0	0				Ó	0	0%			0	0			0	143
Right Shared	Willigated. 076	3	0	0	0		3	0	0	0%	0	3	0	0	0	3	0	0
C 1 - 64			1	3			_	1	3	0%			1	3			1	3
0	W/B RTOR:	3	0	0	0		3	0	0	0%	0	3	ò	0	0	3	Ô	0
O ← Thru	Existing: 0%	445	1	415			445	1	415	(5%)	_	447	1	417		447	1	417
We St On → Thru Th-Rt Right	Projected: 0%	415	1	496	0		415	1	496		2	417	1	510	0	417	1	510
Š ← Right	Mitigated: 0%	496	0	0			496	0	0	(35%)	14	510	0	0	0	510	0	0
> <del>↑</del> Shared		496	0	0	0		496	0	0	0%	14	510	0	0	U	510	0	0
Cı	ritical 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/ca	apacity (v/c) ratio:			0.699					0.699					0.711				0.711
v/c less AT	ΓSAC adjustment:			0.629					0.629					0.641				0.641
	of Service (LOS):			В					В					В				В
	(=30).									l		D D	OJE		IMPA	\ C T		ט

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Change in *v/c* due to project: Significantly impacted?

0.012 N/A

## Agoura Landmark TIA

Intersec	tion No. 5	2015	, EXISTI	NG	2015	, PROJEC	TED CUML	ILATI VE I	BASE			, WITH PR	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases: :	2	Ambient C	<u>Growth</u>	Critical	Phases: 2	2	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	2
Ladyface C	ir	Ca	apacity:	1500	from:	2015	C	apacity:	1500	Trip	AM	41	7	48		С	apacity:	1500
East/West Stree	et:	Signal S	System: [	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal :	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing:	2			Opposed I	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
AM Peak:	8:00 AM	Counts		Lane	-	+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	O. OO AIVI	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽ ↑ Left		7	1	7	0		7	1_	7	0%	0	7	1[	7	0	7	1	7
∫ tt-Th	N/B RTOR:		0	0				0	0	0%			0	0			0	0
Octhodry Cett  Octho	Existing: 50%	1	0	0	0		1	0_	0	0%	0	1	0	0	0	1	0	0
F 1 Th-Rt	Projected: 50%		1	7				1_	7			•	1	7			1	7
	Mitigated: 50%	6	0	6	0		6	0	6	0%	0	6	0	6	0	6	0	6
≥ ↔ Shared		O	0	0	O		0	0	0	0%	U		0	0	· ·	Ū	0	0
<u></u>		2	0	0	0		2	0	0	0%	0	2	0	0	0	2	0	0
punoquino ↓ Lt-Th Quino ↓ Thru ↓ Th-Rt Quino ↓ Right	S/B RTOR:	_	0	0			_	0	0	0%	0	_	0	0		_	0	0
<u></u>	Existing: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
£ ← Th-Rt	Projected: 50%	U	0	0	U		U	0	0	0%	U	U	0	0	U	U	0	0
	Mitigated: 50%	1	0	0	0		1	0_	0	0%	0	1	0	0	0	4	0	0
Shared		-	1	3	O			1	3	0%	U	<u> </u>	1	3	U	- 1	1	3
_ J Left		84	1	84	0		84	1	84	0%	0	84	1	84	0	84	1	84
DL → Lt-Th O → Thru	E/B RTOR:	04	0	0	U		04	0	0	0%	U	04	0	0	U	04	0	0
ರ್ → Thru	Existing: 50%	231	1	168	0		231	1	168	40%	16	247	1	176	0	247	1	176
G → Th-Rt	Projected: 50%	231	1	168	U		231	1	168	0%	10	241	1	176	U	241	1	176
Right → Right	Mitigated: 50%	104	0	0	0		104	0	0	0%	0	104	0	0	0	104	0	0
Shared		104	0	0	U		104	0	0	0%	U	104	0	0	U	104	0	0
_ C Left		46	1	46	0		46	1	46	60%	25	71	1	71	0	71	1	71
Ğ <del>∵</del> Lt-Th	W/B RTOR:	40	0	0	U		40	0	0	0%	25	/ 1	0	0	U	/ 1	0	0
ಠ ← Thru	Existing: 50%	211	1	108	0		211	1	108	(40%)	3	214	1	110	0	214	1	110
odt ← Thru ts ← Th-Rt	Projected: 50%	211	1	108	U		211	1	108	0%	3	214	1	110	U	214	1	110
Right	Mitigated: 50%	_	0	0			_	0	0	0%		_	0	0		_	0	0
> <del>↑</del> Shared		5	0	0	0		5	0	0	0%	0	5	0	0	0	5	0	0
C	ritical 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/ca	apacity (v/c) ratio:			0.190					0.190					0.197				0.197
	ΓSAC adjustment:			0.120					0.120					0.127				0.127
	of Service (LOS):													Δ.127				
Level	or Service (LOS):			A					Α	<u> </u>		ח ח	0 15	<u>A</u> E C T		\ C T		A
												<u> </u>	OJE	<u> </u>	IMPA	<u>1 U I</u>		

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Change in *v/c* due to project: Significantly impacted?

0.007 \( \Delta v/c \) after mitigation: NO Fully mitigated?

0.007 N/A

## Agoura Landmark TIA

Intersect	tion No. 5	2015	, EXISTI	NG	2015,	PROJEC <sup>*</sup>	TED CUMU	JLATIVE I	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases:	2	Ambient C	<u>Frowth</u>	Critical	Phases: 2	2	☑ Adj	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	2
Ladyface Ci	ir	Ca	apacity:	1500	from:	2015	C	apacity: 1	1500	Trip	AM	41	7	48		С	apacity:	1500
East/West Stree	et:	Signal S	System:	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist 2	2? Signal :	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing:	2			Opposed	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
PM Peak:	5:00 PM	Counts		Lane	+ Amb.	+ Area	= Total		Lane		Project	Total		Lane		Total		Lane
	0.001101	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		/olume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
E Left		131	1[	131	0		131	1_	131	0%	0	131	1	131	0	131	1	131
= .	N/B RTOR:		0	0				0	0	0%			0	0			0	0
O ↑ Thru	Existing: 75%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
₹ 1 Th-Rt	Projected: 75%		1	70				1	70	0%			1	70			1	70
	Mitigated: 75%	70	0	70	0		70	0	70	0%	0	70	0	70	0	70	0	70
Tanared		. •	0	0			. •	0	0	0%			0	0			0	0
₽ ↓Left		22	0	0	0		22	0	0	0%	0	22	0	0	0	22	0	0
punoqutno ↓ Thru ↓ Th-Rt ↓ Right	S/B RTOR:		0	0				0	0	0%			0	0			0	0
<u>S</u> ↓ Thru	Existing: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
<del>\Leq</del>	Projected: 50%		0	0				0	0	0%			0	0		ŭ	0	0
	Mitigated: 50%	1	0	0	0		1	0_	0	0%	0	1	0_	0	0	1	0	0
Shared			1	23			•	1	23	0%	J	•	1	23	· ·		1	23
Left		10	1	10	0		10	1	10	0%	0	10	1	10	0	10	1	10
D → Lt-Th D → Thru	E/B RTOR:	10	0_	0			10	0_	0	0%		10	0_	0		10	0	0
Thru	Existing: 50%	286	1	155	0		286	1	155	40%	4	290	1	157	0	290	1	157
to Th-Rt	Projected: 50%	200	1	155			200	1	155	0%		200	1	157		200	1	157
Right → Right	Mitigated: 50%	23	0	0	0		23	0	0	0%	0	23	0	0	0	23	0	0
→ Shared		20	0	0	·		20	0	0	0%	U	20	0	0	U	20	0	0
_ C Left		15	1	15	0		15	1	15	60%	5	20	1	20	0	20	1	20
⋚ <del>▽</del> Lt-Th	W/B RTOR:	10	0_	0			10	0_	0	0%	3	20	0_	0		20	0	0
	Existing: 50%	371	1	186	0		371	1	186		16	387	1	194	0	387	1	194
₹ ← Th-Rt	Projected: 50%	37 1	1	186			371	1	186	0%	10	307	1	194		301	1	194
⊗ ← Right	Mitigated: 50%	1	0	0	0		1	0	0	0%	0	1	0	0	0	1	0	0
→ Shared			0	0	0		ı	0	0	0%	U		0	0	U		0	0
Cr	ritical Volumes:	North-	South:	154			North	South:	154			North-	South:	154		North-	South:	154
			-West:	341				-West:	341				-West:	351			-West:	351
			Total:	495				Total:	495				Total:	505			Total:	505
Volume/ca	apacity (v/c) ratio:			0.330					0.330					0.336			. 0.01.	0.336
	. , ,																	
	SAC adjustment:			0.260					0.260					0.266				0.266
Level	of Service (LOS):			Α					Α				<u> </u>	A		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		A
												<u> P R</u>	OJE	CT	I M P A	<u> 1 C L</u>		

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Change in *v/c* due to project: Significantly impacted?

 $\begin{array}{cc} \text{O.006} & \Delta \textit{v/c} \text{ after mitigation:} \\ \text{NO} & \text{Fully mitigated?} \end{array}$ 

0.006 N/A

Agoura Landmark TIA

Intersectio	on No. 6	2015	, EXISTI	NG	2015	PROJEC	TED CUMU	JLATIVE	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Street	et:	Critical	Phases: (	0	Ambient C	<u>Frowth</u>	Critical	Phases:	0	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	0
Roadside Rd		Ca	apacity:	1200	from:	2015	C	apacity:	1200	Trip	AM	41	7	48		С	apacity:	1200
East/West Street:		Signal S	System:	1	to:	2015	Signal	System:	1	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal :	System:	1
Agoura Rd		v/c red	duction: (	0%	at:	0.75%	v/c re	duction: (	0%	Trip	AM	0	0	0		v/c red	duction:	0%
Analysis Date: (	01/11/2016	Opposed P	hasing: (	0			Opposed	Phasing: (	0	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane	,	Total		Lane
<u> </u>	0.00 AW	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D Left  D ↑ Lt-Th  O↑ Thru  Ex  Th-Rt  Pre  Right  Mi	/D DTOD	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0
$\downarrow$ Lt-Th $\stackrel{\text{NV}}{=}$	/B RTOR:		0	0				0	0	0,0			0	0			0	0
O ↑ Thru Ex	xisting: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
£ ∱Th-Rt Pro	rojected: 50%		0	0				0	0	0%			0	0			0	0
	itigated: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
1 Shareu			0	0				0	0	0% 0%				<u> </u>			0	0
Dunder Charles  Control  Cont	/D DTOD	12	0	0	0		12		0		0	12	0	0	0	12	0	0
Lt-Th S/	/B RTOR:		0	0				0	0				•	0			0	0
Thru Ex	xisting: 50%	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0
∓ ← Th-Rt Pro	rojected: 50%		0	0				0	0	0%			0	0			0	0
	itigated: 50%	16	4	20	0		16	0 <b>4</b> F	0	0%	0	16	0	0	0	16	4	20
Snared			1	28				1	28				1	28			1	28 8
Left  ∠ Lt-Th  E/	/D DTOD	8	1	<b>8</b> 0			8	1	<b>8</b> 0		0	8	1	8	0	8	1  0	<b>8</b> 0
0000000	/B RTOR:		0 2	77				0 2	77	(60%)			0 2	79				79
	xisting: 50%	153	0	0	0		153	0	0		4	157	0	79	0	157	2	79
→ Th-Rt Pro	rojected: 50%		0	0				0	0				0	0			0	0
Right Mi	itigated: 50%	0	0	0	( )		0	0	0		0	0	0	0	0	0	0	0
C Loft			0	0				0	0	0%			0	0			0	0
	//B RTOR:	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0
	xisting: 50%		1	171				1	171	60%			1	184	-		1	184
Ω .	rojected: 50%	318	1	171	0		318	1	171	00%	25	343	1	184	0	343	1	184
Right Mi	itigated: 50%		0	0				0	0				0	0	-		0	104
Right Mi	itigated. 3070	24	0	0	0		24	0	0		0	24	0	0	0	24	0	0
	cal Volumes:	North-	0	28			Manth	-South:	28			North-		28		North-	0	28
Critic	cai volumes:									I								
			-West:	179			Eas	t-West:	179				-West:	192			-West:	192
.,,,			Total:	207				Total:	207				Total:	220			Total:	220
•	acity (v/c) ratio:			0.173					0.173					0.183				0.183
v/c less ATSA	AC adjustment:			0.173					0.173					0.183				0.183
Level of S	Service (LOS):			Α					Α					Α				Α
· -	<del></del>											PR	OJE	E C T	IMPA	A C T		

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Change in *v/c* due to project: Significantly impacted?

0.010  $\Delta v/c$  after mitigation: NO Fully mitigated?

0.010 N/A

## Agoura Landmark TIA

Intersect	tion No. 6	2015	, EXISTI	NG	2015	, PROJEC	TED CUML	ILATIVE	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases: (	0	Ambient C	<u>Growth</u>	Critical	Phases: (	)	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	0
Roadside R	d	C	apacity:	1200	from:	2015	C	apacity:	1200	Trip	AM	41	7	48		C	apacity:	1200
East/West Stree	et:	Signal S	System:	1	to:	2015	Signal	System: 1	1	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	1
Agoura Rd		v/c red	duction: (	0%	at:	0.75%	v/c re	duction: (	0%	Trip	AM	0	0	0		v/c red	duction:	0%
Analysis Date:	01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
PM Peak:	5:00 PM	Counts		Lane	+ Amb.	+ Area	= Total		Lane		Project	Total		Lane	Adjusted	Total		Lane
	0.001101	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
punoquinoquinoquinoquinoquinoquinoquinoqu	N /D DTOD	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	U			U	0
S ↑ Thru	Existing: 75%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
£ 1 Th-Rt	Projected: 75%		0	0				0	0	0%			0	0			0	0
Ö Right	Mitigated: 75%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Tanared			0	0				0	0	0%			0	0			0	0
p ↓Left		22	0	0	0		22	0	0	0%	0	22	0	0	0	22	0	0
punoqutno ↓ tt-Th Quitno ↓ Thru ↓ Th-Rt ↓ Right	S/B RTOR:		0	0				0	0	0%			0	0			0	0
2 ↓ Thru	Existing: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
<del>=</del>	Projected: 50%		0	0				0	0	0%			0	0		, and the second	0	0
	Mitigated: 50%	12	0	0	0		12	0_	0	0%	0	12	0	0	0	12	0	0
Snared			1	34				1	34	0%			1	34			1	34
Left		15	1	15	0		15	1	15		0	15	1	15	0	15	1	15
Dunoqts  → Thru  ts  Th-Rt	E/B RTOR:	. •	0_	0				0_	0	0%			0	0		. •	0	0
o → Thru	Existing: 50%	403	2	202	0		403	2	202	(60%)	23	426	2	213	0	426	2	213
$\frac{1}{2}$ $\rightarrow$ Th-Rt	Projected: 50%	100	0	0				0	0	0%		.20	0	0		0	0	0
Right → Right	Mitigated: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
<sup>−</sup> <del>→</del> Shared			0	0				0	0	0%			0	0	V		0	0
o ← Left		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
⋚ <del>∵</del> Lt-Th	W/B RTOR:		0	0				0	0	0%		_	0	0		ŭ	0	0
OQt ← Thru ts ← Th-Rt	Existing: 50%	301	1	157	0		301	1	157	60%	5	306	1	159	0	306	1	159
ts ← Th-Rt	Projected: 50%	001	1	157			001	1	157	0%	U	000	1	159		000	1	159
⊕	Mitigated: 50%	12	0	0	0		12	0	0	0%	0	12	0	0	0	12	0	0
→ Shared		- 4	0	0	·		12	0	0	0%	· ·		0	0	V	12	0	0
Cr	ritical 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/ca	apacity (v/c) ratio:			0.196					0.196					0.206				0.206
	ΓSAC adjustment:			0.196					0.196					0.206				0.206
	•													0.200 <b>^</b>				
Level	of Service (LOS):			A					Α			ח ח		<u> </u>		\ C T		Α
												<u> </u>	OJE	E C T	IMPA	<del>1 U I</del>		

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Change in *v/c* due to project: Significantly impacted?

O.010  $\Delta v/c$  after mitigation: NO Fully mitigated?

0.010 N/A

## Agoura Landmark TIA

Intersect	ion No. 7	2015,	, EXISTI	NG	2015,	PROJEC <sup>*</sup>	TED CUMU	LATIVE	BASE			s, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITIO	GATION
North/South Str	eet:	Critical I	Phases: 3	3	Ambient G	<u>Frowth</u>	Critical	Phases:	3	☑ Ad	ljacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Kanan Rd		Ca	apacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stree	t:	Signal S	System: 2	2	to:	2015	Signal S	System:	2	Gen 1	PM	9	39	48	☐ Use Dist 2	? Signal S	System: :	2
Agoura Rd		v/c red	luction:	7%	at:	0.75%	v/c red	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing: 🕽	2			Opposed P	hasing:		Gen 2	PM	0	0	0	_	Opposed F	hasing: :	2
AM Peak:	8:00 AM	Counts		Lane	+ Amb.	+ Area	= Total		Lane		Project	= Total		Lane		Total	1	Lane
<del></del>	0.007	Volume	Lanes	Volume 48	Growth	Projects	Volume	Lanes 1	Volume 48	2%	Volume	Volume	Lanes	Volume 49	Volume	Volume	Lanes	Volume 49
	N/B RTOR:	48	0	<del>40</del>	0		48	0	40	0%		49	0		0	49	0	49
O Thru	Existing: 50%		1	313				1	313	0%			1	313			1	313
G ↑ Th-Rt	Projected: 50%	609	1	313	0		609	- 1	313	0%		609	1	313		609	1	313
O C Right	Mitigated: 50%		Ò	0.0				Ċ	010	0%			Ö	010			0	010
Shared	Witigated: 3070	16	0	0	0		16	0	0	0%	0	16	0	0	0	16	0	0
1 1 6		97	2	53	0		97	2	53	0%	0	97	2	53	0	97	2	53
Onthbound Outhbound	S/B RTOR:	97	0	0	U		97	0	0	0%	U	97	0	0	U	97	0	0
<u></u>	Existing: 50%	1050	2	525	0		1050	2	525	0%		1050	2	525	0	1050	2	525
£ ← Th-Rt	Projected: 50%	1030	0	0	U		1030	0	0	0%		1030	0	0	U	1030	0	0
	Mitigated: 50%	251	1	207	0		251	1	207	53%	22	273	1	227	0	273	1	227
Shared		201	0	0	U		201	0	0	0%		213	0	0	U	213	0	0
Left		89	2	49	0		89	2	49	(53%)	/	93	2	51	0	93	2	51
<u> </u>	E/B RTOR:	00	0	0			00	0	0	0%		00	0	0		00	0	0
o → Thru	Existing: 50%	70	0_	0	0		70	0	0	(5%)		70	0	0	0	70	0	0
I O '	Projected: 50%		1	166				1	166	0%			1	166	_		1	166
Ш	Mitigated: 50%	96	0	0	0		96	0	0	(2%)		96	0	0	0	96	0	0
→ Shared			0	0				0	0	0%			<u>0</u> 1	0			0	50
C Left	W/D DTOD	50	1	50	0		50	1	50	0%	1 1	50	•	50	0	50	1 0	
	W/B RTOR:		0 4 F	0				0	0	0% 5%			0 4 [	0	-		4	0 <b>64</b>
bruodst	Existing: 50%	62	, ,	<b>62</b>	0		62	- 1	<b>62</b>	5% 0%		64	1 [ 0	64	0	64	1 L	64
In-Rt ⊕ t Dialet	Projected: 50%		1	11				1	11	0%			1	11			1	11
Right Shared	Mitigated: 50%	59	0	0	0		59	1 0	0	0%	1	59	0	0	0	59	0	0
	itical Volumes:	North-	South:	573			North-	South:	573	070		North-		574		North-	South:	574
	iticai voidines.		-West:	228				-West:	228				-West:	230			-West:	230
			Total:	801				Total:	801				Total:	804			Total:	804
Volume/co	pacity (v/c) ratio:		ı otai.	0.562				i Otal.	0.562				i otai.	0.564			ı olai.	0.564
	SAC adjustment:			0.492					0.492					0.494				0.494
Level	of Service (LOS):			Α					Α			- D D	O 1 F	<u>A</u>	   ΙΜΡΔ			Α

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Change in *v/c* due to project: Significantly impacted?

0.002 N/A

## Agoura Landmark TIA

Intersect	tion No. 7	2015	, EXISTI	NG	2015	PROJEC	TED CUMU	ILATI VE I	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases:	3	Ambient C	<u>Growth</u>	Critical	Phases: 3	3	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Kanan Rd		Ca	apacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stree	et:	Signal S	System: 1	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing:	2			Opposed F	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
PM Peak:	5:00 PM	Counts		Lane	+ Amb.	+ Area	= Total		Lane		Project	Total		Lane		Total		Lane
	0.001101	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽ Left	N /D DTOD	149	1	149	0		149	1	149		0	149	1[	149	0	149	1[	149
punoquino Lt-Th Od Thru Th-Rt C Right	N/B RTOR:		U	400				0	400	0%			0	400			0	400
S ↑ Thru	Existing: 75%	756	1	402	0		756	1	402	0%	0	756	1	402	0	756	1	402
£ 1 Th-Rt	Projected: 75%		1	402				1	402				1	402			1	402
	Mitigated: 75%	48	0	0	0		48	0	0	0%	0	48	0	0	0	48	0	0
Tanared			0	0			-	0	0	0%			0	0			0	0
p ↓Left		260	2	143	0		260	2	143		0	260	2	143	0	260	2	143
punoqutno ↓ tt-Th Quitno ↓ Thru ↓ Th-Rt ↓ Right	S/B RTOR:		0	0				0_	0	0%			0	0			0	0
2 ↓ Thru	Existing: 50%	829	2	415	0		829	2	415		0	829	2	415	0	829	2	415
<del>=</del>	Projected: 50%	020	0	0			0_0	0	0	0%		0_0	0	0		020	0	0
	Mitigated: 50%	162	1	94	0		162	1	94		5	167	1	88	0	167	1	88
Snared			0	0				0	0	0%			0	0			0	0
Left		137	2	75	0		137	2	75		21	158	2	87	0	158	2	87
⊆ → Lt-Th	E/B RTOR:	.01	0	0				0	0				0	0		.00	0	0
Dunoqts  → Thru  ts  Th-Rt	Existing: 50%	244	0_	0	0		244	0_	0	(5%)	2	246	0_	0	0	246	0	0
$\frac{1}{2}$ $\rightarrow$ Th-Rt	Projected: 50%		1	411				1	411	0%		210	1	414		210	1	414
Right → Right	Mitigated: 50%	167	0	0	0		167	0	0	(2%)	1	168	0	0	0	168	0	0
→ Shared		101	0	0	·		107	0	0	0%		100	0	0	J	100	0	0
o ← Left		95	1	95	0		95	1	95		0	95	1	95	0	95	1	95
<del>⊆</del> <del>√</del> Lt-Th	W/B RTOR:	00	0_	0	Ĭ			0_	0			00	0_	0		00	0	0
odts ← Thru ts ← Th-Rt	Existing: 50%	203	1	203	0		203	1	203		0	203	1	203	0	203	1	203
₩ ← Th-Rt	Projected: 50%	200	0	0			200	0	0			200	0	0	Ŭ	200	0	0
⊕	Mitigated: 50%	161	1	31	0		161	1	31	0%	0	161	1	31	0	161	1	31
→ Shared		101	0	0	·		101	0	0	0%	U	101	0	0	U	101	0	0
Cr	ritical 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/ca	apacity (v/c) ratio:			0.826					0.826					0.828				0.828
	SAC adjustment:			0.756					0.756					0.758				0.758
	•													0.756				
Level	of Service (LOS):			С					С	1		ם ח				\ C T		С
												<u> </u>	OJE	СТ	I M P A	<u>1 U I</u>		

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Change in *v/c* due to project: Significantly impacted?

 $\begin{array}{cc} \text{O.002} & \Delta \textit{v/c} \text{ after mitigation:} \\ \text{NO} & \text{Fully mitigated?} \end{array}$ 

0.002 N/A

## Agoura Landmark TIA

Intersection No. 8	2015	, EXIST	ING	2015,	PROJEC	TED CUMU	ILATIVE	BASE			, WITH PE	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	4	Ambient G	rowth	Critical	Phases: 4	4	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd	C	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Street:	Signal S	System:	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
Roadside Dr/SB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed F	hasing:	0			Opposed F	Phasing: (		Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak: 8:00 AM	Counts Volume	Lanes	Lane		+ Area	= Total Volume	Longo	Lane		Project	= Total Volume	Longo	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Carres	Volume	Growth	Projects		Lanes 0	Volume	0%	Volume		Lanes	Volume			Carres	Volume
Lt-Th N/B RTOR:	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Thru Existing: 50%		2	177				2	177	(3%)			2	178			2	178
Th-Rt Projected: 50%	510	1	177	0		510	1	177	0%	0	510	1	178	0	510	1	178
Right Mitigated: 50%		0	0				0	0	(50%)	_		0	0			0	0
Left  Lt-Th  Of Thru  Th-Rt  CRight  Shared  N/B RTOR:  Existing: 50%  Mitigated: 50%  Mitigated: 50%	20	0	0	0		20	0	0	0%	4	24	0	0	0	24	0	0
1 1 0	135	1	135	0		135	1	135		0	135	1	135	0	135	1	135
Under the projected: 50%  Left  S/B RTOR:  S/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%  Mitigated: 50%	100	0	0			100	0	0	0%	U	100	0	0	o o	100	0	0
Thru Existing: 50%	800	2	400	0		800	2	400	53%	22	822	2	411	0	822	2	411
₹Th-RtProjected: 50%	000	0	0			000	0	0	0%		022	0	0	<u> </u>	022	0	0
	1029	1[	778	0		1029	1	778	0%	0	1029	1	778	0	1029	1[	778
Snared	.020	0	0				0	0	0%	Ŭ		0	0			0	0
Left	502	1	276	0		502	1	276		0	502	1	276	0	502	1	276
D → Lt-Th O → Thru  E/B RTOR: Existing: 50%		0	0				0	0	0%			0	0			0	0
→ Thru Existing: 50%	126	0	0	0		126	0	U	0%	0	126	0	U	0	126	0	0
Th-Rt Projected: 50%		0	247				0	247	0%			0	0			0	247
Right Mitigated: 50%	630	1 4	347 <b>635</b>	0		630	1	347 <b>635</b>	0% 0%	0	630	1 4 [	347 <b>635</b>	0	630	 	347 <b>635</b>
Shared		1	24				1	24	0%			1	24			1	24
☐ C Left ☐ T Lt-Th W/B RTOR:	24	, I	<u>24</u>	0		24	0	<u>24</u>	0%	0	24	1 [ 0	<u>24</u>	0	24	0	24
C→ Thru C→ Thru C→ Th-Rt C→ Right  W/B RTOR: Existing: 50% Projected: 50% Mitigated: 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	0
Right Mitigated: 50%		1	4				1	4	0%			1	4			1	1
Shared Shared	72	0	0	0		72	0	0	0%	0	72	Ö	0	0	72	0	0
Critical Volumes:	North-	South:	778			North-	South:	778			North-	South:	778		North-	South:	778
		-West:	659				-West:	659				-West:	659			-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 E
2000 01 001 VIOC (200).			<u> </u>					<u> </u>	<u> </u>		D D	: O J E		IMPA	\ C T		L

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Change in *v/c* due to project: Significantly impacted?

0.000 N/A

## Agoura Landmark TIA

Intersection No. 8	2015	, EXISTI	NG	2015,	PROJEC	TED CUML	JLATIVE	BASE			, WITH PE	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	4	Ambient G	rowth	Critical	Phases: 4	4	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd	С	apacity:	1375	from:	2015	C	Capacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Street:	Signal	System: :	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
Roadside Dr/SB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed F	Phasing: (				Opposed	Phasing: (		Gen 2	PM	0	0	0		Opposed F	hasing:	
PM Peak: 5:00 PM	Counts Volume	Lanes	Lane Volume	+ Amb.	+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		0	Oldine	Growth	Trojects		0	Volume	0%			0	Oldine			n O	Oldine
Lt-Th N/B RTOR:	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Thru Existing: 75%		2	265				2	265				2	272			2	272
Th-Rt Projected: 75%	748	1	265	0		748	1	265		1	749	1	272	0	749	1	272
Right Mitigated: 75%		0	0				0	0	(50%)			0	0	-		0	0
Left  Lt-Th  Of Thru  Th-Rt  CRight  Shared  N/B RTOR:  Existing: 75%  Projected: 75%  Mitigated: 75%	48	0	0	0		48	Ö	0	0%	20	68	0	Ö	0	68	0	0
1 1 . 0	150	1	150	0		150	1	150		0	150	1	150	0	150	1	150
D Left  Lt-Th  C	100	0	0			100	0	0	0%		100	0	0		100	0	0
Thru Existing: 50%	608	2	304	0		608	2	304		5	613	2	307	0	613	2	307
☐ Th-Rt Projected: 50%	000	0	0				0	0			0.0	0	0		0.0	0	0
	330	1	64	0		330	1	64		0	330	1	64	0	330	1	64
Snareu		0	0				0	0	0%			0	0			0	0
Left	533	1	293	0		533	1	293		0	533	1	293	0	533	1	293
D → Lt-Th O → Thru  E/B RTOR: Existing: 50%		0	0				0	0				0	0			0	0
Description of the property o	220	U	0	0		220	0	U	0% 0%	0	220	0	0	0	220	U	0
Th-Rt Projected: 50%		1	275				1	275	0%			1				1	275
Right Mitigated: 50%  Shared	681	4	375 <b>766</b>	0		681	45	375 <b>766</b>		0	681	1	375 <b>766</b>	0	681	1	375 <b>766</b>
C 1 - 64		1	21				1	21	0%			1	21			1	21
	21	Ċ	0	0		21	Ó	0		0	21	0	0	0	21		0
O ← Thru Existing: 50%		0	0				0	0	0%			0	0			0	0
C→ Thru C→ Thru C→ Th-Rt C→ Right C→ R	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Right Mitigated: 50%		1	206				1	206				1	206			1	206
Shared	281	0	0	0		281	0	0	0%	0	281	0	0	0	281	0	0
Critical Volumes:	North-	South:	415			North-	-South:	415			North-	South:	422		North-	South:	422
		-West:	972				t-West:	972				-West:	972			-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					5.744 F				E E
Level of dervice (LOG).	1			<u>I</u>					1		D D	OJE		IMPA	\ C T		L

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Change in *v/c* due to project: Significantly impacted?

0.005 N/A

## Agoura Landmark TIA

Intersection No. 9	2015	, EXISTI	NG	2015,	PROJEC	TED CUMU	LATIVE E	BASE			, WITH PF	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	4	Ambient C	rowth	Critical	Phases: 4	ļ	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd	C	apacity:	1375	from:	2015	С	apacity: 1	375	Trip	AM	41	7	48		С	apacity:	1375
East/West Street:	Signal S	System:	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal :	System:	2
Canwood St/NB Ramps	v/c red	duction:	7%	at:	0.75%	v/c red	duction: 7	1%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed F	hasing:	0			Opposed F	hasing: C	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak: 8:00 AM	Counts		Lane	- 1	+ Area	= Total	_	Lane		Project	= Total		Lane		Total		Lane
<b>5</b> 1 0	Volume	Lanes			Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Left  Lt-Th  Thru  Thru  Right  Right  M/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%	60	1	60	0		60	1_	60	0%	0	60	1[	<b>60</b>	0	60	1[	60
5 ← Lt-Th N/B RTOR:		0	250				0	0	0%			0	•			0	250
Thru Existing: 50%	711	2	356	0		711	2	356	(3%)	0	711	2	356	0	711	2	356
Th-Rt Projected: 50%		4	26				0	0				4	•			4	25
Right Mitigated: 50%	289	1	36	0		289	0	36	0%	0	289	0	25	0	289	1	25
Shared □ Left		0	0				0	0	0%			0	0			0	0
D Left  Lt-Th  A Thru  Lxisting: 50%  Th-Rt  Projected: 50%  Mitigated: 50%	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
Thru = 3/5 RTOR.   S/5 RTOR.   Existing: 50%		3	444				3	444	3%			3	444			3	444
Th-Rt Projected: 50%	1331	ے 0	<del></del>	0		1331	ა_ 0		0%	1	1332	<b>3</b> լ	<del></del>	0	1332	<b>၁</b> ု	
Right Mitigated: 50%		1	14				1	14	0%			1	14			1	14
Shared	40	0	0	0		40	0	14	0%	0	40	0	0	0	40	0	14
Left		1	51				1	51	0%			1	51	_		1	51
E/B RTOR:	51	Ö	0	0		51	Ò	0	0%	0	51	Ö	0	0	51	Ö	0
D → Lt-Th E/B RTOR: D → Thru Existing: 50%		0	Õ				Ö	0	0%			Ö	Õ			0	Ö
Th-Rt Projected: 50%  Right Mitigated: 50%	0	0	Õ	0		0	Ö	0	0%	0	0	Ö	Õ	0	0	Ô	Ö
Right Mitigated: 50%	400	1	98			400	1	98	0%		400	1	98		400	1	98
→ Shared	128	0	0	0		128	0	0	0%	0	128	0	0	0	128	0	0
C 1 - 61	F00	1	278			500	1	278	50%	04	507	1	290	_	<b>507</b>	1	290
C Lt-Th W/B RTOR:	506	1	335	0		506	1	335	0%	21	527	1	344	0	527	1	344
Q ← Thru Existing: 50%	107	0	0			407	0	0	0%	0	107	0	0	0	107	0	0
Thru Existing: 50%  Th-Rt Projected: 50%	107	0	0	U		107	0	0	0%	U	107	0	0	U	107	0	0
Right Mitigated: 50%	686	2	377	0		686	2	377	0%	0	686	2	377	0	686	2	377
> <del>↑</del> Shared	000	0	0	U		000	0	0	0%	U	000	0	0	U	000	0	0
Critical Volumes:	North-	South:	504			North-	South:	504			North-	South:	504		North-	South:	504
		-West:	433				-West:	433				-West:	442			-West:	442
		Total:	936				Total:	936				Total:	946			Total:	946
Volume/capacity ( <i>v/c</i> ) 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):			В					В			D D	O 1 F	<u>В</u>	IMPA	V C T		В

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Change in *v/c* due to project: Significantly impacted?

0.007 N/A

## Agoura Landmark TIA

Intersec	tion No. 9	2015	, EXISTI	NG	2015,	PROJEC	TED CUML	JLATIVE I	BASE			, WITH PE	ROJECT		2015, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases: 4	4	Ambient C	<u>Frowth</u>	Critical	Phases: 4	1	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd		C	apacity:	1375	from:	2015	C	apacity: 1	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Stree	et:	Signal S	System: 2	2	to:	2015	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
Canwood S	t/NB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing: (				Opposed	Phasing: (		Gen 2	PM	0	0	0		Opposed F	hasing:	
PM Peak:	5:00 PM	Counts Volume	Lanes	Lane Volume	+ Amb.	+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume		Total Volume	Lanes	Lane Volume
			1	44	Orowin	Trojects		1	44				1	44			1	44
D Left  Lt-Th  Of Thru  ↑ Th-Rt  C Right  ↑ Shared	N/B RTOR:	44	0	0	0		44	0	0	0%	0	44	0	0	0	44	0	0
S ↑ Thru	Existing: 75%	054	2	476			0=4	2	476			050	2	476		050	2	476
☐ → Th-Rt	Projected: 75%	951	0	0	0		951	0	0	0%	1	952	0	0	0	952	0	0
☐ ← Right	Mitigated: 75%	500	1	419			500	1	419	0%		500	1	415	0	500	1	415
Z ↔ Shared		586	0	0	0		586	0	0	0%	0	586	0	0	0	586	0	0
⊵ \Left		0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0
punoquin Quinoq Quinoquin Quinoquin Quinoq Quinoq Quinoq Quinoq Quinoq Quin	S/B RTOR:	Ŭ	0	0				0	0	0%			0	0		Ŭ	0	0
S	Existing: 50%	745	3	248	0		745	3	248		0	745	3	248		745	3	248
∓ ← Th-Rt	Projected: 50%		0	0				0	0				0	0			0	0
	Mitigated: 50%	59	1	21	0		59	1	21	0%	0	59	1	21	0	59	1	21
Shared ✓ Left			1	77				1	77	0% 0%			1	<u> </u>			1	77
D → Lt-Th	E/B RTOR:	77	1 L 0	0	0		77	0 0	0		0	77	1 L 0	0	- I	77	0	- //
DU → Lt-Th O → Thru	Existing: 50%		0	0				0	0	0%			0	0			0	0
$\frac{1}{2}$ $\rightarrow$ Th-Rt	Projected: 50%	9	0	0	0		9	0	0	0%	0	9	Õ	0	(1)	9	0	Ô
Right	Mitigated: 50%		1	94				1	94	0%			1	94			1	94
□ → Shared		116	0	0	0		116	0	0	0%	0	116	0	0	0	116	0	0
_ C Left		202	1	123	0		202	1	123	50%	-	220	1	125	_	200	1	125
⊑ <del>√</del> Lt-Th	W/B RTOR:	223	1	174	U		223	1	174	0%	5	228	1	177	0	228	1	177
Mest Mest Mest Mest Mest Th-Rt Right	Existing: 50%	74	0	0	0		74	0	0	0%	0	74	0	0	0	74	0	0
₹ ← Th-Rt	Projected: 50%	74	0_	0	U		/4	0_	0	0%	U	74	0_	0	U	74	0	0
S ← Right	Mitigated: 50%	693	2	381	0		693	2	381	0%	0	693	2	381	0	693	2	381
> → Shared		000	0	0			000	0	0			000	0	0		000	0	0
Cı	ritical Volumes:	North-	South:	476			North-	South:	476			North-	South:	476		North-	South:	476
			-West:	458			East	t-West:	458				-West:	458			-West:	458
		,	Total:	934				Total:	934				Total:	934	,		Total:	934
Volume/ca	apacity (v/c) ratio:			0.679					0.679					0.679				0.679
v/c less AT	ΓSAC adjustment:			0.609					0.609					0.609				0.609
Level	of Service (LOS):			В					В					В				В
												PR	OJE		IMPA	1 C T		

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Developed 2005-2007 by Ken Aitchison

Change in *v/c* due to project: Significantly impacted?

0.000 N/A Project: Agoura Landmark TIA

**DOT Case Number:** 

Year of counts: 2015
Project buildout: 2018

Ambient growth: 0.75% per year

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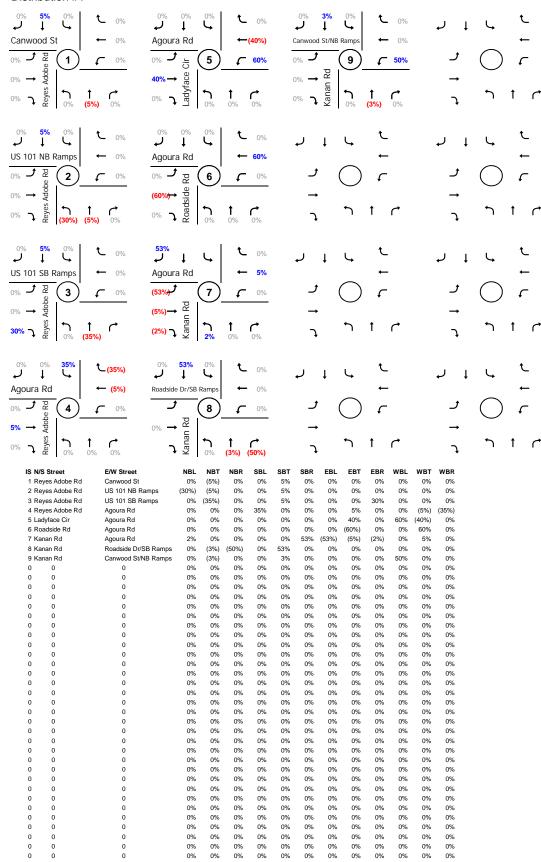
Landmark.xls

Project Trip	Generation	Adjace	nt to Pr	oject	No	t Adjace	ent
l roject mp	Generation	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	j (2015)	Cumulative	(2018) Base	Future (201	18) with proj	Projec	t Impact	ı	After mitigat	ion
No.	Intersection	Hour	v/c	LOS	v/c	LOS	v/c	LOS	<b>∆</b> <i>v/c</i>	significant?	v/c	<b>∆</b> <i>v/c</i>	mitigated?
1	Reyes Adobe Rd &	AM	0.451	Α	0.496	Α	0.497	Α	0.001	NO			N/A
	Canwood St	PM	0.348	Α	0.392	Α	0.392	Α	0.000	NO			N/A
2	Reyes Adobe Rd &	AM	0.621	В	0.673	В	0.675	В	0.002	NO			N/A
	US 101 NB Ramps	PM	0.520	Α	0.551	Α	0.555	Α	0.004	NO			N/A
3	Reyes Adobe Rd &	AM	0.509	Α	0.542	Α	0.551	Α	0.009	NO			N/A
	US 101 SB Ramps	PM	0.487	Α	0.530	Α	0.535	Α	0.005	NO			N/A
4	Reyes Adobe Rd &	AM	0.436	Α	0.499	А	0.504	Α	0.005	NO			N/A
	Agoura Rd	PM	0.629	В	0.762	С	0.773	С	0.011	NO			N/A
5	Ladyface Cir &	AM	0.120	Α	0.211	Α	0.217	Α	0.006	NO			N/A
	Agoura Rd	PM	0.260	Α	0.378	Α	0.385	Α	0.007	NO			N/A
6	Roadside Rd &	AM	0.173	Α	0.480	А	0.490	Α	0.010	NO			N/A
	Agoura Rd	PM	0.196	Α	0.549	Α	0.551	Α	0.002	NO			N/A
7	Kanan Rd &	AM	0.492	Α	0.605	В	0.607	В	0.002	NO			N/A
	Agoura Rd	PM	0.756	С	0.952	Е	0.954	Е	0.002	NO			N/A
8	Kanan Rd &	AM	0.975	Е	1.106	F	1.106	F	0.000	NO			N/A
	Roadside Dr/SB Ramps	PM	0.939	Е	1.114	F	1.119	F	0.005	NO			N/A
9	Kanan Rd &	AM	0.611	В	0.679	В	0.686	В	0.007	NO			N/A
	Canwood St/NB Ramps	PM	0.609	В	0.660	В	0.660	В	0.000	NO			N/A

#### Distribution #1



## Agoura Landmark TIA

Intersec	tion No. 1	2015	, EXISTI	NG	2018,	PROJEC <sup>-</sup>	TED CUMU	LATIVE E	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	3	Ambient G	<u>rowth</u>	Critical	Phases: 3	3	☑ Ad	jacen	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	oe Rd	Ca	apacity:	1425	from:	2015	C	apacity: 1	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stre	et:	Signal S	System: :	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
Canwood S		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing: :	2			Opposed F	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	Phasing:	2
AM Peak:	8:00 AM	Counts		Lane	- 1	+ Area	= Total	Lamas	Lane		Project	= Total		Lane	, ,	Total		Lane
<del>-</del>	0.007	Volume	Lanes 2	Volume 74		Projects	Volume	Lanes 2	Volume 80	0%	Volume	Volume	Lanes 2	Volume 80		Volume	Lanes 2	Volume 80
octhood tr-Luck tr	N/B RTOR:	135	0		3	8	146	0	00	0%	0	146	0	00	0	146	0	00
O ↑ Thru	Existing: 50%		1	307				1	335	(5%)			1	335			1	335
Th-Rt	Projected: 50%	514	1	307	12	35	561	1	335		0	561	1	335		561	1	335
o ← Right	Mitigated: 50%		0	0.07				0	0	0%	_		0	0			0	0
≥ ⇔Shared	g	99	0	0	2	8	109	0	0	0%	0	109	0	0	0	109	0	0
1 1 0		31	1	31	4	0	22	1	32	0%	0	22	1	32	0	22	1	32
punoquin Qu	S/B RTOR:	31	0	0		U	32	0	0	0%	U	32	0	0	U	32	0	0
<u></u>	Existing: 50%	837	1	434	19	44	900	1	465	5%	2	902	1	466		902	1	466
£ ← Th-Rt	Projected: 50%	037	1	434	19	44	900	1_	465	0%		902	1	466	U	902	1	466
	Mitigated: 50%	30	0	0	1	0	31	0	0	0%	0	31	0	0	0	31	0	0
Shared		30	0	0	1	U		0	0	0%			0	0			0	0
Left		32	0	0	1 1	0	33	0	0	0%	0	33	0	0	0	33	0	0
Dunder Lt-Th O → Thru	E/B RTOR:	-	1	50				1	51	0%			1	51			1	51
o → Thru	Existing: 50%	18	Ü	0	0	0	18	0	0	0%	0	18	0	0	0	18	0	0
Th-Rt  Right	Projected: 50%		0 4	400				0 1	425	0%			0	425	_		4	425
Right Shared	Mitigated: 50%	191	1 L 0	<b>123</b>	4	13	208	0 0	135 0	0% 0%	0	208	0	135	0	208	յլ 0	135
C 1 - 64			1	111				1	126	0%			1	126			1	126
□ C Lert □ C T-Th	W/B RTOR:	111	0	<u></u>	3	12	126	o l	0	0%	0	126	0	120	0	126	0	120
☐ ↓ Lt-III	Existing: 50%		0	0				Õ	0	0%			Õ	0			0	0
Thru ts ← Thru	Projected: 50%	8	1	33	0	0	8	1	34	0%	0	8	1	34	0	8	1	34
Right	Mitigated: 50%	0.5	0	0			00	0	0	0%		00	0	0			0	0
Shared Shared		25	0	0	1	0	26	Ō	Ō	0%	0	26	Ō	0	0	26	0	Ō
С	ritical Volumes:	North-	South:	508			North-	South:	546			North-	South:	547		North-	South:	547
			-West:	234				-West:	261				-West:	261			-West:	261
			Total:	742				Total:	807				Total:	808			Total:	808
Volume/ca	apacity (v/c) ratio:			0.521					0.566					0.567				0.567
	TSAC adjustment:			0.451					0.496					0.497				0.497
	of Service (LOS):			A					A					A				Α
Level	or our vide (LOS).				l					l		D D	O 1 F		IMPA	\ C T		

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Developed 2005-2007 by Ken Aitchison

Change in *v/c* due to project: Significantly impacted?

0.001 N/A

## Agoura Landmark TIA

Intersection No. 1	2015	, EXISTI	NG	2018,	PROJEC <sup>*</sup>	TED CUML	ILATIVE	BASE		2018	, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases: 3	3	Ambient G	rowth	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adobe Rd	C	apacity: 1	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Street:	Signal S	System: 🛭	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
Canwood St	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed F	hasing: 2				Opposed I	Phasing: 2		Gen 2	PM	0	0	0		Opposed F	hasing:	
PM Peak: 5:00 PM	Counts Volume	Lanes	Lane Volume		+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		2	94	Growth			2	101				2	101			2	101
Lt-Th N/B RTOR:	170	0	0	4	10	184	0	101	0%	0	184	0	101	0	184	0	101
Thru Existing: 75%		1	347				1	382	(5%)			1	383			1	383
Th-Rt Projected: 75%	588	1	347	13	45	646	i	382	0%	2	648	1	383	0	648	1	383
Right Mitigated: 75%		0	047				0	002	0%			0	000			0	000
Left  Lt-Th  Lt-Th  Criminal Thru  C	106	0	0	2	10	118	0	0	0%	0	118	0	0	0	118	0	0
1 1 0	25	1	25	1	0	26	1	26		0	26	1	26	0	26	1	<b>26</b>
Under the projected: 50%  Left  S/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%  Mitigated: 50%	20	0	0		U	20	0	0	0%		20	0	0	· ·	20	0	0
Thru Existing: 50%	387	1	217	9	54	450	1	249		0	450	1	249	0	450	1	249
☐ ☐ Th-Rt Projected: 50%	001	1	217		Ŭ '	100	1	249			100	1	249		100	1	249
	47	0	0	1	0	48	0	0	0%	0	48	0	0	0	48	0	0
Snareu		0	0				0	0	0%			0	0			0	0
Left	56	0	0	1	0	57	0	0		0	57	0	0	0	57	0	0
D → Lt-Th O → Thru  E/B RTOR: Existing: 50%		1	66				1	68				1	68			1	68
→ Thru Existing: 50%	10	0	0	0	0	10	0	0	0% 0%	0	10	0	0	0	10	0	U
Th-Rt Projected: 50%		4	444				1 1	424	0%			4	424	-		4	424
Right Mitigated: 50%  Shared	196	0	111	4	13	213	0	<b>121</b>	0%	0	213	0	121	0	213	0 0	121
C 1 - 64		1	112				1	129				1	129			1	129
	112	o	112	3	14	129	0	129		0	129	0	129	0	129	0	129
O ← Thru Existing: 50%		0	0				0	0	0%			0	0			0	0
C→ Thru C→ Thru C→ Th-Rt C→ Right C→ R	38	1	75	1	0	39	1	77	0%	0	39	1	77	0	39	1	77
Right Mitigated: 50%		Ò	0				Ó	0				Ö	0			Ò	, ,
Shared Shared	37	0	Ö	1	0	38	0	0		0	38	Ö	ő	0	38	Ö	Ö
Critical Volumes:	North-	South:	372			North-	South:	408			North-	South:	409		North-	South:	409
		-West:	223				-West:	250	1			-West:	250			-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):			Α					A					A				A
2000 01 0010100 (200).	<u> </u>			l					1		D D	OJE		IMPA	\ C T		$\overline{}$

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Developed 2005-2007 by Ken Aitchison

Change in *v/c* due to project: Significantly impacted?

0.000 N/A

## Agoura Landmark TIA

Intersec	tion No. 2	2015	, EXISTI	NG	2018,	PROJECT	TED CUML	JLATI VE I	BASE		2018	, WITH PE	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases:	3	Ambient C	<u>Frowth</u>	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adob	oe Rd	C	apacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stree	et:	Signal S	System: :	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal S	System:	2
US 101 NB	Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak	8:00 AM	Counts		Lane		+ Area	= Total	_	Lane		Project	= Total		Lane	_	Total		Lane
<b>4</b> 1 C	0.00 AW	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Octhbound Child C	N/D DTOD	75	2	41	2	24	101	2	55	(30%)	2	103	2	<u>56</u>	0	103	2	56
Lt-Th	N/B RTOR:		0	400				0	040	0%			0	0			0	040
S ↑ Thru	Existing: 50%	378	2	189	9	51	438	2	219	(5%)	0	438	2	219	0	438	2	219
£ 1 Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Mitigated: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Tishared			0	0				0	0	0%			0	0			0	0
p ↓Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
punoqutno ↓ Lt-Th Quitno ↓ Thru ↓ Th-Rt ↓ Right	S/B RTOR:		0	0				0_	0	0%			0	0	-		0	0
<u>Q</u> ↓ 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
	Mitigated: 50%	494	0	0	11	0	505	0	0	0%	0	505	0	0	0	505	0	0
Snared			0	0				0	0	0%			0	0			0	0
Left		0	0	0	()	0	0	0	0	0%	0	0	0	0	0	0	0	0
D → Lt-Th O → Thru	E/B RTOR:		0	0				0	0	0%			0	0		, i	0	0
ರ್ → Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
ts → Th-Rt	Projected: 50%		0	0				0	0	0%			0	0		_	0	0
Right → 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
o ← Left		333	0_	0	8	6	347	0_	0	0%	0	347	0	0	0	347	0	0
⋚ <del>∵</del> Lt-Th	W/B RTOR:	000	1	333		o o	0	1	347	0%		0	1	347		011	1[	347
Thru ts ← Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
ts ← Th-Rt	Projected: 50%		0	0				0	0	0%			0	0		_	0	0
⊕	Mitigated: 50%	315	1	315	7	0	322	1	322	0%	0	322	1	322	0	322	1	322
→ Shared		010	0	0	,	U	022	0	0	0%	- U	022	0	0	J	022	0	0
C	ritical Volumes:	North-	South:	652					713			North-	South:	715		North-	South:	715
		East	-West:	333			East	t-West:	347			East	-West:	347		East	-West:	347
			Total:	985				Total:	1059				Total:	1061			Total:	1061
Volume/ca	apacity (v/c) ratio:			0.691					0.743					0.745				0.745
	ΓSAC adjustment:			0.621					0.673					0.675				0.675
	•																	
Level	of Service (LOS):			В					В			ם ח		В		\ C T		В
												<u> </u>	OJE	<u>. U I</u>	I M P A	<u>1 U I</u>		

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Change in *v/c* due to project: Significantly impacted?

0.002 \( \Delta v/c \) after mitigation: NO Fully mitigated?

0.002 N/A

## Agoura Landmark TIA

Intersec	tion No. 2	2015	, EXISTI	NG	2018,	PROJEC <sup>-</sup>	TED CUML	JLATIVE E	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	3	Ambient G	<u>rowth</u>	Critical	Phases: 3	3	☑ Adj	acen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	be Rd	C	apacity:	1425	from:	2015	C	apacity: 1	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stre	et:	Signal S	System: :	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
<b>US 101 NB</b>	Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date:	: 01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing: C	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
PM Peak:	5:00 PM	Counts	Lanca	Lane		+ Area	= Total	1	Lane		Project	Total		Lane		Total		Lane
<del>-</del> 1 0		Volume	Lanes 2	Volume 182	Growth	Projects	Volume	Lanes	Volume 199	(30%)	/olume	Volume	Lanes 2	Volume 205		Volume	Lanes 2	Volume 205
p Left Lt-Th Od Thru Th-Rt ORight	N/B RTOR:	331	2 0	102	8	23	362	2 0	199	0%	12	374	0	<u>205</u>	0	374		205
O ↑ Thru			2	336				2	377	(5%)			2	378			3	378
Th-Rt	Existing: 50% Projected: 50%	671	0	330	15	67	753	0	311	0%	2	755	0	370 0		755	0	3/0
O Right	Mitigated: 50%		0	0				0	0	0%			0	0			0	0
Shared	Willigated. 5078	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
1 1 6			0	0				0	0	0%			0	0			0	0
Lt-Th	S/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
2 ↓ Thru	Existing: 50%		1	287				1	361	5%			1	361			1	361
☐ Th-Rt	Projected: 50%	287	1	340	7	80	374	1	361	0%	0	374	1	361	0	374	1	361
tert punoqupunoq	Mitigated: 50%		0	0.0	-			0	0	0%			0	0			0	0
Shared		340	0	0	8	0	348	0	0	0%	0	348	0	0	0	348	0	0
J Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Dunder Lt-Th	E/B RTOR:	0	0	0	U	U	0	0	0	0%	U	0	0	0	U	0	0	0
o → Thru	Existing: 0%	0	0	0		0	0	0	0	0%	0	0	0	0	0	0	0	0
Th-Rt  Right	Projected: 0%	U	0	0	U	U	U	0	0	0%	U	U	0	0	U	U	0	0
Right → Right	Mitigated: 0%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
— <del>→</del> Shared		U	0	0	Ĭ	U	<u> </u>	0	0	0%	U		0	0		U	0	0
o ← Left		93	0	0		7	102	0	0	0%	0	102	0	0		102	0	0
□ C Lert □ C T-Th	W/B RTOR:	00	1	93	_	'	102	1	102	0%	U	102	1	102	· ·	102	1	102
	Existing: 0%	0	0	0	0	o	0	0	0	0%	0	0	0	0	0	0	0	0
Th-Rt ← Th-Rt	Projected: 0%		0_	0				0_	0	0%			0	0		ŭ	0	0
⊕ Right	Mitigated: 0%	318	1	318	7	0	325	1	325	0%	0	325	1	325		325	1	325
→ Shared			0	0				0	0	0%			0	0			0	0
С	ritical Volumes:	North-	South:	522			North-	South:	559			North-	South:	566		North-	South:	566
			-West:	318			East	t-West:	325			East	-West:	325			-West:	325
			Total:	840				Total:	885			,	Total:	891			Total:	891
Volume/ca	apacity ( <i>v/c</i> ) ratio:			0.590					0.621					0.625				0.625
v/c less A	TSAC adjustment:			0.520	1				0.551					0.555				0.555
Level	of Service (LOS):			Α					Α					Α				Α
	- (/-	<u> </u>		, \	1					<u> </u>		D D	<u> </u>		IMP	\ C T		, \

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Developed 2005-2007 by Ken Aitchison

Change in *v/c* due to project: Significantly impacted?

0.004 N/A

## Agoura Landmark TIA

Intersec	tion No. 3	2015	, EXISTI	NG	2018	, PROJEC	TED CUML	JLATIVE E	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases: 3	3	Ambient C	<u>Growth</u>	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	oe Rd	C	apacity:	1425	from:	2015	C	apacity: 1	425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stree	et:	Signal S	System: 2	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
US 101 SB	Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	1%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing: C	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	O.OO AIVI	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Drubbar Dr	N/D DTOD	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Lt-Th	N/B RTOR:		0	75				0	0	0%			0	445			0	0
Of Thru	Existing: 50%	150	2	75	3	75	228	2	114		2	230	2	115	0	230	2	115
£ ∱Th-Rt	Projected: 50%		0	101				0	0	0%			0	0			0	0
	Mitigated: 50%	101	1	101	2	8	111	1	111	0%	0	111	1	111	0	111	1	111
Tisnared			0	075				0	004	0%			0	004			0	0
p ↓Left		500	2	275	11	0	511	2	281	0%	0	511	2	281	0	511	2	281
punoqutino ↓ Thru ↓ Th-Rt Right	S/B RTOR:		0	0				0	0				0	0			0	0
S ↓ Thru	Existing: 50%	565	2	283	13	75	653	2	326		2	655	2	327	0	655	2	327
± ← Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Mitigated: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Snared			0	0				0	0	0%			0	0	ŭ		0	0
Left		310	1	310	7	0	317	1	317	0%	0	317	1	317	0	317	1	317
D → Lt-Th O → Thru	E/B RTOR:	0.0	0	0	_		• • • • • • • • • • • • • • • • • • • •	0	0	0%		• • • • • • • • • • • • • • • • • • • •	0	0		• • • • • • • • • • • • • • • • • • • •	0	0
o → Thru	Existing: 0%	2	0_	0	0	0	2	0_	0	0%	0	2	0	0	0	2	0	0
$\frac{0}{t}$ $\rightarrow$ Th-Rt	Projected: 0%	_	1	449			_	1_	477	0%		_	1	489		_	1	489
© → Right	Mitigated: 0%	447	0	0	1()	18	475	0	0		12	487	0	0	0	487	0	0
→ Shared			0	0				0	0				0	0			0	0
o ← Left		0	0	0		0	0	0	0		0	0	0	0	0	0	0	0
Š <del>√</del> Lt-Th	W/B RTOR:		0	0			•	0	0			•	0	0		Ĭ	0	0
octs ← Thru ts ← Th-Rt	Existing: 0%	0	0	0	0	o	0	0	0		0	0	0	0	0	0	0	0
₩ ← Th-Rt	Projected: 0%		0	0			•	0	0			•	0	0		Ĭ	0	0
⊗ ← Right	Mitigated: 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
С	ritical 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/ca	apacity (v/c) ratio:			0.579					0.612					0.621				0.621
	TSAC adjustment:			0.509					0.542					0.551				0.551
	of Service (LOS):													Λ				
Level	or service (LOS):			A					Α	1		ם ח	0.15	<u>A</u>		\ C T		A
												<u> </u>	OJE		I M P A	<del>1 U I</del>		

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Change in *v/c* due to project: Significantly impacted?

0.009  $\Delta v/c$  after mitigation: NO Fully mitigated?

0.009 N/A

## Agoura Landmark TIA

Intersection No. 3	2015	, EXIST	ING	2018,	PROJEC	TED CUMU	JLATIVE	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	3	Ambient C	<u>rowth</u>	Critical	Phases:	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adobe Rd	C	Capacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Street:	Signal	System:	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal	System:	2
US 101 SB Ramps	v/c re	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed I	Phasing:	0			Opposed F	Phasing: (	0	Gen 2	PM	0	0	0		Opposed F	Phasing:	0
PM Peak: 5:00 PM	Counts		Lane		+ Area	= Total		Lane	I	Project	Total		Lane	,	Total		Lane
	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Left  Lt-Th  Characteristic Control Co	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
☐ Lt-Th N/B RTOR:		0	000	-			0	0.40	0%			0	0.50			0	0.50
Thru Existing: 50%	596	2	298	14	89	699	2	349		14	713	2	356	0	713	2	356
Th-Rt Projected: 50%		0	0				0	0	0%			0	0			0	0
Right Mitigated: 50%	261	1	261	6	8	275	1	275		0	275	1	275	0	275	1	275
`Y`Snared		0	0				0	0	0%			0	0			0	0
p ↓Left	153	2	84	3	0	156	2	86		0	156	2	86	0	156	2	86
Under the projected of		0	0				0	0	0%			0	0			0	4.53
Thru Existing: 50%	224	2	112	5	84	313	2	157	5%	0	313	2	157	0	313	2	157
Th-Rt Projected: 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
Snareu		0	0				0	0	0%			0	100			0	<u> </u>
Left	411	1	411	9	0	420	1	420		0	420	1	420	0	420	1	420
D → Lt-Th E/B RTOR: D → Thru Existing: 50%		0	0				0	0				0	0			0	0
Thru Existing: 50%	5	0	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	0
Th-Rt Projected: 50%  Right Mitigated: 50%		1	204				1	254				1	257		_	1	257
	199	0	0	5	45	249	0	0		3	252	0	0	0	252	0	0
→ Shared		0	0				0	0				0	0			0	0
_ C Left	0	0	0	()	0	0	0	0		0	0	0	0	0	0	0	0
C ← Left  C ← Lt-Th  W/B RTOR:		0	0	_		_	0	0			_	0	0		_	0	0
Thru Existing: 50%  Thrace Thru Existing: 50%  Th-Rt Projected: 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
Right Mitigated: 50%	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:	382	1		North-	South:	435			North-	South:	442		North-	South:	442
	East	t-West:	411			East	t-West:	420			East	-West:	420		East	-West:	420
	1	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	1									_				
Level of Service (LOS)	· <u>l</u>			<u> </u>				A			D D	O 1 F	<u>A</u>	IMP	V C T		A

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Change in *v/c* due to project: Significantly impacted?

0.005 N/A

## Agoura Landmark TIA

North-Youth Street:   Capacity: 1375	Intersec	tion No. 4	2015	, EXISTI	NG	2018	, PROJEC	TED CUML	JLATIVE	BASE		2018	B, WITH PE	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
EastWest   Street   Agourn Ref   Agourn Re	North/South St	reet:	Critical	Phases:	4	Ambient C	<u>Growth</u>	Critical	Phases:	4	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Agoura Rd Analysis Date: 0/11/2016 Opposed Phasing: 1 Counts AM Peak: 8:00 AM Fig. 1 Lin	Reyes Adok	oe Rd	Ca	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
Analysis Date:   Olf 1/12/016   AM Peak:   B: OO AM   Counts   C	East/West Stree	et:	Signal S	System: 1	2	to:	2018	Signal	System:	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
AM Peak: 8:00 AM	Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
AM Peak: 8:00 AM   Volume   Lanes   Volume   Growth   Projects   Volume   Lanes   Volume   Volume   Volume   Volume   Volume   Lanes   Volum	Analysis Date:	01/11/2016	Opposed P	hasing:	1			Opposed	Phasing:	1	Gen 2	PM	0	0	0		Opposed F	hasing:	1
Left   Solid   Lit Th   Note RTOR:   4	AM Peak	8.00 AM										-				_			
Second   Thru   Existing 50%   Solution	<del>-</del> 1 6	0.00 / tivi	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Critical Volumes:   North-South:   Volume/capacity (w/c) ratio:   Volume/capacity (w/c) rat	C there	N/D DTOD.	4	0	4	0	0	4	1	4		0	4	1	4	0	4	1	4
Critical Volumes:   North-South:   Volume/capacity (w/c) ratio:   Volume/capacity (w/c) rat	] 5 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			0	0				0	0				0	0			0	0
Critical Volumes:   North-South:   Volume/capacity (w/c) ratio:   Volume/capacity (w/c) rat	Ja i inru		3	4		0	0	3	4	U		0	3	4	U F	0	3	4	U
Critical Volumes:   North-South:   Volume/capacity (w/c) ratio:   Volume/capacity (w/c) rat	Fr In-Rt			1	<u> </u>				1	5				1	5			1	5
Shared   Sign   Sign		Mitigated: 50%	2	0	0	0	0	2	0	0		0	2	•	0	0	2	0	0
Section   Sect	Tashared			4	240					272					200				200
Shared	D → Leit	C/D DTOD.	397	1		9	89	495	1			14	509	1		0	509	1	
Shared	⊃ ↓ → Ll-111			1	212				1	257				1	203			1	203
Shared	To 1 Tr Dr	o o	33	0	0	1	0	34	•	0		0	34	•	0	0	34	0	0
Shared	± 1n-Rt	,		4	464					474				4	474	-		4	474
Shared   108   1   108   2   9   119   1   119   0   0   0   0   0   0   0   119   1   119   0   0   0   0   0   0   0   0   0		Mitigated: 50%	515	IL	401	12	7	534	L	4/4		0	534	1[	4/4	0	534	11	4/4
Critical Volumes:   North-South:   466   East-West:   230   Total:   696   Total:   783   Total:   789   Tota	Snared				100					440					440				110
Th-Rt   Projected: 50%   Mitigated: 50%   3   0   0   0   0   3   0   0   0   0	LCIL	E /D DTOD	108			2	9	119	L			0	119	L		0	119		_
Th-Rt   Projected: 50%   Mitigated: 50%   3   0   0   0   0   3   0   0   0   0	□ → Lt-In			4					4					0				4	
Right   Mitigated: 50%   3   0   0   0   0   3   0   0   0   0			134	1		·	57	194	1			2	196	1		0	196	1	
Shared   S	ts 2 Diapt	,		1					1					1				1	100
Critical Volumes:   North-South:   466   East-West:   230   Total:   696   Volume/capacity (v/c) ratio:   v/c less ATSAC adjustment:   Level of Service (LOS):   A   Miligand:   A   A   A   A	<u>                                   </u>	Milligated: 50%	3			0	0	3				0	3		_	0	3		U O
Critical Volumes:   North-South:   466   East-West:   230   Total:   783   Total:   789   Volume/capacity (√c) ratio:   √c less ATSAC adjustment:   Level of Service (LOS):   A   A   A   A   A   A   A   A   A	C Loft			1						1									
Thru Existing: 50%		W/P DTOD.	1			0	0	1				0	1			0	1		<u> </u>
The projected: 50%   Nitigated: 50%   North-South:   A   North-South:   A   North-South:   A   North-South:   A   North-South:   A   North-South:   A   A   A   A   A   A   A   A      The projected: 50%   Projected: 50%   Nitigated: 50%   North-South:   A   North-South:   A   A   A   A   A   A      The projected: 50%   Nitigated: 50%   Nitigated: 50%   Nitigated: 50%   Nitigated: 50%   Nitigated: 50%   North-South:   A   North-South:   A   A   A      The projected: 50%   Nitigated: 50%   Nitigated: 50%   Nitigated: 50%   North-South:   A   A      A   North-South:   A   A   A      Total: 50%   North-South:   A   A      A   North-South:   A   A      A   North-South:   A   A      A   North-South:   A      A   Nort	]			1	122				1					1				1	196
Shared     108   0   0   0   2   74   184   0   0   0   0   0   0   0   0   0	4 7 Th Dt	, and the second	136	1		3	46	185	4			1	186	1 4		0	186	4	
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         0.504           v/c less ATSAC adjustment:         0.436         0.499         0.504         0.504           Level of Service (LOS):         A         A         A         A	S ← Dight	,		, I					. F					1				, i	190
Critical Volumes:         North-South:         466         North-South:         479         North-South:         479           East-West:         230         East-West:         304         East-West:         310           Total:         696         Total:         783         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	Sharad	wittigated: 50%	108	0		2	74	184				6	190			0	190	0	U O
East-West: 230   East-West: 304   East-West: 310   Total: 310   Total: 783   Total: 789   Tota					<u> </u>				<u> </u>	<u> </u>	0%								470
Volume/capacity (v/c) ratio:         Total:         696         Total:         783         Total:         789         Total:         789           Volume/capacity (v/c) ratio:         0.506         0.569         0.574         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	C	ritical Volumes:																	
Volume/capacity (v/c) ratio:         0.506         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								East											
v/c less ATSAC adjustment:         0.436         0.499         0.504           Level of Service (LOS):         A         A         A         A				ı otal:					rotal:					l otal:				l otal:	
Level of Service (LOS): A A A	Volume/ca	apacity (v/c) ratio:			0.506					0.569					0.574				0.574
	v/c less A	TSAC adjustment:			0.436					0.499					0.504				0.504
	Level	of Service (LOS):			Α					Α					Α				Α
	<u> </u>	, ,	1										PR	OJF	CT	IMPA	A C T		

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Change in *v/c* due to project: Significantly impacted?

 $\begin{array}{cc} \text{O.005} & \Delta \textit{v/c} \text{ after mitigation:} \\ \text{NO} & \text{Fully mitigated?} \end{array}$ 

0.005 N/A

## Agoura Landmark TIA

Intersec	tion No. 4	2015	, EXISTI	NG	2018,	PROJEC <sup>*</sup>	TED CUML	JLATIVE	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	4	Ambient G	<u>Frowth</u>	Critical	Phases: 4	4	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Reyes Adol	oe Rd	Ca	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Stree	et:	Signal S	System: 1	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal S	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing:	1			Opposed I	Phasing: 1	1	Gen 2	PM	0	0	0		Opposed F	hasing:	1
PM Peak:	5:00 PM	Counts	1	Lane	+ Amb.	+ Area	= Total		Lane		Project	Total		Lane	,	Total		Lane
<b>4</b> 1 C	0.001 111	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
p ↑ Left Lt-Th	N/B RTOR:	12	0	12 0	0	0	12	0	12 0	0% 0%	0	12	0	12 0	0	12	0	12 0
Dundham Orthod Dundham → Th-Rt → Right	Existing: 0% Projected: 0%	25	0 1	<u>0</u> 35	1	0	26	0 1	<u>0</u> <b>36</b>	0% 0%	0	26	0 1	<u>0</u> <b>36</b>	0	26	0 1	<u>0</u>
©	Mitigated: 0%	40	0	0		_	40	0	0	0%	_	40	0	0		40	0	0
Z ↔ Shared		10	0	0	0	0	10	0	0	0%	0	10	0	0	0	10	0	0
Up	S/B RTOR:	257	1[	<b>141</b> 136	6	116	379	1	<b>208</b> 191	35% 0%	3	382	1	<b>210</b> 192	0	382	1	<b>210</b> 192
punoquith Q	Existing: 0%	20	0	0	0	0	20	0	0	0%	0	20	0	0	0	20	0	0
∓ d Th-Rt	Projected: 0%	20	0	0	U	U	20	0	0	0%	U	20	0	0	U	20	0	0
Shared → Shared	Mitigated: 0%	97	1	97	2	8	107	1	107	0% 0%	0	107	1	107	0	107	1	107
J Left		289	1	289	7	9	305	1	305		0	305	1	305	0	305	1	305
D → Lt-Th O → Thru	E/B RTOR:	209	0	0	/	9	303	0	0		U	303	0	0	U	303	0	0
Thru ts → Th-Rt	Existing: 0% Projected: 0%	281	1 1	142 142	6	64	351	1 1	177 177	5% 0%	1	352	1 1	178 178	0	352	1 1	178 178
Right → Shared	Mitigated: 0%	3	0	0	0	0	3	0	0		0	3	0	0	0	3	0	0
Under the second secon	W/B RTOR:	3	1	3	0	0	3	1	3	0% 0%	0	3	1	3	0	3	1	3
	Existing: 0%		1	415				1	483			40=	1	485			1	485
ts: ← Thru	Projected: 0%	415	1	496	9	59	483	1	595	0%	2	485	1	609	0	485	1	609
Right Shared	Mitigated: 0%	496	0	0	11	88	595	0	0	(35%)	14	609	0	0	0	609	0	0
'	ritical Volumes:	North-	South:	176			North-	South:	244			North-		246		North-	South:	246
	Thiodi Volamoo.		-West:	785				t-West:	900				-West:	914			-West:	914
			Total:	961				Total:	1144				Total:	1160			Total:	1160
Volume/c:	apacity (v/c) ratio:		. Otal.	0.699				. otal.	0.832				. otai.	0.843			. o.a	0.843
	. , ,																	
	rsac adjustment:			0.629					0.762					0.773				0.773
Level	of Service (LOS):			В					С	<u> </u>		D D	O 1 5	<u> </u>		\		С
												<u> </u>	OJE	ECT	I M P A	<del>1 U I</del>		

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Change in *v/c* due to project: Significantly impacted?

O.O11  $\Delta v/c$  after mitigation: NO Fully mitigated? 0.011 N/A

## Agoura Landmark TIA

Intersec	tion No. 5	2015	, EXISTI	NG	2018	, PROJEC	TED CUMU	ILATIVE I	BASE			, WITH PR	OJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases: :	2	Ambient C	<u>Growth</u>	Critical	Phases: 2	2	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	2
Ladyface Ci	ir	Ca	apacity:	1500	from:	2015	C	apacity: 1	1500	Trip	AM	41	7	48		С	apacity:	1500
East/West Stree	et:	Signal S	System: :	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist 2	2? Signal :	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing:	2			Opposed F	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	O. OO AIVI	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽ ↑ Left		7	1	7	0	0	7	1_	7	0%	0	7	1[	<b>7</b>	0	7	1	7
Oction O	N/B RTOR:		0	0				0	0	0%			0	0			0	0
<u>S</u> ∫ Thru	Existing: 50%	1	0_	0	0	0	1	0_	0	0%	0	1	0	0	0	1	0	0
₽     P     Th-Rt	Projected: 50%		1	7			•	1	7			•	1	7			1	7
	Mitigated: 50%	6	0	6	0	n	6	0	6	0%	0	6	0	6	0	6	0	6
≥ ↔ Shared		O	0	0	U	U		0	0	0%	U		0	0	U	Ū	0	0
<u> </u>		2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
punoquino ↓ Lt-Th Quino ↓ Thru ↓ Th-Rt Right	S/B RTOR:	_	0	0		· ·	_	0	0	0%	U	_	0	0		_	0	0
<mark>                                   </mark>	Existing: 50%	0	0	0	0	n	0	0	0	0%	0	0	0	0	0	0	0	0
£ ← Th-Rt	Projected: 50%	U	0	0	U	U	U	0	0	0%	U	U	0	0	U	U	0	0
	Mitigated: 50%	1	0	0	0	0	1	0_	0	0%	0	4	0	0	0	4	0	0
Shared		-	1	3	U	U	ı	1	3		U	<u> </u>	1	3	U	- 1	1	3
Left		84	1	84	2	0	86	1	86		0	86	1	86	0	86	1	86
D → Lt-Th O → Thru	E/B RTOR:	04	0	0		U	00	0_	0		U	00	0	0		00	0	0
ರ್ಷ → Thru	Existing: 50%	231	1	168	5	140	376	1	241	40%	16	392	1	249	0	392	1	249
G → Th-Rt	Projected: 50%	231	1	168	3	140	370	1	241	0%	10	392	1	249	U	392	1	249
ë → Right	Mitigated: 50%	104	0	0	2	0	106	0	0	0%	0	106	0	0	0	106	0	0
→ Shared		104	0	0		U	100	0	0	0%	U	100	0	0	U	100	0	0
o ← Left		46	1	46	1	0	47	1	47	60%	25	72	1	72	0	72	1	72
S <del>√</del> Lt-Th	W/B RTOR:	40	0	0	'	U	47	0	0	0%	25	12	0	0	U	12	0	0
ರ್ Thru	Existing: 50%	211	1	108	5	119	335	1	170	(40%)	3	338	1	171	0	338	1	171
odt → Thru ts ← Th-Rt	Projected: 50%	211	1	108	5	119	333	1	170	0%	3	330	1	171		330	1	171
Right	Mitigated: 50%	5	0	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	0
> <del>↑</del> Shared		n	0	0	U	U	5	0	0	0%	U	5	0	0	U	5	0	0
Cı	ritical Volumes:	North-	South:	10			North-	South:	10			North-	South:	10		North-	South:	10
		East	-West:	276				-West:	411			East-	-West:	421		East	-West:	421
			Total:	286				Total:	421				Total:	431			Total:	431
Volume/ca	apacity (v/c) ratio:			0.190					0.281					0.287				0.287
	. , ,																	
	SAC adjustment:			0.120					0.211					0.217				0.217
Level	of Service (LOS):			Α					Α	I			<u> </u>	Α				Α
												<u> </u>	OJE	CT	I M P A	1 C T		

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Developed 2005-2007 by Ken Aitchison

Change in *v/c* due to project: Significantly impacted?

0.006  $\Delta v/c$  after mitigation: NO Fully mitigated?

0.006 N/A

## Agoura Landmark TIA

Intersection No. 5	2015	, EXISTI	ING	2018,	PROJEC <sup>*</sup>	TED CUML	JLATIVE E	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	2	Ambient C	<u>Frowth</u>	Critical	Phases: 2	2	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	2
Ladyface Cir	С	apacity:	1500	from:	2015	C	apacity: 1	500	Trip	AM	41	7	48		C	apacity:	1500
East/West Street:	Signal	System:	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist 2	2? Signal	System:	2
Agoura Rd	v/c re	duction:	7%	at:	0.75%	v/c re	duction: 7	1%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date: 01/11/2016	Opposed F	Phasing:	2			Opposed I	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	Phasing:	2
PM Peak: 5:00 PM	Counts		Lane	- 1	+ Area	= Total		Lane	1	Project	Total		Lane		Total		Lane
5 1 C	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Left  Lt-Th  Off Thru  Thru  Th-Rt  Right  Mitigated: 75%  Mitigated: 75%	131	1	131	3	0	134	1_	134		0	134	1	134	0	134	1	134
5 ← Lt-Th N/B RTOR:		0	0				0	0	0%			0	0			0	0
Thru Existing: 75%	0	0	70	0	0	0	0	70	0%	0	0	0	70	0	0	0	70
Th-Rt Projected: 75%		1	70				1	72	0%			1	72			1	72
Ö	70	0	70	2	0	72	0	72	0%	0	72	0	72	0	72	0	72
*Y*Snared		0	<u>0</u>				0	0	0% 0%			0	0			0	0
D Left  Lt-Th  C	22	0	0	0	0	22	0	0	0%	0	22	0	0	0	22	0	0
O Thru		0	0				0	0	0%			0	0			0	0
Thru Existing: 50% Th-Rt Projected: 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%  Shared	1	1	23	0	0	1	1	24		0	1	1 T	24	0	1	1	24
→ Left		1	10				1	10				1	10			1	10
☐ → Lt-Th E/B RTOR:	10	0	0	0	0	10	Ö	0		0	10	0	0	0	10	0	0
D → Lt-Th D → Thru E/B RTOR: Existing: 50%		1	155				1	252	40%			1	254			1	254
Th-Rt Projected: 50%	286	1	155	6	187	479		252	0%	4	483	1	254	0	483	1	254
Th-Rt Projected: 50%  Right Mitigated: 50%		0	<u> 133</u>	:			0	0				0	<u></u>			0	<u> 234</u>
Shared	23	Õ	Ô	1	0	24	0	0	0%	0	24	Õ	0	0	24	0	0
C 1 - 64		1	15				1	15		_		1	20			1	20
C ← Left  C ← Lt-Th  W/B RTOR:	15	0	0	0	0	15	0	0		5	20	0	0	0	20	0	0
O ← Thru Existing: 50%	074	1	186		4 4-7	500	1	264	(40%)	40	<b>5.40</b>	1	272		<b>5.40</b>	1	272
Thru Existing: 50%  Th-Rt Projected: 50%	371	1	186	8	147	526	1	264	0%	16	542	1	272	0	542	1	272
Right Mitigated: 50%		0	0		_		0	0	0%		4	0	0			0	0
Shared Shared	1	0	0	0	0	1	0	0	0%	0	1	0	0	0	1	0	0
Critical Volumes:	North-	South:	154			North-	South:	157			North-	South:	157		North-	South:	157
Simon voidinos.		t-West:	341				t-West:	515				-West:	525			-West:	525
		Total:	495				Total:	673				Total:	683			Total:	683
Volume/capacity (v/c) ratio:		. o.a.	0.330				. otal.	0.448				. Otal.	0.455			. otai.	0.455
v/c less ATSAC adjustment:													0.455				
·			0.260					0.378									0.385
Level of Service (LOS):			A					Α	<u> </u>		D D	O 1 F	<u> </u>	IMP	V C T		Α

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Change in *v/c* due to project: Significantly impacted?

0.007 N/A

## Agoura Landmark TIA

Description	
East/West Street:   Agoura Rd	
Agoura Rd         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 Pha	200
Analysis Date: 01/11/2016 Opposed Phasing: 0	
AM Peak: 8:00 AM    Counts   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Volume	6
AMI Peak: 8:00 AMI	
Column   C	Lane
Shared	/olume
1 stated 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
1 Shared 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
1 Shared 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
1 stated 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
	0
SB RTOR: 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
S ↓ Thru Existing: 50% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
Th Dt   Decided   FOOV	0
+ Th-Rt Projected: 50% $0$ $0$ $0$ $0$ $0$ $0$	0
	0
1 28 1 1 182 0% 1 1 182 1	182
Street 8 1 8 0 120 128 1 128 0% 0 128 1 128 0 128 1 128 0 128 1 128 0 128 1 128 0 128 1 12	128
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	97
$1 \times 10^{-5}$ Dight Mitigated, $100 \times 10^{-5}$	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
G Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
⊆ ← Lt-Th       W/B RTOR:       0	0
$\bigcirc$ Thru Existing: 50% $\bigcirc$ 210 $\bigcirc$ 1   171 $\bigcirc$ 120 $\bigcirc$ 452 $\bigcirc$ 1   266 $\bigcirc$ 60% 25 $\bigcirc$ 470 $\bigcirc$ 1   278 $\bigcirc$ 0 $\bigcirc$ 470 $\bigcirc$ 1	278
1 171 170 453 1 266 0% 25 478 1 278	278
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
→ Shared         0         0         0         0         0         0	C
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	.490
v/c less ATSAC adjustment:         0.173         0.480         0.490         0	.490
Level of Service (LOS): A A	
PROJECT IMPACT	Α

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Change in *v/c* due to project: Significantly impacted?

O.010  $\Delta v/c$  after mitigation: NO Fully mitigated?

0.010 N/A

## Agoura Landmark TIA

Intersec	tion No. 6	2015	, EXISTI	NG	2018,	PROJEC	TED CUML	JLATI VE I	BASE			, WITH PR	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	0	Ambient C	<u>Growth</u>	Critical	Phases: (	)	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	0
Roadside R	d	C	apacity:	1200	from:	2015	C	apacity: 1	1200	Trip	AM	41	7	48		C	apacity:	1200
East/West Stree	et:	Signal S	System:	1	to:	2018	Signal	System: 1	1	Gen 1	PM	9	39	48	☐ Use Dist 2	?? Signal	System:	1
Agoura Rd		v/c red	duction:	0%	at:	0.75%	v/c re	duction: (	0%	Trip	AM	0	0	0		v/c re	duction:	0%
Analysis Date:	01/11/2016	Opposed F	hasing:	0			Opposed I	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	Phasing:	0
PM Peak:	5:00 PM	Counts		Lane		+ Area	= Total		Lane		Project	Total		Lane	_	Total		Lane
- L C	0.001111	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
p Left Unoquinor Thru Thru Th-Rt Right	N/D DTOD	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
∰ tt-Th	N/B RTOR:		0	0				0	0				0	0			0	0
Of ↑ Thru	Existing: 75%	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
£ ∱Th-Rt	Projected: 75%		0	0				0	0	0%			0	0			0	0
Right	Mitigated: 75%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
YrSnared			0	0				0	0	0%			0	0			0	0
p ↓Left	0.00 0.00	22	0	0	0	166	188	0	0		0	188	0	0	0	188	0	0
	S/B RTOR:		0	0				0	0	0%			0	0			0	0
punoquin Quinoq Quinoquin Quinoquin Quinoquin Quinoquin Quinoquin Quinoq Qu	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
	Mitigated: 50%	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
Left		15	1	15	0	136	151	1	151	0%	0	151	1	151	0	151	1	151
Duno → Lt-Th	E/B RTOR:		0	0				0	0				0	0			0	0
o → Thru	Existing: 50%	403	2	202	9	22	434	2	217	(60%)	23	457	2	229	0	457	2	229
Eastbo Th-Rt	Projected: 50%		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
→ Shared			0	0				0	0				0	0			0	0
_ ← Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
□	W/B RTOR:		0	0				0_	0				0	0			0	0
Thru ts ← Th-Rt	Existing: 50%	301	1	157	7	170	478	1	277	60%	5	483	1	280	0	483	1	280
Th-Rt ← Th-Rt	Projected: 50%		1	157	-			1	277	0%			1	280			1	280
⊕ Right	Mitigated: 50%	12	0	0	0	64	76	0	0		0	76	0	0	0	76	0	0
→ Shared			0	0		<u> </u>		0	0				0	0		. •	0	0
С	ritical 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/ca	apacity (v/c) ratio:			0.196					0.549					0.551				0.551
v/c less A	ΓSAC adjustment:			0.196					0.549					0.551				0.551
	of Service (LOS):			Α					Α					Α				A
Level	or cervice (LOG).									I		D D	OLE		IMP	СТ		

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Change in *v/c* due to project: Significantly impacted?

Agoura Landmark TIA

Intersec	tion No. 7	2015	, EXISTI	NG	2018,	PROJEC	TED CUML	JLATIVE I	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Sti	reet:	Critical	Phases: 3	3	Ambient G	rowth	Critical	Phases: 3	3	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Kanan Rd		C	apacity:	1425	from:	2015	C	apacity: 1	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stree	et:	Signal S	System: 2	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing: 2	2			Opposed I	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	O.OO AIVI	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D Left  D Lt-Th  O ↑ Thru  Th-Rt  C Right	N/D DTOD	48	1	48	1	24	73	1_	73		1	74	1[	74	0	74	1[	74
Lt-Th	N/B RTOR:		0	0.40				0	0.40	0%			0	0			0	0.40
Ode ↑ Thru	Existing: 50%	609	1	313		33	656	1	342	0%	0	656	1	342	0	656	1	342
£ ∱Th-Rt	Projected: 50%		1	313				1	342				1	342			1	342
	Mitigated: 50%	16	0	0	0	11	27	0	0	0%	0	27	0	0	0	27	0	0
Tanared			0	0				0	0	0%			0	0			0	0
p		97	2	53	2	111	210	2	116		0	210	2	116	0	210	2	116
punoquith Q ↓ Thru ↓ Th-Rt Right	S/B RTOR:		0_	0				0_	0	0%			0	0	Ĭ		0	0
<u>S</u> ↓ Thru	Existing: 50%	1050	2	525	24	2	1076	2	538		0	1076	2	538	0	1076	2	538
<del>L</del>	Projected: 50%	1000	0	0				0	0	0%			0	0		1010	0	0
	Mitigated: 50%	251	1	207	6	105	362	1	269		22	384	1	289	0	384	1	289
Shared		201	0	0		100	002	0	0	0%		001	0	0	Ü	001	0	0
Left		89	2	49	2	95	186	2	102		4	190	2	105	0	190	2	105
D → Lt-Th O → Thru	E/B RTOR:	00	0	0	_	50	100	0	0			100	0	0	Ŭ	100	0	0
g → Thru	Existing: 50%	70	0_	0	2	48	120	0_	0	(5%)	0	120	0_	0	0	120	0	0
⊕ → Th-Rt	Projected: 50%	, ,	1	166		70	120	1	235		U	120	1	235	•	120	1	235
Right → Right	Mitigated: 50%	96	0	0	2	17	115	0	0	(2%)	0	115	0	0	0	115	0	0
→ Shared		30	0	0			110	0	0	0%	U	110	0	0	U	110	0	0
¬ ← Left		50	1	50	1	10	61	1	61	0%	0	61	1	61	0	61	1	61
Š <del>√</del> Lt-Th	W/B RTOR:	30	0_	0	. '	10	01	0_	0	0%		01	0_	0		01	0	0
	Existing: 50%	62	1	62	1	53	116	1	116	5%	2	118	1	118	0	118	1	118
ੜ੍ਹੋ ← Th-Rt	Projected: 50%	02	0	0	'	55	110	0	0			110	0	0	· ·	110	0	0
⊕ ← Right	Mitigated: 50%	59	1	11	1	64	124	1	19	0%	0	124	1	19	0	124	1	19
→ Shared		39	0	0		04	124	0	0	0%	U	124	0	0	U	124	0	0
С	ritical Volumes:	North-	South:	573			North-	South:	611			North-	South:	612		North-	South:	612
			-West:	228				-West:	351				-West:	353			-West:	353
			Total:	801				Total:	962				Total:	965			Total:	965
Volume/ca	apacity (v/c) ratio:			0.562					0.675				. 0	0.677			· Otali	0.677
	. , ,																	
	TSAC adjustment:			0.492					0.605					0.607				0.607
Level	of Service (LOS):			Α	1				В					<u>B</u>	1.04.5	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		В
												<u> P R</u>	OJE	<u>: C I                                  </u>	I M P A	1 C I		

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Developed 2005-2007 by Ken Aitchison

Change in *v/c* due to project: Significantly impacted?

0.002  $\Delta v/c$  after mitigation: NO Fully mitigated?

## Agoura Landmark TIA

Intersection No. 7	201!	5, EXIST	ING	2018,	PROJEC <sup>*</sup>	TED CUML	JLATIVE	BASE			B, WITH PE	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critica	l Phases:	3	Ambient G	rowth	Critical	Phases: 3	3	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Kanan Rd	(	Capacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Street:	Signal	System:	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
Agoura Rd	v/c re	eduction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016		Phasing:				Opposed	Phasing: 2		Gen 2	PM	0	0	0		Opposed F	hasing:	
PM Peak: 5:00 PM	Counts Volume	Lanes	Lane Volume		+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume		Total Volume	Lanes	Lane Volume
		1	149				1	180				1	180			1	180
Left  Lt-Th  Off Thru  Th-Rt  Right  Shared	149	0	0	3	28	180	0	0	0%	0	180	0	0	0	180	0	0
2 Thru Existing: 75%		1	402	4-	4-7	000	1	439			000	1	439		000	1	439
Th-Rt Projected: 75%	756	1	402	17	47	820	1	439		0	820	1	439		820	1	439
Right Mitigated: 75%	40	0	0		_	50	0	0	0%	_	50	0	0		50	0	0
Z ↔ Shared	48	0	0	1	9	58	0	0	0%	0	58	0	0	0	58	0	0
1 1 0	260	2	143	6	162	428	2	235	0%	0	428	2	235	0	428	2	235
Under the projected: 50%  Left  S/B RTOR:  S/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%  Mitigated: 50%	200	0	0		102	420	0	0	0%	U	420	0	0	U	420	0	0
B	829	2	415	19	6	854	2	427	0%	0	854	2	427	0	854	2	427
Image: Example of the projected in the pro	020	0	0	10	· ·	001	0	0			004	0	0		004	0	0
	162	1	94	4	144	310	1	190		5	315	1	185	0	315	1	185
Snareu	102	0	0			0.0	0	0	0%		0.0	0	0		0.0	0	0
Left	137	2	75	.5	99	239	2	132	(53%)	21	260	2	143	0	260	2	143
D → Lt-Th E/B RTOR: D → Thru Existing: 50%		0	0				0	0	0%			0	0			0	0
Thru Existing: 50%	244	0	0	6	67	317	0	<u> </u>	(5%)	2	319	0	0	0	319	0	0
Th-Rt Projected: 50%		1[	411				1	512				1[	515	-		1[	515
Right Mitigated: 50%	167	0	0	4	25	196	0	0	(2%) 0%	1	197	0	0	0	197	0	U
→ Shared		1	95				1	113				1	113			1	113
☐ C Left ☐ T Lt-Th W/B RTOR:	95	0	95	2	16	113	0	0		0	113	0	113		113	0	113
C→ Thru C→ Thru C→ Th-Rt C→ Right  W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%		1	203	-			1	270				1	270	=		1	270
Th-Rt Projected: 50%	203	0	0	5	62	270	o '	0		0	270	Ö	0		270	, ,	0
Right Mitigated: 50%		1	31				1	46				1	46			1	46
Shared Shared	161	Ö	0	4	95	260	Ö	0		0	260	0	0	0	260	0	0
Critical Volume	s: North	-South:	564			North-	South:	674			North-	South:	674		North-	South:	674
		t-West:	614				-West:	782				-West:	785			-West:	785
		Total:	1178				Total:	1456				Total:	1459			Total:	1459
Volume/capacity (v/c) rati	o:		0.826					1.022					1.024				1.024
v/c less ATSAC adjustmen			0.756					0.952					0.954				0.954
Level of Service (LOS			C C					E					F. 754				E E
20701 01 0017100 (200	′/·		<u> </u>					<u> </u>	1		D D	OJE	E C T	IMPA	ΔСТ		

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Change in *v/c* due to project: Significantly impacted?

## Agoura Landmark TIA

Intersec	tion No. 8	2015	, EXISTI	ING	2018,	PROJEC <sup>*</sup>	TED CUML	JLATIVE	BASE			B, WITH PE	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South Sti	reet:	Critical	Phases:	4	Ambient G	<u>Frowth</u>	Critical	Phases:	4	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd		C	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Stree	et:	Signal S	System:	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal :	System:	2
Roadside D	r/SB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing:	0			Opposed I	Phasing: (	0	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	0.0071111	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	0%	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D ↓ Lt-Th	N/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
O ↑ Thru	Existing: 50%		2	177				2	245				2	246			3	246
☐ Th-Rt	Projected: 50%	510	1	177	12	192	714	4	245 245		0	714	4	246		714	1	246
T Pinkt	,		1	1//				0	245	(50%)			0	240			1	240
D Left Lt-Th OQ ↑ Thru ↑ Th-Rt C Right N Shared	Mitigated: 50%	20	0	0	0	0	20	0	0	(30%)	4	24	0	0	0	24	0	0
1 1 6		405	1	135		0	400	1	138		_	400	1	138	0	400	1	138
punoquin Qu	S/B RTOR:	135	0	0	3	0	138	0	0	0%	0	138	0	0	0	138	0	0
S ↓ Thru	Existing: 50%	000	2	400	4.0	0.4	000	2	451	53%	00	004	2	462		004	2	462
∓ √ Th-Rt	Projected: 50%	800	0	0	18	84	902	0	0	0%	22	924	0	0	0	924	0	0
Right	Mitigated: 50%	4000	1	778		70	4404	1	854	0%	_	4404	1	854		4404	1	854
Shared →		1029	0	0	23	79	1131	0	0	0%	0	1131	0	0	0	1131	0	0
→ Left		502	1	276	11	40	553	1	304	0%	0	553	1	304	0	553	1	304
DLT-Th O → Thru	E/B RTOR:	502	0	0	11	40	553	0	0	0%	U	553	0	0	U	553	0	0
o → Thru	Existing: 50%	126	0	0	3	29	158	0	0	0%	0	158	0	0	0	158	0	0
∯ → Th-Rt	Projected: 50%	120	0	0	3	29	100	0	0	0%	U	156	0	0	U	156	0	0
Ř → Right	Mitigated: 50%	630	1	347	14	74	718	1	395	0%	0	718	1	395		718	1	395
→ Shared		030	1	635	14	74	7 10	1	730		U	710	1	730		710	1	730
o ← Left		24	1	24	1	0	25	1	25		0	25	1	25	0	25	1	25
Š <del>√</del> Lt-Th	W/B RTOR:	24	0	0	'	U	25	0	0			25	0	0	U	25	0	0
Mest Mest Mest Mest Mest Th-Rt Right	Existing: 50%	0	0	0		0	0	0	0	0%	0	0	0	0	0	0	0	0
₹ ← Th-Rt	Projected: 50%	J	0	0		· ·	•	0_	0	0%			0	0		ŭ	0	0
₩ Night	Mitigated: 50%	72	1	4	2	28	102	1	33		0	102	1	33		102	1	33
> <del>→</del> Shared			0	0		20	102	0	0	0%	<u> </u>	102	0	0		102	0	0
C	ritical Volumes:	North-	South:	778			North-	South:	854			North-	South:	854		North-	South:	854
		East	-West:	659			East	t-West:	763			East	-West:	763		East	-West:	763
			Total:	1437				Total:	1617				Total:	1617			Total:	1617
Volume/ca	apacity ( <i>v/c</i> ) ratio:			1.045					1.176					1.176				1.176
v/c less A	ΓSAC adjustment:			0.975					1.106					1.106				1.106
	of Service (LOS):			Ε					F					F				F
25701				_	l .					1		P R	OJE	<del>.</del> С Т	IMPA	<u> Т 2 </u>		

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Change in *v/c* due to project: Significantly impacted?

0.000 N/A

## Agoura Landmark TIA

Califact Preserve   Califact Preserve   Califact Preserve   A malbient Circum   Capacity   1375   Signal System   2 Capacity   1375   Si	Intersec	tion No. 8	2015	, EXISTI	NG	2018,	PROJEC <sup>*</sup>	TED CUML	JLATIVE	BASE			B, WITH PE	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
Sample   Stroke   S	North/South St	reet:	Critical	Phases:	4	Ambient C	<u>Growth</u>	Critical	Phases:	4	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Roads/de Dr/SB Ramps	Kanan Rd		C	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		С	apacity:	1375
PM Peak:	East/West Stree	et:	Signal S	System: :	2	to:	2018	Signal	System:	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal	System:	2
PM Peak:	Roadside D	r/SB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Figure   F	Analysis Date:	01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing:	0	Gen 2	PM	0	0	0		Opposed F	hasing:	0
The content of the	PM Peak	5:00 PM										-							
Seasing 79%   748   2   265   17   240   1005   2   351   335   336   1006   2   358	<del>-</del> 1 c	0.00 T W	Volume	Lanes	Volume	Growth	Projects	Volume	_	Volume		Volume	Volume		Volume	Volume	Volume	Lanes	Volume
Start   Star	D \\ \ \ Lt-Th	N/B RTOR:	0	0	0	0	0	0	•	0		0	0	•	0	0	0	0	0
Start   Star	S ↑ Thru	Existing: 75%	740	2	265	47	240	4005	2	351	(3%)	4	4000	2	358		4000	2	358
Start   Star	Ĭ → Th-Rt	Projected: 75%	748	1		17	240	1005	1		0%	1	1006	1		U	1006	1	
Thru Existing: 50%	©		40	0	0	1	_	40	0	0	(50%)	00	00	0	0		00	0	0
Fight   Sign   Fight   Fight	Z → Shared		48	0	0	1	U	49		0	0%	20	69		0	U	69	0	0
Shared   S	D ← Left	C/D DTOD	150	· L	150	3	0	153	<u></u>			0	153	L	_	0	153	· L	153
Shared   S	⊃				204					•					•				206
Shared   S	To 1 Th Dt	o o	608		_	14	146	768		384		5	773		_	0	773	2	380
Shared   S	☐ ☐ In-Rt	-		4	•				4	125				4	•			4	425
State   Stat		Mitigated: 50%	330	1	04	7	75	412	1	135		0	412	1	135	0	412	1	135
Lt-Th	Snared			•	202					204				_	204			1	204
Th-Rt   Projected: 50%   Projected: 50	LUIT	E /D DTOD	533			1 1 2	8	553	_			0	553			0	553		304
Th-Rt   Projected: 50%   Projected: 50	□ → Lt-In				•										•				U
Right   Mitigated: 50%   681   1   375   15   98   794   1   437   0%   0   794   1   437   0   0   794   1   864   1   864   0   794   1   1   1   1   1   1   1   1   1			220			5	33	258				0	258			0	258		0
Shared	ts Z Diapt	-		1											_			1	427
Critical Volumes:   North-South:   415   East-West:   1123   Total:   1388   Volume/capacity (w/c) ratio:   w/c less ATSAC adjustment:   Level of Service (LOS):   East-West:   1.119   Level of Service (LOS):   East-West:   L21	I <u> </u>	Milligated: 50%	681	1			98	794	٠,			0	794	٠,		0	794	1	
Volume/capacity (v/c) ratio:   Volume/capacity (v/c) ratio:	- · · · · · · · · · · · · · · · · · · ·			1														1	
Thru Existing: 50% Projected: 50% Mitigated: 50% 281 1 206 6 48 335 1 258 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	W/D DTOD.	21	1		0	0	21	•			0	21	•		0	21		21
North-South   Shared   Shar					0					0				•	0			•	0
North-South   Shared   Shar	t thu	· ·	0		0	0	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           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	S ← III-Rt	-		4	206				<del>ا</del> ا	250				<b>U</b>				4	250
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         1.189           v/c less ATSAC adjustment:         0.939         1.114         1.119         1.119           Level of Service (LOS):         E         F         F         F	S Right	wittigateu: 50%	281	١١		n n	48	335	1[			0	335	1		0	335	11	230
East-West: 972   East-West: 1123   East-West: 1123   Total: 1388   Total: 1627   Total: 1634   Tot	*				<u> </u>				<u> </u>	<u> </u>									<u> </u>
Volume/capacity (v/c) ratio:         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	C	ritical Volumes:																	
Volume/capacity (v/c) ratio:       1.009       1.184       1.189         v/c less ATSAC adjustment:       0.939       1.114       1.119         Level of Service (LOS):       E       F       F       F								East											
v/c less ATSAC adjustment:         0.939         1.114         1.119         1.119           Level of Service (LOS):         E         F         F         F				ı otal:					rotal:					l otal:				ı otal:	
Level of Service (LOS):	Volume/ca	apacity (v/c) ratio:			1.009					1.184					1.189				1.189
	v/c less A	TSAC adjustment:			0.939					1.114					1.119				1.119
	Level	of Service (LOS):			Ε					F					F				F
	_	•			<del></del>					<u> </u>			PR	OJE	ECT	IMPA	A C T		

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Change in *v/c* due to project: Significantly impacted?

 $\begin{array}{cc} \text{O.005} & \Delta \textit{v/c} \text{ after mitigation:} \\ \text{NO} & \text{Fully mitigated?} \end{array}$ 

0.005 N/A

## Agoura Landmark TIA

Intersec	tion No. 9	2015	, EXISTI	NG	2018,	PROJEC <sup>-</sup>	TED CUMU	LATIVE	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases: 4	4	Ambient G	<u>rowth</u>	Critical	Phases: 4	1	☑ Adj	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd		Ca	apacity:	1375	from:	2015	C	apacity: 1	1375	Trip	AM	41	7	48		С	apacity:	1375
East/West Stree	et:	Signal S	System: :	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal :	System:	2
Canwood S	t/NB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing: (	0			Opposed F	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak:	8:00 AM	Counts		Lane	- 1	+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
<b>5</b> 1 5	0.0071111	Volume	Lanes	Volume		Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D Left  Lt-Th  Oq ↑ Thru  ↑ Th-Rt  O ← Right	N/B RTOR:	60	1	60	1	8	69	IL	<b>69</b>	0% 0%	0	69	1 [ 0	<b>69</b>	0	69	1[	69
			0	356				0 2	418	(3%)			2	418			0	418
S ↑ Thru 	Existing: 50% Projected: 50%	711	2	330 0	16	108	835	0	410	(3%)	0	835	0	410	0	835	2	410
O C Right	,		1	36				1	86	0%			1	75			1	75
Shared	Mitigated: 50%	289	0	0	7	79	375	0	00	0%	0	375	0	75	0	375	0	75
1 1 0			0	0				0	0	0%			0	0			0	0
punoquin Qquin Htt-Th Qd → Thru Th-Rt Right	S/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
O ↓ Thru	Existing: 50%		3	444				3	483	3%			3	483	-		3	483
☐ ↓ Th-Rt	Projected: 50%	1331	0		30	88	1449	0	<del>- 703</del>	0%	1	1450	0	<del></del>	0	1450	0	<del>- 100</del>
Right	Mitigated: 50%		1	14				1	15	0%			1	15			1	15
Shared	mingatour core	40	0	0	1	0	41	0	0	0%	0	41	0	0	0	41	0	0
→ Left			1	51	4		50	1	52	0%		50	1	52		50	1	52
Duno → Lt-Th	E/B RTOR:	51	0	0	1	0	52	0	0	0%	0	52	0	0	0	52	0	0
o → Thru	Existing: 50%	0	0	0		0	0	0	0	0%	_	0	0	0		_	0	0
Th-Rt Right	Projected: 50%	0	0	0	U	0	0	0	0	0%	0	0	0	0	0	0	0	0
Right → Right	Mitigated: 50%	128	1	98	3	12	143	1	108	0%	0	143	1	108	0	143	1	108
→ Shared		120	0	0	3	12	143	0	0	0%	U	143	0	0	U	143	0	0
_ C Left		506	1	278	11	61	578	1_	318	50%	21	599	1	330	0	599	1	330
□ C Left □ Lt-Th	W/B RTOR:	300	1	335	11	01	370	1	370	0%	21	399	1	379	U	399	1	379
	Existing: 50%	107	0	0	2	0	109	0	0	0%	0	109	0	0	0	109	0	0
ੇ Th-Rt	Projected: 50%	107	0	0		o o	100	0	0	0%	U	100	0	0	U	103	0	0
Right	Mitigated: 50%	686	2	377	16	6	708	2	389	0%	0	708	2	389	0	708	2	389
→ Shared		000	0	0	10	U	700	0	0	0%	- U	700	0	0		700	0	0
С	ritical 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/ca	apacity (v/c) ratio:			0.681					0.749					0.756				0.756
	ΓSAC adjustment:			0.611					0.679					0.686				0.686
	of Service (LOS):			В					В					В				В
LCVCI	0. 00. vioc (L00).			ט					ט			D D	O L F		IMP	\ C T		ט

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Change in *v/c* due to project: Significantly impacted?

0.007 N/A

## Agoura Landmark TIA

PM Peaks   5:00 PM   Volume   Lanes   Volume   Crowth   Projects   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Vol	Intersec	tion No. 9	2015	, EXISTI	NG	2018,	PROJEC <sup>*</sup>	TED CUMU	JLATIVE	BASE			, WITH PF	ROJECT		2018, WI	TH TRAFF	IC MITI	GATION
East/West Street:   Carnwood Styles   Carnwood	North/South Str	reet:	Critical	Phases: 4	4	Ambient G	rowth	Critical	Phases: 4	4	☑ Ad	ljacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Camwood St/NB Ramps	Kanan Rd		Ca	apacity:	1375	from:	2015	C	Capacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
Analysis Date:   01/11/2016   PM Peak:   5:00 PM   Volume   Lanes   Volume   Coronts   Volume   Lanes   Vo	East/West Stree	et:	Signal S	System: 2	2	to:	2018	Signal	System: 2	2	Gen 1	PM	9	39	48	☐ Use Dist	2? Signal S	System:	2
PM Peak   5:00 PM   Volume   Lane   Volume   Lane   Volume   Volume   Lane   Volume   Volum	Canwood S	t/NB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
PM Peaks   5:00 PM   Volume   Lanes   Volume   Crowth   Projects   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Vol	Analysis Date:	01/11/2016	Opposed P	hasing: (	0				Phasing: (	)	Gen 2	PM	0	0	0		Opposed P	hasing:	0
Second Color   Seco	PM Peak	5:00 PM										•							Lane
Second   Thru   Existing: 75%   951   2   476   22   89   1062   2   531   33%   1   1063   2   531   0   1063   2   531   1063   2   531   1063   2   531   1063   2   531   2   1063   2   531   2   1063   2   531   2   1063   2	<b>*</b> 1 C	0.001 101	Volume	Lanes		Growth	Projects	Volume	Lanes			Volume	Volume	Lanes			Volume	Lanes	
Shared   She   S	□ \ Left □ \ Lt-Th	N/R RTOR:	44	1	44	1	10	55	0	55 0		0	55	1	55 0	0	55	1	55 0
Shared   She   S	O 1 Thru				476				_	531				· -	531			2	531
Shared   She   S	☐ Th-Rt	o o	951		0	22	89	1062	L	0		1	1063	L	0	0	1063	0	0
Critical Volumes:   Solution	○ C Right	Mitigated: 75%	500	1	419	40	400	700	1	468	0%	_	700	1	465	0	700	1	465
Signature   Sign	≥ ↔ Shared		586	0	0	13	123	722	0	0	0%	U	722	0	0	U	722	0	0
Signature   Sign	p ↓Left		0		0	0	0	0		0		0	0		•	0	0	_	0
Signature   Sign	D D Lt-Th				•					•				_	•				0
Signature   Sign	S ↓ Thru		745			17	157	919				0	919			0	919	3	306
Signature   Sign	1 → In-Rt	,		0	•				0	•				0	•			0	04
Critical Volume/capacity (wc) ratio:   Volume/capacity (wc) rati		Mitigated: 50%	59	1	21	1	0	60	1	21		0	60	1		0	60	1	21
State   Critical Volumes:   North-South:   476   East-West:   472	Snared			4	77					70					•			4	70
Th-Rt   Projected: 50%   Shared   116   1   94   3   14   133   1   106   0%   0   133   1   106   133   1   106   133   10   106   133   10   106   133   10   106   133   10   106   133   10   106   133	D Left	E/D DTOD.	77			2	0	79	L			0	79	L		0	79	• !	
Th-Rt   Projected: 50%   Shared   116   1   94   3   14   133   1   106   0%   0   133   1   106   133   1   106   133   10   106   133   10   106   133   10   106   133   10   106   133   10   106   133	D → Ct-111																	0	0
Right Mitigated: 50%	th-Rt	o o	9	0		0	0	9				0	9			0	9	0	0
Shared   T16	S Right	,		1					1					1				1	106
Ceft   September   Ceft   Ceft   September   Ceft   Ceft   September   Ceft   Cef		initigatear 0070	116	Ö		3	14	133	0			0	133	0		0	133	0	0
The projected is 50%   Fight   Figh	C Loft		000	1	123	_	440	000		186	50%		0.40		189	_	0.40	1	189
Thru Existing: 50%	⊆ <del>√</del> Lt-Th	W/B RTOR:	223	1	174	5	110	338	1	228	0%	5	343	1	230	U	343	1	230
Shared   Mitigated: 50%   693   2   381   0   0   0   0   0   0   0   0   0	ರ್ಧ Thru	Existing: 50%	74	0	0	2	_	76	0	0	0%	0	76	0	0	0	76	0	0
Critical Volumes:         North-South:         476 East-West:         North-South:         531 East-West:         North-South:         531 East-West:         North-South:         531 East-West:         472 East-We	ਲੋਂ ← Th-Rt	Projected: 50%	74	0	0		U	70	0	0	0%	U	70	0	0	U	70	0	0
Critical Volumes:         North-South:         476 East-West:         North-South:         531 East-West:         North-South:         531 East-West:         North-South:         531 East-West:         472 East-We	<sup>⊕</sup> ← Right	Mitigated: 50%	603	2	381	16	7	716	2	394	0%	0	716	2	394		716	2	394
East-West: 458   East-West: 472   East	→ Shared		093	0	0	10	- 1	710	0	0	0%	U	710	0	0	U	710	0	0
Total:         934         Total:         1003         Total:         1004         Total:         1004           Volume/capacity (v/c) ratio:         0.679         0.730         0.730         0.730         0.730         0.660         0.660         0.660         0.660         0.660         0.660         B<	Cı	ritical Volumes:															North-	South:	531
Volume/capacity (v/c) ratio:       0.679       0.730       0.730       0.730         v/c less ATSAC adjustment:       0.609       0.660       0.660         Level of Service (LOS):       B       B       B								Eas									East	-West:	472
v/c less ATSAC adjustment:         0.609           Level of Service (LOS):         B           B         B			,	Total:	934				Total:	1003				Total:	1004			Total:	1004
Level of Service (LOS): B B B	Volume/ca	apacity ( <i>v/c</i> ) ratio:			0.679					0.730					0.730				0.730
Level of Service (LOS): B B B	v/c less AT	ΓSAC adjustment:			0.609					0.660					0.660				0.660
	Level	of Service (LOS):																	
PROJECT IMPACT		, ,				1					1		PR	OJF		IMP	A C T		

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Change in *v/c* due to project: Significantly impacted?

O.OOO  $\Delta v/c$  after mitigation: NO Fully mitigated? 0.000 N/A Project: Agoura Landmark TIA

**DOT Case Number:** 

Year of counts: 2015
Project buildout: 2035

Ambient growth: 0.75%

0.75% per year

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Filename: Update\Analysis\CMAC\CMACalc\_Agoura Landmark

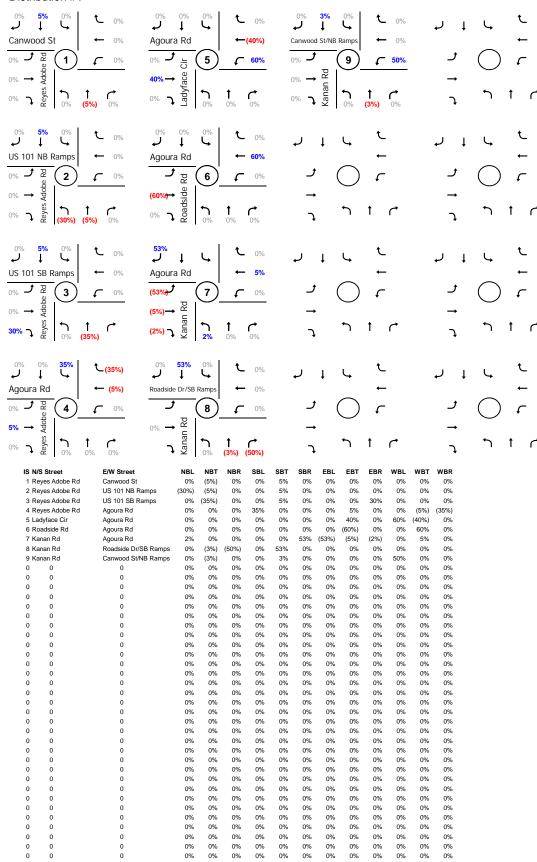
2035.xls

	Project T		Adjace	ent to Pr	oject	No	t Adjace	ent
	Generati	on	In	Out	Total	In	Out	Total
	Trip Gen A	AM Peak	41	7	48			
	F	PM Peak	9	39	48			
rk								
IK								

### Level of Service and Volume to Capacity Ratio Summary

		Peak	Future (20	)35) Base	Future (203	35) with proj	Projec	t Impact		After mitigat	ion
No.	Intersection	Hour	v/c	LOS	v/c	LOS	<b>∆</b> <i>v/c</i>	significant?	v/c	<b>∆</b> <i>v/c</i>	mitigated?
1	Reyes Adobe Rd &	AM	0.568	А	0.569	Α	0.001	NO			N/A
	Canwood St	PM	0.449	Α	0.450	Α	0.001	NO			N/A
2	Reyes Adobe Rd &	AM	0.769	С	0.771	С	0.002	NO			N/A
	US 101 NB Ramps	PM	0.630	В	0.635	В	0.005	NO			N/A
3	Reyes Adobe Rd &	AM	0.621	В	0.629	В	0.008	NO			N/A
	US 101 SB Ramps	PM	0.608	В	0.612	В	0.004	NO			N/A
4	Reyes Adobe Rd &	AM	0.570	Α	0.573	Α	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	Α	0.244	А	0.007	NO			N/A
	Agoura Rd	PM	0.424	Α	0.431	Α	0.007	NO			N/A
6	Roadside Rd &	AM	0.504	Α	0.514	Α	0.010	NO			N/A
	Agoura Rd	PM	0.573	Α	0.575	Α	0.002	NO			N/A
7	Kanan Rd &	AM	0.683	В	0.685	В	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	С	0.781	С	0.007	NO			N/A
	Canwood St/NB Ramps	PM	0.754	С	0.754	С	0.000	NO			N/A

#### Distribution #1



Agoura Landmark TIA

Intersec	tion No. 1	2015	, EXISTI	NG	2035,	PROJEC	TED CUMU	ILATIVE E	BASE			, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases:	3	Ambient G	rowth	Critical	Phases: 3	3	☑ Ac	djacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adok	oe Rd	С	apacity:	1425	from:	2015	C	apacity: 1	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stree	et:	Signal	System:	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal	System:	2
Canwood S	t	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing:	2			Opposed I	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane	_	Total		Lane
± 1 6	0.00 7 NV	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	
D ↑ Left	N/B RTOR:	135	2	<b>74</b>	22	8	165	2	91	0% 0%		165	2 0	91	0	165	2   0	91
O ↑ Thru	Existing: 50%		1	307				1	377	(5%)	_		1	377			1	377
Northbound	Projected: 50%	514	1	307	83	35	632	i	377	0%		632	1	377	0	632	1	377
O Right	Mitigated: 50%	00	0	0	40		400	0	0	0%		400	0	0	0	400	0	0
≥ ↔ Shared		99	0	0	16	8	123	0	0	0%	0	123	0	0	0	123	0	0
<u></u> → Left		31	1	31	5	0	36	1	36			36	1	36	0	36	1	36
punoquinoquinoquinoquinoquinoquinoquinoqu	S/B RTOR:		0_	0		ŭ	00	0_	0	0%		00	0	0		00	0	0
<u>S</u> ↓ Thru	Existing: 50%	837	1	434	135	44	1016	1	525	5%		1018	1	526		1018	1	<b>526</b>
<del>[</del>	Projected: 50%	007	1	434	100		1010	1	525		)	1010	1	<b>526</b>		1010	1	<b>526</b>
	Mitigated: 50%	30	0	0	5	0	35	0	0	0%		35	0	0	0	35	0	0
Snared			0	0				0	0	0%			0	0			0	0
Left		32	0	0	h	0	37	0	0			37	0	0		37	0	0
pundty → Th-Rt	E/B RTOR:		1	50				1	58				1	58		-	1	58
o → Thru	Existing: 50%	18	0	0	3	0	21	0	0	0%		21	0	0	0	21	0	0
⇒ Th-Rt	Projected: 50%		0	122				0_	450	0%			0	450			0	4.50
Right	Mitigated: 50%	191	1[	123	31	13	235	1_	153			235	1	153	0	235	1	153
→ Shared			1	0				0	444	0%			<u> </u>	444			0	444
⊖ ← Left ⊆ ← Lt-Th	W/P DTOD	111	1 [ 0	111	18	12	141	1_0	141 0	0% 0%		141	1 [ 0	141 0	0	141	0	141
Lt-Th Q ← Thru	W/B RTOR: Existing: 50%		0	0				0	0	0%			0	0			0	0
Thru ts ← Thru	Projected: 50%	8	1	33	1	0	9	1	38			9	1	38	0	9	1	38
Right	Mitigated: 50%		0	0				0	0	0%			0	0			1 0	30
≥ Night Shared	Willigated: 0070	25	0	0	4	0	29	Ö	0	0%		29	0	Ö	0	29	0	0
	ritical 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/ca	apacity (v/c) ratio:			0.521					0.638					0.639				0.639
	ΓSAC adjustment:			0.451					0.568					0.569				0.569
	•								A					A				A
Level	Level of Service (LOS):									1			0 1 5		IMD	^ ~ T		$\prec$

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Change in *v/c* due to project: Significantly impacted?

0.001 N/A

## Agoura Landmark TIA

Intersec	tion No. 1	2015	, EXISTI	NG	2035,	PROJEC	TED CUMU	LATIVE	BASE			, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases: 3	3	Ambient G	<u>rowth</u>	Critical	Phases:	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	be Rd	Ca	apacity:	1425	from:	2015	С	apacity:	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stre	et:	Signal S	System: 2	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	□Use Dist	2? Signal :	System:	2
Canwood S		v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	: 01/11/2016	Opposed P	hasing: 2				Opposed F	Phasing: 2		Gen 2	PM	0	0	0		Opposed F	Phasing:	
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
<b>6</b> 1 C			2	94				2	114				2	114			2	114
p Left Lt-Th Oq Thru Th-Rt OR Right	N/B RTOR:	170	0	0	27	10	207	0	117	0%	0	207	0	117	0	207	0	117
O Thru	Existing: 75%		1	347				1	430				1	431			1	431
☐ → Th-Rt	Projected: 75%	588	1	347	95	45	728	1 <sup>†</sup>	430		2	730	1	431	0	730	1	431
o	Mitigated: 75%	400	0	0	4-	40	400	0	0	0%		400	0	0		400	0	0
≥ ↔ Shared	3	106	0	0	17	10	133	0	0	0%	0	133	0	0	0	133	0	0
1 1 0		25	1	25	4	0	29	1	29	0%	0	29	1	29	0	29	1	29
S ⊳Lt-Th	S/B RTOR:	23	0	0	4	U	29	0	0	0%	U	29	0	0	U	29	0	0
punoquin Quinoq Quinoquin Quinoquin Quinoquin Quinoquin Quinoquin Quinoquin	Existing: 50%	387	1	217	62	54	503	1	279	5%	0	503	1	279	0	503	1	279
= ← Th-Rt	Projected: 50%	307	1	217	02	54	300	1	279		0	300	1	279	· ·	505	1	279
	Mitigated: 50%	47	0	0	8	0	55	0	0	0%	0	55	0	0	0	55	0	0
Shared ↑			0	0	_	Ŭ		0	0	0%			0	0			0	0
Left		56	0	0	u	0	65	0	0		0	65	0	0	0	65	0	0
Duno → Lt-Th	E/B RTOR:		1	66				1	77	0%			1	77			1	77
o → Thru	Existing: 50%	10	0	0	2	0	12	0	0	0% 0%	0	12	0	0	0	12	0	0
otse → Th-Rt Right	Projected: 50%		1	111				1 1	137	0%			1	137			1	137
Shared	Mitigated: 50%	196	0	<u></u>	32	13	241	0 0	13 <i>1</i> 0	0%	0	241	0 0	137	0	241	0 0	137
C 1 - 64			1	112				1	144	0%			1	144			1	144
□	W/B RTOR:	112	0	0	18	14	144	0	0	0%	0	144	o i	0	0	144	0	0
Q ← Thru	Existing: 50%	0.0	Ö	0				Ö	0	0%			Ö	Ö			Ö	0
Thru ts ← Th-Rt	Projected: 50%	38	1	75	6	U	44	1	87	0%	0	44	1	87	0	44	1	87
Right	Mitigated: 50%	0.7	0	0			40	0	0	0%		40	0	0		40	0	0
> <del>↑</del> Shared	-	37	0	0	6	0	43	0	0	0%	0	43	0	0	0	43	0	0
С	ritical Volumes:	North-	South:	372			North-	South:	459			North-	South:	460		North-	South:	460
			-West:	223				-West:	281				-West:	281			-West:	281
		,	Total:	595				Total:	740				Total:	741			Total:	741
Volume/ca	apacity (v/c) ratio:			0.418					0.519					0.520				0.520
	TSAC adjustment:			0.348					0.449					0.450				0.450
	,			Α					A					Α				Α
Lovei	Level of Service (LOS): A				l					ı		D D	O LE		IMP	\ C T		

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Change in *v/c* due to project: Significantly impacted?

0.001 N/A

## Agoura Landmark TIA

Intersec	tion No. 2	2015	, EXISTI	NG	2035,	PROJEC	TED CUML	JLATI VE I	BASE		2035	s, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases:	3	Ambient G	<u>Frowth</u>	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adok	oe Rd	C	apacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stree	et:	Signal S	System: 1	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal	System:	2
US 101 NB	Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing: (	0			Opposed I	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak	8:00 AM	Counts		Lane	+ Amb.	+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	0.00 AW	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume		Volume	Lanes	Volume
E Left	N/D DTOD	75	2	41	12	24	111	2	61	(30%)	2	113	2	62	0	113	2	62
punoquino tt-Th Thru  Th-Rt  Right	N/B RTOR:		0	400				0	0.45	0%			0	0.45			0	0.45
S ↑ Thru	Existing: 50%	378	2	189	61	51	490	2	245		0	490	2	245	0	490	2	245
£ 1→Th-Rt	Projected: 50%		0	0				0	0	0%			0	0			0	0
	Mitigated: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Tisnared			0	0				0	0	0%			0	0			0	0
p \Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
punoqutno ↓ Lt-Th Qt-Thru ↓ Th-Rt ↓ Right	S/B RTOR:		0	0				0_	0	0%			0	0		_	0	0
<u>S</u> ↓ Thru	Existing: 50%	727	1	611	117	66	910	1	742	5%	2	912	1	743		912	1	743
<del>É</del> ← Th-Rt	Projected: 50%		1	611		•	0.0	1	742			0.12	1[	743	<u> </u>	0.12	1[	743
	Mitigated: 50%	494	0	0	80	0	574	0	0	0%	0	574	0	0	0	574	0	0
			0	0		ŭ		0	0	0%	Ů	0, 1	0	0		<u> </u>	0	0
Left		0	0	0	()	0	0	0	0		0	0	0	0		0	0	0
D → Lt-Th O → Thru	E/B RTOR:		0	0		Ŭ	Ŭ	0	0				0	0		, ,	0	0
ರ್ → Thru	Existing: 50%	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
ts → Th-Rt	Projected: 50%	·	0	0		o o	· ·	0	0	0%	0	•	0	0	·	Ŭ	0	0
Right → Right	Mitigated: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	( )	0	0	0
→ Shared		·	0	0	·	U		0	0		U		0	0			0	0
o ← Left		333	0_	0	54	6	393	0_	0		0	393	0	0		393	0	0
<del>⊆</del> <del>√</del> Lt-Th	W/B RTOR:	333	1	333	0.4	o o	333	1	393		U	000	1	393		000	1	393
O ← Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
ੜ੍ਹੋ ← Th-Rt	Projected: 50%	U	0	0		o o	· ·	0	0			•	0	0		·	0	0
⊗ ← Right	Mitigated: 50%	315	1	315	51	0	366	1	366	0%	0	366	1	366	0	366	1	366
→ Shared		313	0	0	31	U	300	0	0	0%	U	300	0	0	U	300	0	0
C	ritical Volumes:	North-	South:	652					803			North-	South:	805		North-	South:	805
			-West:	333			East	t-West:	393				-West:	393			-West:	393
			Total:	985				Total:	1196				Total:	1198			Total:	1198
Volume/ca	apacity (v/c) ratio:			0.691					0.839					0.841				0.841
														0.771				0.771
	ΓSAC adjustment:			0.621					0.769					0.771				
Level	of Service (LOS):			В					С			<u> </u>		<u> </u>		A O T		С
												<u> P R</u>	OJE	<u>: C I </u>	I M P A	4 C I		

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Change in *v/c* due to project: Significantly impacted?

 $\begin{array}{cc} \text{O.002} & \Delta \textit{v/c} \text{ after mitigation:} \\ \text{NO} & \text{Fully mitigated?} \end{array}$ 

## Agoura Landmark TIA

Intersec	tion No. 2	2015	, EXISTI	NG	2035,	PROJEC	TED CUML	JLATIVE E	BASE			, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	3	Ambient C	<u>Frowth</u>	Critical	Phases: 3	3	☑ Adj	acen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adol	oe Rd	C	apacity:	1425	from:	2015	C	apacity: 1	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Stre	et:	Signal S	System:	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal	System:	2
<b>US 101 NB</b>	Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date:	01/11/2016	Opposed F	Phasing:	0			Opposed I	Phasing: C		Gen 2	PM	0	0	0		Opposed F	Phasing:	
PM Peak:	5:00 PM	Counts Volume	Longo	Lane Volume	+ Amb. Growth	+ Area	= Total Volume	Longo	Lane Volume		Project	Total	Longo	Lane Volume	Adjusted Volume	Total Volume	Longo	Lane Volume
<del>-</del> 1 0			Lanes 2	182		Projects		Lanes 2	<b>224</b>	(30%)	/olume	Volume	Lanes 2	231			Lanes 2	231
octhood tr-Luck tr	N/B RTOR:	331	0	102	53	23	407	0	0	0%	12	419	0	231	0	419	0	231
D   Lt-III	Existing: 50%		2	336				2	423	(5%)			2	424			2	424
☐ Th-Rt	Projected: 50%	671	0	000	108	67	846	0	423	0%	2	848	0	<b>424</b>	0	848	0	124
o ← Right	Mitigated: 50%		0	0				0	0	0%			0	0			0	0
Z → Shared	witigated: 3070	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
1 1 6			0	0		_		0	0	0%	_		0	0		_	0	0
punoquin Qurup Qu	S/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
d   Thru	Existing: 50%	007	1	287	40	00	440	1	404	5%	_	440	1	404		440	1	404
☐ Th-Rt	Projected: 50%	287	1	340	46	80	413	1	404	0%	0	413	1	404	0	413	1	404
Right ← C	Mitigated: 50%	240	0	0		_	205	0	0	0%	0	205	0	0		205	0	0
Shared ✓		340	0	0	55	0	395	0	0	0%	U	395	0	0	0	395	0	0
Left		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Dunder Lt-Th	E/B RTOR:	U	0	0		U	U	0	0	0%	U	U	0	0	U	U	0	0
ರ್ಷ → Thru	Existing: 0%	0	0	0	0	o	0	0	0	0%	0	0	0	0	0	0	0	0
Th-Rt  Right	Projected: 0%	U	0	0		U	U	0	0	0%	U	U	0	0	U	U	0	0
ТШ ѝ 3	Mitigated: 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
o ← Left		93	0	0	16	7	115	0	0	0%	0	115	0	0	0	115	0	0
□ C Lent □ C t-Th	W/B RTOR:		1	93				1	115				1	115			1	115
Thru ts ← Th-Rt	Existing: 0%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
₩ Th-Rt	Projected: 0%		0	0	-			0_	0	0%			0	0			0	0
⊕ Right	Mitigated: 0%	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
C	ritical Volumes:		South:	522				South:	628				South:	635			South:	635
			-West:	318			East	t-West:	369				-West:	369			-West:	369
			Total:	840				Total:	997				Total:	1004			Total:	1004
Volume/ca	apacity (v/c) ratio:			0.590					0.700					0.705				0.705
v/c less A	ΓSAC adjustment:			0.520					0.630					0.635				0.635
Level	of Service (LOS):			Α					В					В				В
	\ -/	1			1					1		D D	O L F		IMP	1 C T		

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Change in *v/c* due to project: Significantly impacted?

0.005 N/A

## Agoura Landmark TIA

Intersection No. 3	2015	, EXISTI	NG	2035	PROJEC	TED CUMU	LATIVE	BASE		2035	, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	3	Ambient C	<u>Growth</u>	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adobe Rd	С	apacity:	1425	from:	2015	С	apacity: 1	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Street:	Signal	System: [	2	to:	2035	Signal	System: 🛭	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal S	System:	2
US 101 SB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed F	Phasing: (	0			Opposed I	Phasing: (		Gen 2	PM	0	0	0		Opposed P	hasing:	
AM Peak: 8:00 AM	Counts Volume	Lanes	Lane Volume		+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
		Laries	Volume	GIOWIII			Carres	Volume	0%			Carres	Volume			Carles	Volume
Lt-Th N/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
O Thru Existing: 50%		2	75				2	125				2	126	-		2	126
Th-Rt Projected: 50%	150	0	0	24	75	249	0	0	0%	2	251	0	0	0	251	0	0
Right Mitigated: 50%		1	101				1	125	0%			1	125			1	125
Left  Lt-Th  Of Thru  Th-Rt  C Right  Shared  N/B RTOR:  Existing: 50%  Mitigated: 50%  Mitigated: 50%	101	0	0	16	8	125	0	0	0%	0	125	Ö	0	0	125	0	0
1 1 0	500	2	275	81	0	581	2	319	0%	0	581	2	319	0	581	2	319
D ← Left  Lt-Th  S/B RTOR:  Existing: 50%	500	0	0	81	U	561	0	0	0%	U	561	0	0	U	561	0	0
☐ ↓ Thru Existing: 50%	565	2	283	91	75	731	2	366	5%	2	733	2	367	0	733	2	367
Th-Rt Projected: 50%  Right Mitigated: 50%	505	0	0	91	75	731	0	0	0%		733	0	0	U	733	0	0
	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Shared	0	0	0		U	U	0	0	0%	U	U	0	0	U	U	0	0
Left	310	1	310	50	0	360	1	360	0%	0	360	1	360	0	360	1	360
D → Lt-Th E/B RTOR: D → Thru Existing: 0%	010	0	0	00		000	0	0	0%		000	0	0		000	0	0
o → Thru Existing: 0%	2	0_	0	0	0	2	0_	0	0%	0	2	0	0	0	2	0	0
Th-Rt Projected: 0%  Right Mitigated: 0%	_	1	449			_	1	539			_	1	551		_	1	551
ш ;у	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
C Left	0	0	0	()	0	0	0	0	0%	0	0	0	0	0	0	0	0
⊆		0	0				0	0	0%			0	0			0	0
OG ← Thru Existing: 0% Th-Rt Projected: 0%	0	0	0	0	0	0	0	U	0%	0	0	0	0	0	0	0	U
Th-Rt Projected: 0%		0	0				0	U	0%			0	U			0	U
Right Mitigated: 0%	0	0	0	0	0	0	0	0	0% 0%	0	0	0	0	0	0	0	U
Shared		0	<u> </u>				0	445	0%			<u>~</u> _				0	445
Critical Volumes:		South:	376				South:	445			North-		445		North-		445
		-West:	449				-West:	539				-West:	551			-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):	Level of Service (LOS):		Α					В				<u> </u>	В				В

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Change in *v/c* due to project: Significantly impacted?

0.008 N/A

## Agoura Landmark TIA

Intersection No. 3	2015	, EXISTI	NG	2035,	PROJEC <sup>*</sup>	TED CUML	JLATIVE	BASE		2035	, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	3	Ambient C	rowth	Critical	Phases: 3	3	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Reyes Adobe Rd	C	apacity:	1425	from:	2015	C	apacity: 1	1425	Trip	AM	41	7	48		C	apacity:	1425
East/West Street:	Signal	System: :	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	□Use Dist	2? Signal S	System:	2
US 101 SB Ramps	v/c re	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed I	Phasing: (				Opposed I	Phasing: (		Gen 2	PM	0	0	0		Opposed P	hasing:	
PM Peak: 5:00 PM	Counts Volume	Lanes	Lane Volume	+ Amb.	+ Area Projects	= Total Volume	Lanes	Lane Volume		Project	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
	volume	0	Volume	Growth	Projects	volume	0	Volume	0%	Volume	volume	0	Volume	volume	volume	0	volume
Lt-Th N/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Thru Existing: 50%		2	298				2	391	(35%)			2	398	-		2	398
Th-Rt Projected: 50%	596	0	230	96	89	781	0	<u> </u>	0%	14	795	0		0	795	0	000
Right Mitigated: 50%		1	261				1	311	0%			1	311			1	311
Left  Lt-Th  CT  CRIGHT  CRIGH	261	0	0	42	8	311	Ö	0	0%	0	311	0	0	0	311	0	0
1 1 0	153	2	84	25	0	178	2	98		0	178	2	98	0	178	2	98
Under the projected: 50%  Left  S/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%  Mitigated: 50%	100	0	0		U	170	0	0	0%		170	0	0	U	170	0	0
Control   Existing: 50%   Existing: 50%	224	2	112	36	84	344	2	172	5%	0	344	2	172	0	344	2	172
☐ ☐ Th-Rt Projected: 50%		0	0	00	0.7	011	0	0			011	0	0		011	0	0
	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Snareu		0	0	, in the second			0	0	0%			0	0			0	0
Left	411	1	411	66	0	477	1	477	0%	0	477	1	477	0	477	1	477
D → Lt-Th O → Thru  E/B RTOR: Existing: 50%		0	0				0	0				0	0			0	0
Thru Existing: 50%	5	0	0	1	0	6	0	0	0%	0	6	0	0	0	6	0	0
Th-Rt Projected: 50%		1	204				1	282				1	285			1	285
Right Mitigated: 50%	199	0	0	32	45	276	0	0	30%	3	279	0	0	0	279	0	0
Shared		0	0				0	<u> </u>	0% 0%			0	0			0	0
C Left  ☐ C Lt-Th W/B RTOR:	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
C→ Ct-Th O→ Thru Existing: 50% Th-Rt O→ Right Mitigated: 50%		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	0	0
Right Mitigated: 50%		0	0				0	0	0%			0	0			0	0
Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:	North-	South:	382			North-	South:	488			North-	South:	495		North-	South:	495
		-West:	411				-West:	477				-West:	477			-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
Level of dervice (Edd).	l			<u> </u>				ט	1		D D	OJE		IMPA	\ C T		ט

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Change in *v/c* due to project: Significantly impacted?

0.004 N/A

## Agoura Landmark TIA

Intersection No. 4	2015	, EXISTI	NG	2035,	, PROJEC	TED CUML	ILATIVE	BASE		2035	, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases: 4	4	Ambient C	<u>Growth</u>	Critical	Phases:	4	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Reyes Adobe Rd	С	apacity: 1	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		С	apacity:	1375
East/West Street:	Signal	System: 2	2	to:	2035	Signal	System:	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal :	System:	3
Agoura Rd	v/c re	duction: 7	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	10%
Analysis Date: 01/11/2016	Opposed F	Phasing: 1	1			Opposed I	Phasing:	1	Gen 2	PM	0	0	0		Opposed F	hasing:	1
AM Peak: 8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume		Volume	Lanes	Volume
Lt-Th N/B RTOR:	4	0	4	1	0	5	1	5	0%	0	5	1	5	0	5	1	5
Thru Existing: 50%		0	0				0	0	0%			0	0			0	0
Th-Rt Projected: 50%	3	1	<u> </u>	0	0	3	1	6		0	3	1	6	0	3	1	6
Projected: 50%		, ,	<u> </u>				1	0	0%			1	0			1	0
Left  Lt-Th  Off Thru  Frojected: 50%  Right  Shared  N/B RTOR:  Existing: 50%  Mitigated: 50%	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
l i c	007	1	218	0.4	00	<b>FF0</b>	1	302	35%	4.4	504	1	310	_	504	1	310
Lt-Th S/B RTOR:	397	1	212		89	550	1	286		14	564	1	292	0	564	1	292
Ö ↓ Thru Existing: 50%	00	0	0		_	00	0	0	0%	_	00	0	0	0	00	0	0
Under the projected: 50%  Left  S/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%	33	0	0	5	U	38	0	0	0%	0	38	0	0	U	38	0	0
Right Mitigated: 50%	E4E	1	461	00	7	005	1	538	0%	_	005	1	538		005	1	538
Shared	515	0	0	83	7	605	0	0	0%	0	605	0	0	0	605	0	0
→ Left	108	1	108	17	9	134	1	134	0%	0	134	1	134	0	134	1	134
D → Lt-Th O → Thru  E/B RTOR: Existing: 50%	108	0	0	17	9	134	0	0	0%	U	134	0	0	U	134	0	0
O → Thru Existing: 50%	134	1	69	22	57	213	1	108	5%	2	215	1	109	0	215	1	109
Th-Rt Projected: 50%	134	1	69	22	57	213	1	108	0%		213	1	109	U	215	1	109
Right Mitigated: 50%	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0
→ Shared	3	0	0	0	U	3	0	0	0%	U	3	0	0	U	3	0	0
o ← Left	1	1	1	0	0	1	1	1	0%	0	1	1	1	0	1	1	1
⊆ <del>√</del> Lt-Th <u>W/B RTOR:</u>	1	0	0		U	'	0	0	0%	U		0	0	U	'	0	0
C→ Thru C→ Thru C→ Th-Rt C→ Right  W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	136	1	122	22	46	204	1	202	(5%)	1	205	1	205	0	205	1	205
Th-Rt Projected: 50%	130	1	122		40	204	1	202	0%		203	1	205	U	203	1	205
♥ Night Mitigated: 50%	108	0	0	17	74	199	0	0	(35%)	6	205	0	0	0	205	0	0
Shared Shared	100	0	0	17	74	199	0	0	0%	U	205	0	0	U	205	0	0
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										_				_
Level of dervice (LOS).	l			1				Α	I .		D D	OJE	A E C T	IMPA	۸ст		Α

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Change in *v/c* due to project: Significantly impacted?

-0.027 N/A

## Agoura Landmark TIA

Intersec	tion No. 4	2015	, EXISTI	NG	2035,	PROJEC <sup>*</sup>	TED CUML	JLATIVE	BASE		2035	, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Sti	reet:	Critical	Phases:	4	Ambient C	rowth	Critical	Phases:	4	☑ Ad	jacen <sup>.</sup>	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Reyes Adok	oe Rd	C	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Stree	et:	Signal S	System:	2	to:	2035	Signal	System:	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal S	System:	3
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	10%
Analysis Date:	01/11/2016	Opposed F	hasing:				Opposed I	Phasing:		Gen 2	PM	0	0	0		Opposed F	hasing:	
PM Peak:	5:00 PM	Counts Volume	Lanes	Lane Volume		+ Area Projects	= Total Volume	Lanes	Lane Volume		Project	Total Volume	Lanes	Lane Volume		Total Volume	Lanes	Lane Volume
			1	12		Projects		1	14		Volume		1	14			1	14
Lt-Th	N/B RTOR:	12	0	12	2	0	14	0	14	0%	0	14	0	14	0	14	0	14
Oc Thru	Existing: 0%		0	0				0	0	0%			0	0			0	0
Th-Rt	Projected: 0%	25	1	35	4	0	29	1	41	0%	0	29	1	41	0	29	1	41
T ∩ Right	Mitigated: 0%		١					0	71	0%			0		-		0	0
D Left Lt-Th OG ↑ Thru ↑ Th-Rt C Right N ↑ Shared	Willigated: 070	10	0	0	2	0	12	0	0	0%	0	12	0	0	0	12	0	0
1 1 . 6		257	1	141	41	116	414	1	228	35%	3	417	1	230	0	417	1	230
punoquin Quinoq Quinoquin Quinoquin Quinoquin Quinoquin Quinoquin Quinoq Qu	S/B RTOR:	257	1	136	41	110	414	1	210	0%	3	417	1	211	U	417	1	211
<u></u> S ↓ Thru	Existing: 0%	20	0	0	3	0	23	0	0	0%	0	23	0	0	0	23	0	0
£ ← Th-Rt	Projected: 0%	20	0	0	J	U	23	0	0	0%	U	23	0	0	U	23	0	0
	Mitigated: 0%	97	1	97	16	8	121	1	121	0%	0	121	1	121	0	121	1	121
Shared		31	0	0	10	0	121	0	0	0%	U	121	0	0		121	0	0
Left		289	1	289	47	9	345	1	345		0	345	1	345	0	345	1	345
DU → Lt-Th O → Thru	E/B RTOR:	200	0	0	7/	3	040	0	0	0%		040	0	0		040	0	0
ರ್ → Thru	Existing: 0%	281	1	142	45	64	390	1	197	5%	1	391	1	197		391	1	197
∯ → Th-Rt	Projected: 0%	201	1	142	10	07	000	1	197		•	001	1	197		001	1	197
© → Right	Mitigated: 0%	3	0	0	0	0	3	0	0	0%	0	3	0	0	0	3	0	0
— <del>→</del> Shared			0	0	•			0	0	0%			0	0			0	0
o ← Left		3	1	3	0	0	3	1	3		0	3	1	3		3	1	3
⊆ <del>∀</del> Lt-Th	W/B RTOR:		0	0				0	0	0%			0	0		ŭ	0	0
West West West West West West West Right	Existing: 0%	415	1	415	67	59	541	1	541	(5%)	2	543	1	543		543	1	543
₹S	Projected: 0%		1	496		- 00		1	664				1[	678	_		1[	678
Right Shared	Mitigated: 0%	496	0	0	80	88	664	0	0	(35%)	14	678	0	0	0	678	0	0
	ritical Volumes:	North-	South:	176			North	South:	269			North-		270		North-	South:	270
	illicai voiuilles.		-West:	785				-West:	1009				-West:	1023			-West:	1023
			Total:	961				Total:	1277				Total:	1293			Total:	1293
\/alms/-	appoint (1/2) rati-		ı Ulal.					ı Ulal.					ı Ulal.				ı Ulal.	
	apacity (v/c) ratio:			0.699					0.929					0.940				0.940
	FSAC adjustment:			0.629					0.859					0.870				0.840
Level	of Service (LOS):			В					D					D				D
												PR	OJE	- C T	IMPA	$^{1}$		

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Change in *v/c* due to project: Significantly impacted?

 $\begin{array}{c|cccc} \underline{E \ C \ I \ M \ P \ A \ C \ I} \\ \hline O.O11 \ \Delta \textit{v/c} \ \text{after mitigation:} \\ \hline NO \ & Fully mitigated? \\ \end{array}$ 

-0.019 N/A

## Agoura Landmark TIA

Intersec	tion No. 5	2015	, EXISTI	NG	2035,	PROJEC	TED CUMU	ILATI VE I	BASE			, WITH PR	OJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases: 2	2	Ambient G	rowth	Critical	Phases: 2	2	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	2
Ladyface C	ir	Ca	apacity:	1500	from:	2015	C	apacity:	1500	Trip	AM	41	7	48		С	apacity:	1500
East/West Stree	et:	Signal S	System: 2	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist 2	2? Signal	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing: 2	2			Opposed F	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	hasing:	2
AM Peak:	8:00 AM	Counts		Lane	- 1	+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
<del></del>	0.00 7 NVI	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume		Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D Left Unoquino  ↑ Thru  ↑ Th-Rt  ○ Right	N/B RTOR:	7	1		1	0	8	0	8	0% 0%	0	8	ւլ 0	8	0	8	1[	<u> </u>
☐ 1 Lt-III			0	0				0	0	0%			0	0			0	0
O ↑ Thru H ↑ Th-Rt	Existing: 50% Projected: 50%	1	1	7	0	0	1	1	8		0	1	1 T	8	0	1	1	•
O C Right	,		0	6				0	7	0%			0 0	7	-		0	7
Shared	Mitigated: 50%	6	0	0	1	0	7	0	0	0%	0	7	0	0	0	7	0	0
1 1 . 6			0	0				0	0				0	0			0	0
Lt-Th	S/B RTOR:	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	2	0	0
OC ↓ 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	0	0
tert punoqupunoqupunoq	Mitigated: 50%		0	0				0	0	0%			0	0			0	0
Shared	imitigated: 0070	1	1	3	0	0	1	1	3		0	1	1	3	0	1	1	3
⊅ Left			1	84		_		1	98				1	98			1	98
Duno → Lt-Th	E/B RTOR:	84	0	0	14	0	98	0	0		0	98	Ö	0	0	98	0	0
o → Thru	Existing: 50%	004	1	168	27	440	400	1	265	40%	40	404	1	273		404	1	273
⊕ → Th-Rt	Projected: 50%	231	1	168	37	140	408	1	265		16	424	1	273	0	424	1	273
Eastbo Th-Rt	Mitigated: 50%	104	0	0	17	_	121	0	0	0%	0	121	0	0		121	0	0
<sup>™</sup> <del>♦</del> Shared		104	0	0		0	121	0	0	0%	U	121	0	0	0	121	0	0
_ C Left		46	1	46	7	0	53	1	53	60%	25	78	1	78	0	78	1	78
□ C Left □ C t-Th	W/B RTOR:	40	0	0	′	U	55	0_	0		25	70	0	0		70	0	0
	Existing: 50%	211	1	108	34	119	364	1	185		3	367	1	186	0	367	1	186
₩ ← Th-Rt	Projected: 50%	211	1	108	54	113	304	1	185			301	1	186		307	1	186
⊕ Right	Mitigated: 50%	5	0	0	1	0	6	0	0	0%	0	6	0	0	0	6	0	0
→ Shared		0	0	0	'	- U		0	0	0%	, o		0	0		Ŭ	0	0
С	ritical 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/ca	apacity (v/c) ratio:			0.190					0.307					0.314				0.314
v/c less A	ΓSAC adjustment:			0.120					0.237					0.244				0.244
	of Service (LOS):			A					A					A				A
20001	3. 2011100 (200).	1			l					1		D D	$\cap$ LF		IMP	\ C T		

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Change in *v/c* due to project: Significantly impacted?

0.007 N/A

Agoura Landmark TIA

North-South Street:   Capacity   1500   East/West Street:   Capacity   1500   East/West Street:   Capacity   1500   Signal System:   2   vic. reduction: 7 %   Capacity   1500   Signal System:   2   vic. reduction: 7 %   Capacity   1500   Signal System:   2   vic. reduction: 7 %   Capacity   1500	Intersec	tion No. 5	2015	, EXISTI	ING	2035,	PROJEC	TED CUML	ILATIVE E	BASE			, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
Fast Mercont   Fast New   Fast	North/South St	reet:	Critical	Phases:	2	Ambient G	<u>rowth</u>	Critical	Phases: 2	<u>)</u>	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	2
Agoura Rd   Analysis Date: 01/11/2016   Opposed Phasing: 2   Lane   Date: 01/11/2016   Oppo	Ladyface C	ir	C	apacity:	1500	from:	2015	C	apacity: 1	500	Trip	AM	41	7	48		C	apacity:	1500
Analysis Date:   01/11/2016   Opposed Phasing: 2   Lane Counts   Volume   Lane Solume   Volume   Vol	East/West Stre	et:	Signal S	System:	2	to:	2035	Signal	System: 2	<u>)</u>	Gen 1	PM	9	39	48	☐Use Dist 2	?? Signal	System:	2
PM Peak   5:00 PM   Counts	Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	1%	Trip	AM	0	0	0		v/c re	duction:	7%
PM Peaks: 5:00 PM   Volume   Lanes   Volume   Lanes   Volume   Lanes   Vo	Analysis Date	01/11/2016	Opposed F	hasing:	2				Phasing: 2	2	Gen 2	PM	0	0	0		Opposed I	Phasing:	2
Second   S	PM Peak	5:00 PM																	
Second   Company   Compa	<u> </u>	0.001 101	Volume	Lanes		Growth	Projects	Volume				Volume	Volume	Lanes			Volume	Lanes	
Shared	D ) Left	N/D DTOD	131	1[	131	21	0	152		152		0	152	1[	152	0	152	1	152
Shared	D ↑ Lt-In			0	0				0	0				0	0			0	0
Shared	o l Thru		0	0	70	0	0	0	0	0		0	0	0	0	0	0	0	0
Shared	† P Ih-Rt	,		1					1					1				1	
Shared	O C Right	Mitigated: 75%	70	0	70	11	0	81	•	81		0	81			0	81	0	81
Fig.	* Y Snared				0					0								0	0
Shared	D → Lett	C/D DTOD	22	0	0	4	0	26		0		0	26	0	0	0	26	0	0
Shared	] ⊃ tr.in			0	0				_	0				0	0			0	0
Shared	o ↓ Inru		0	0	0	0	0	0	•	0		0	0	0	0	0	0	0	0
Shared	Th-Rt			0	0				•	0				0	0			0	0
Critical Volumes:   North-South:   154   Shared   North-South:   154   Critical Volumes:   North-South:   154   Critical Volume/capacity (v/c) ratio:   v/c less ATSAC adjustment:   0.330   v/c less ATSAC adjustment:   0.260   0.401   0.000   0.		Mitigated: 50%	1	4	- 0	0	0	1	4	27		0	1	4	27	0	1	4	07
State   Stat				1					<u> </u>					1				1	
Right   Mitigated: 50%   23   0   0   0   4   0   27   0   0   0   0   0   0   0   0   0		E /D DTOD	10	0		2	0	12	1			0	12	1			12	1	12
Right   Mitigated: 50%   23   0   0   0   4   0   27   0   0   0   0   0   0   0   0   0	□ → Lt-III			1										1				1	275
Right   Mitigated: 50%   23   0   0   0   4   0   27   0   0   0   0   0   0   0   0   0			286	1		46	187	519	<u> </u>			4	523	1			523	1	
Shared   23	TS 7 Dight	,		, I	155				, L					١١				, i	2/3
Critical Volumes:  North-South: 154 East-West: 341 Volume/capacity (w/c) ratio:  v/c left  V/c Left  V/c Left  V/c Left  V/c less ATSAC adjustment:  V/c left  V/c less ATSAC adjustment:  V/c left	A	Miligated: 50%	23		0	4	0	27		0		0	27		0	0	27	0	0
Shared	<u> </u>			1	15				1	17				1	22			1	22
Thru   Existing: 50%   Th-Rt   Projected: 50%   Mitigated: 50%   Mitigated: 50%   Shared   Total:   T	D ↓ Leit	W/P DTOD.	15		13	2	0	17				5	22				22		22
Shared   Mitigated: 50%   1   0   0   0   0   0   1   0   0   0	☐			1	106				1					1				1	207
Shared   Mitigated: 50%   1   0   0   0   0   0   1   0   0   0	1111 d 1111 d 1111 d	, c	371	1		60	147	578	1			16	594	1		- 0	594	1	
Critical Volumes:         North-South:         154 East-West:         North-South:         179 Indicated (w/c) ratio:         N	O C Dight			, I					, <u>'</u> _					١١		-		, i	291
Critical Volumes:         North-South:         154 East-West:         North-South:         179 East-West:         562 Total:         North-South:         179 East-West:         North-South:         179 East-West:         572 East-West:         572 Total:         751 Total:	≥ Kigiii	Willigated. 5078	1	0		0	0	1	0	0		0	1		0	0	1	0	0
East-West: 341   East-West: 562   East-West: 572   East-West: 572     Total: 495   Total: 741   Total: 751     Volume/capacity (v/c) ratio: 0.330   0.494   0.501     v/c less ATSAC adjustment: 0.260   0.424   0.431     East-West: 572   East-West: 572     Total: 751   Total: 751     0.501   0.431			N	0 11	<u> </u>			N	0 11	470	070		N		470		N	0 11	470
Volume/capacity (v/c) ratio:         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		ritical volumes:																	
Volume/capacity (v/c) ratio:       0.330       0.494       0.501         v/c less ATSAC adjustment:       0.260       0.424       0.431																	East		
v/c less ATSAC adjustment:         0.260         0.424         0.431         0.431				ı otaı:					ı otaı:					ı otal:				ı otal:	
	Volume/c	apacity (v/c) ratio:																	
Level of Service (LOS): A A A	v/c less A	TSAC adjustment:			0.260					0.424					0.431				0.431
DPO LECT IMPACT	Level				Α					Α					Α				Α

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Change in *v/c* due to project: Significantly impacted?

0.007 N/A

## Agoura Landmark TIA

Lintorooo	tion No. 6	2015	, EXISTI	NC	2025	DDO IEC	TED CUML	II ATI\/C	DACE		2025	, WITH PE	OUTCT		2025 14/1	TH TRAFF	I C NALTI	CATION
		4								N VY	jacent			T-4-1	2035, WI			
North/South St			Phases: (		Ambient C			Phases: (				<u>In</u>	<u>Out</u>	<u>Total</u>			Phases:	
Roadside R		1	apacity:		from:			apacity:		Trip	AM	41	7	48			apacity:	
East/West Stree	et:	_	System:		to:	2035	_	System:		Gen 1	PM	9	39	48	☐Use Dist	3	System:	
Agoura Rd		i e	duction: (		at:	0.75%		duction: (		Trip	AM	0	0	0			duction:	
Analysis Date:	01/11/2016	Opposed F	hasing:				Opposed	Phasing: (		Gen 2	PM	0	0	0		Opposed F	hasing:	
AM Peak:	8:00 AM	Counts Volume	Lanes	Lane Volume		+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume
<b>5</b> 1 0			Caries	Volume	GIOWIII			0	Volume	0%			0	Volume			Caries	Volume
DUDOGULATION LETT  Lt-Th  Of Thru  Th-Rt  C Right  N Shared	N/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
O Thru	Existing: 50%		0	0				0	0	0%			0	0			0	0
ام ا	- U	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
£ ∱Th-Rt	Projected: 50%		Ŭ	0				•	0	0%			•	0			0	0
Ō ← Right	Mitigated: 50%	0	0	U	0	0	0	0	0	0%	0	0	0	U	0	0	U	U
Tanared			0	0				0	0	0%			0	0			0	0
p \Left		12	0	0	2	129	143	0	0	0%	0	143	0	0	0	143	0	0
punoquino ↓ Lt-Th ↓ Thru ↓ Th-Rt Right	S/B RTOR:		0	0	_	0		0	0	0%			0	0			0	0
<u>8</u> ↓ Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
<del>[</del>	Projected: 50%		0	0		- U		0	0	0%	0		0	0	· ·	Ŭ	0	0
	Mitigated: 50%	16	0_	0	3	24	43	0_	0	0%	0	43	0_	0	0	43	0	0
Shared		10	1	28		24	70	1	186	0%	U	70	1	186	U	70	1	186
_ J Left		8	1	8	1	120	129	1	129	0%	0	129	1	129	0	129	1	129
$\begin{array}{c} P \longrightarrow Lt-Th \\ O \longrightarrow Thru \\ \uparrow \searrow Th-Rt \end{array}$	E/B RTOR:	0	0	0	'	120	129	0	0	0%	U	129	0	0	U	129	0	0
ರ → Thru	Existing: 50%	153	2	77	25	33	211	2	105	(60%)	4	215	2	107	0	215	2	107
$\frac{2}{10}$ $\rightarrow$ Th-Rt	Projected: 50%	153	0	0	25	33	211	0	0	0%	4	215	0	0	U	215	0	0
Right → Right	Mitigated: 50%		0	0		_	_	0	0	0%		_	0	0		_	0	0
→ Shared		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
C L oft			0	0				0	0	0%	_		0	0			0	0
□ ↓ Lt-Th	W/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
O ← Thru	Existing: 50%	0.10	1	171		400		1	290	60%	0.5		1	302			1	302
Thru Th-Rt	Projected: 50%	318	1	171	51	128	497	1	290	0%	25	522	1	302	0	522	1	302
Right	Mitigated: 50%		0		_			0	0	0%			0	002	_		0	002
Shared Shared	mingatour 0070	24	0	0	4	54	82	0	0	0%	0	82	Õ	Õ	0	82	0	Ô
	::t:   \	NI = atla	0	28			NI		<u> </u>			Manth		400		Manth	0	186
	ritical Volumes:	North-						South:	186			North-		186		North-		
			-West:	179			East	t-West:	419				-West:	431			-West:	431
			Total:	207				Total:	604				Total:	617			Total:	617
Volume/ca	apacity (v/c) ratio:			0.173					0.504					0.514				0.514
v/c less A	ΓSAC adjustment:			0.173					0.504					0.514				0.514
Level	of Service (LOS):			Α					Α					А				Α
	( )-	l			l					<u> </u>		PΩ	OJE	C T	IMPA	1 C. T		
												<u> </u>	<u> </u>		I IVI I /	<u>. U I</u>		

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Change in *v/c* due to project: Significantly impacted?

O.010  $\Delta v/c$  after mitigation: NO Fully mitigated?

0.010 N/A

## Agoura Landmark TIA

Intersection No. 6	2015	5, EXIST	ING	2035	PROJEC	TED CUML	JLATIVE	BASE			, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	0	Ambient C	<u>Growth</u>	Critical	Phases:	0	☑ Ac	ljacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	0
Roadside Rd	(	Capacity:	1200	from:	2015	C	apacity:	1200	Trip	AM	41	7	48		С	apacity:	1200
East/West Street:	Signal	System:	1	to:	2035	Signal	System:	1	Gen 1	PM	9	39	48	☐Use Dist	2? Signal	System:	1
Agoura Rd	v/c re	eduction:	0%	at:	0.75%	v/c re	duction: (	0%	Trip	AM	0	0	0		v/c re	duction:	0%
Analysis Date: 01/11/2016		Phasing:				Opposed I	Phasing: (		Gen 2	PM	0	0	0		Opposed F	Phasing:	
PM Peak: 5:00 PM	Counts Volume	Lanes	Lane Volume		+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume	, ,	Total Volume	Lanes	Lane Volume
		0	Volume	Growth	Trojects		0	Oldine	0%			0	0			0	Oldine
Lt-Th N/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Thru Existing: 75%		0	0				0	0	0%			0	0			0	0
Th-Rt Projected: 75%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Right Mitigated: 75%		0	0				0	0	0%			0	0			0	0
Lt-Th  CALT  CALT	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
1 1 0	22	0	0	4	166	192	0	0		0	192	0	0	0	192	0	0
Under the projected: 50%  Left  S/B RTOR:  S/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%		0	0			.02	0	0	0%		.02	0	0		.02	0	0
Thru Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Frojected: 50%		0	0				0	0	0%			0	0		Ĭ	0	0
	12	0	0	2	30	44	0	0	0%	0	44	0	0	0	44	0	0
Snared		1	34				1	235				1	235			1	235
Left  ∠ Lt-Th E/B RTOR:	15	1	15	2	136	153	1	153			153	1	153		153	1 0	153
<u> </u>		0 2	0				0 2					0 2	0			0	256
Thru Existing: 50%	403	2 <u>[</u>	202	65	22	490	0	245 0	(60%) 0%	23	513	0	256 0	0	513	0	250
Th-Rt Projected: 50%		0	0				0	0	0%			0	0			0	0
Right Mitigated: 50% Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
C 1 - 64		0	0				0	0	0%			0	0			0	0
	0	0	0	()	0	0	0	0	0%		0	0	0	0	0	0	0
O ← Thru Existing: 50%		1	157				1	299				1	301			1	301
C→ Thru  C→ Thru  Thru  C→ Th-Rt  C→ Right  W/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%	301	1	157	49	170	520	1	299	0%	<b>n</b>	525	1	301	0	525	1	301
Right Mitigated: 50%		Ö	0				0	0	0%			0	001	_		Ö	0
Shared	12	0	Ö	2	64	78	0	0	0%		78	0	Ö	0	78	0	0
Critical Volume	S: North	-South:	34			North-	South:	235			North-	South:	235		North-	South:	235
		t-West:	202				t-West:	452				-West:	455			-West:	455
		Total:	236				Total:	688				Total:	690			Total:	690
Volume/capacity (v/c) rati	o:		0.196					0.573					0.575				0.575
v/c less ATSAC adjustmer			0.196					0.573					0.575				0.575
Level of Service (LOS			Α					A					Α				A
20701 01 0017100 (200	7-1			l							D D	2 O J I		IMPA	1 C T		

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Change in *v/c* due to project: Significantly impacted?

Agoura Landmark TIA

Intersec	tion No. 7	2015	, EXISTI	NG	2035,	PROJEC <sup>-</sup>	TED CUML	JLATI VE I	BASE		2035	, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	3	Ambient G	<u>rowth</u>	Critical	Phases: 3	3	☑ Adj	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Kanan Rd		С	apacity:	1425	from:	2015	C	apacity: 1	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Stree	et:	Signal	System:	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal :	System:	2
Agoura Rd		v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing:	2			Opposed I	Phasing: 2	2	Gen 2	PM	0	0	0		Opposed F	Phasing:	2
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	0.0071111	Volume	Lanes	Volume		Projects	Volume	Lanes	Volume	2%	Volume	Volume	Lanes	Volume 81	Volume	Volume	Lanes	Volume 81
Dunoqui Calculation of the control	N/B RTOR:	48	1	48 0	8	24	80	0	80	0%	1	81	0	01	0	81	11	01
			1	313				1	0 385	0%			1	385			4	385
O ↑ Thru	Existing: 50%	609	1	313		33	740	1	385		0	740	1	385	0	740	1	385
∓ 1 Th-Rt	Projected: 50%		1	313				0	_	0%			0	300			1 0	300
Ö ← Right → Shared	Mitigated: 50%	16	0	0	3	11	30	0	0	0%	0	30	0	0	0	30	0	0
p ↓Left		97	2	53	16	111	224	2	123	0%	0	224	2	123	0	224	2	123
punoqutino ↓ tt-Th Qt ↑ Thru ↓ Th-Rt Q Right	S/B RTOR:		0	0	-			0_	011	0%			0	044	-		0	014
O Thru	Existing: 50%	1050	2	525	169	2	1221	2	611	0%	0	1221	2	611	0	1221	2	611
☐ Th-Rt	Projected: 50%		0	007				0	007	0%			0	047			0	047
	Mitigated: 50%	251	1	207	40	105	396	1	297	53%	22	418	1	317	0	418	1	317
Snared			0	40				0	400	(5204)			0	444			0	444
D → Left Lt-Th	E /D DTOD	89	2	49	14	95	198	2	109	(53%)	4	202	2	111	0	202	2	111
I	E/B RTOR:			0				0	0	0% (5%)				0				U
	Existing: 50%	70	0 1	0 166	11	48	129	0 1	258	(5%)	0	129	0 1	258	0	129	0 1	258
## → Th-Rt Right	Projected: 50%		0 0	001				0	0	(2%)			0	<u> 256</u>			0	236
⇒ Right → Shared	Mitigated: 50%	96	0	0	15	17	128	0	0	0%	0	128	0	0	0	128	0	0
C Loft			1	50				1	68	0%			1	68			1	68
D ← Left	W/B RTOR:	50	Ö	0	8	10	68	Ö	00	0%	0	68	Ó	00	0	68	Ö	00
O ← Thru	Existing: 50%		1	62	-			1	125	5%			1	127			1	127
octs ← Thru ts ← Th-Rt	Projected: 50%	62	0	0	10	53	125	0	0	0%	2	127	0	0	0	127	0	0
Right	Mitigated: 50%		1	11				1	21	0%			1	21			1	21
≥	miligatour 0070	59	0	0	10	64	133	0	0	0%	0	133	0	0	0	133	0	0
С	ritical 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/ca	apacity (v/c) ratio:			0.562					0.753					0.755				0.755
	ΓSAC adjustment:			0.492					0.683					0.685				0.685
	of Service (LOS):			Α					В					В				В
Level	C. CC. VICC (LOO).				<u> </u>				ט	<u> </u>		D D	OJE	E C T	IMPA	\		ט
												<u>1 1X</u>	U J L		I IVI I F	<u>,                                    </u>		

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Change in *v/c* due to project: Significantly impacted?

0.002 \( \Delta v/c \) after mitigation: NO Fully mitigated?

## Agoura Landmark TIA

Intersection No.	7	2015	, EXISTI	NG	2035,	PROJEC	TED CUML	JLATIVE	BASE			, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Street:		Critical	Phases:	3	Ambient C	<u>Growth</u>	Critical	Phases: 3	3	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	3
Kanan Rd		Ca	apacity:	1425	from:	2015	C	apacity:	1425	Trip	AM	41	7	48		С	apacity:	1425
East/West Street:		0	System: 1		to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal :	System:	2
Agoura Rd			duction:		at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2	016	Opposed P	hasing: :				Opposed	Phasing: 2		Gen 2	PM	0	0	0		Opposed F	hasing:	
PM Peak: 5:00 F	PM	Counts Volume	Lanes	Lane Volume	+ Amb.	+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume		Total Volume	Lanes	Lane Volume
¬ ↑ Left			1	149				1	201	2%			1	201			1	201
Left  Lt-Th  Thru  Thru  Right  Right  Mitigated: 7		149	0	0	24	28	201	0	0	0%	0	201	0	0	0	201	0	201
Thru Existing: 75		750	1	402	400		005	1	495		_	005	1	495			1	495
Th-Rt Projected:		756	1	402	122	47	925	1	495		0	925	1	495		925	1	495
Right Mitigated: 7	75%	40	0	0		_	0.5	0	0	0%	0	0.5	0	0		0.5	0	0
Z → Shared		48	0	0	8	9	65	0	0	0%	0	65	0	0	0	65	0	0
1 1 0		260	2	143	42	162	464	2	255		0	464	2	255	0	464	2	255
D ← Left  Lt-Th S/B RTOR:  C ← Thru Existing: 50  Th-Rt Projected: 9  Right Mitigated: 9		200	0_	0	42	102	404	0	0	0%	U	404	0	0		404	0	0
Prince   Existing: 50	)%	829	2	415	134	6	969	2	484		0	969	2	484	0	969	2	484
☐ ☐ Th-Rt Projected: !	50%	020	0	0	104	· ·	303	0	0		U	303	0	0	· ·	303	0	0
	50%	162	1	94	26	144	332	1	203		5	337	1	197	0	337	1	197
Snareu		102	0	0				0	0	0%			0	0		001	0	0
Left		137	2	75	22	99	258	2	142	(53%)	21	279	2	154		279	2	154
$ \begin{array}{c}                                     $			0	0				0	0	0%			0	0		_	0	0
→ Thru Existing: 50		244	0	0	39	67	350	0	<u> </u>	(5%)	2	352	0	<u> </u>	0	352	0	570
Th-Rt Projected:			1[	411				1	569				1[	572	-		1[	572
Right Mitigated: 5	00%	167	0	0	27	25	219	0	U	(2%) 0%	1	220	0	0	0	220	0	0
→ Shared  — ← Left			1	95				1	126				1	126			1	126
		95	0	93	15	16	126	0	0		0	126	0	120		126	0	120
C→ Tt-Th O→ Thru Th-Rt O→ Th-Rt O→ Th-Rt O→ Right O→ Mitigated: 5  Mitigated: 5  Mitigated: 5			1	203				1	298				1	298	=		1	298
Th-Rt Projected: !		203	0	0	33	62	298	0	0		0	298	0	0	0	298	0	0
Right Mitigated: 5			1	31				1	50				1	50			1	50
Shared Shared		161	0	0	26	95	282	Ö	0	0%	0	282	0	0		282	0	0
Critical Volu	mes:	North-	South:	564			North-	South:	750			North-	South:	750		North-	South:	750
			-West:	614				-West:	867				-West:	870			-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 adjus				0.756					1.065					1.067				1.067
Level of Service (				C C					F					F.507				F
EGVELOU OCLAIGE (	_00).				1				<u> </u>	1		D D	OJE	E C T	IMPA	۸ст		ı

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Change in *v/c* due to project: Significantly impacted?

## Agoura Landmark TIA

Intersec	tion No. 8	2015	, EXIST	ING	2035	, PROJEC	TED CUML	ILATIVE	BASE			5, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South St	reet:	Critical	Phases:	4	Ambient C	<u>Growth</u>	Critical	Phases: 4	4	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd		C	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		С	apacity:	1375
East/West Stree	et:	Signal S	System:	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal	System:	2
Roadside D	r/SB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c re	duction:	7%
Analysis Date:	01/11/2016	Opposed F	hasing:	0			Opposed I	Phasing: (	0	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak:	8:00 AM	Counts		Lane		+ Area	= Total		Lane		Project	= Total		Lane		Total		Lane
	0.0071111	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	0%	Volume	Volume	Lanes	Volume		Volume	Lanes	Volume
D Leit Lt-Th	N/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	()	0	0	0
O ↑ Thru	Existing: 50%		2	177				2	269				2	270			3	270
☐ Th-Rt	Projected: 50%	510	1	177	82	192	784	4	269		0	784	1	270		784	1	270
O C Right	,		0	1//				0	209	(50%)			0	210			1	270
D ← Left  C ← Lt-Th  C ← Thru  Th-Rt  C Right  C Shared	Mitigated: 50%	20	0	0	3	0	23	0	0	(30%)	4	27	0	0	0	27	0	0
1 1 6		405	1	135	20	0	4.57	1	157	0%	0	457	1	157	0	457	1	157
Dundh Dundhh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundhh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundhh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundhh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundhh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundh Dundhh Dundh Du	S/B RTOR:	135	0	0	22	0	157	0	0	0%	U	157	0	0	U	157	0	0
Ö ↓ Thru	Existing: 50%	000	2	400	400	0.4	4040	2	506	53%	22	4005	2	517	0	4005	2	517
∓ d Th-Rt	Projected: 50%	800	0	0	129	84	1013	0	0	0%	22	1035	0	0	U	1035	0	0
∂ → Right	Mitigated: 50%	1029	1	778	166	79	4074	1	963	0%	0	1274	1	963	0	1274	1	963
Shared		1029	0	0	100	79	1274	0	0	0%	U	12/4	0	0		12/4	0	0
Left		502	1	276	81	40	623	1	343	0%	0	623	1	343	0	623	1	343
DLT-Th O → Thru	E/B RTOR:	302	0	0	01	40	023	0	0	0%	U	023	0	0	U	023	0	0
ಠ್ಷ → Thru	Existing: 50%	126	0	0	20	29	175	0	0	0%	0	175	0	0	0	175	0	0
∯ → Th-Rt	Projected: 50%	120	0	0	20	29	175	0	0	0%	U	175	0	0		175	0	0
$\stackrel{\scriptstyle a}{\sim}$ Right	Mitigated: 50%	630	1	347	102	74	806	1_	443	0%	0	806	1	443		806	1	443
<sup>−</sup> <del>\frac{\frac{1}{2}}</del> Shared		030	1	635	102	74	000	1	818		U	000	1	818		000	1	818
o ← Left		24	1	24	4	0	28	1	28		0	28	1	28	0	28	1	28
⊆ <del>∀</del> Lt-Th	W/B RTOR:	27	0	0		· ·	20	0	0			20	0	0		20	0	0
O ← Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
† ← Th-Rt	Projected: 50%	Ĭ	0	0			•	0_	0	0%		_	0	0		· ·	0	0
Mest Second West Mest Mest Mest Mest Mest Mest Mest M	Mitigated: 50%	72	1	4	12	28	112	1	34		0	112	1	34		112	1	34
→ Shared			0	0				0	0	0%			0	0			0	0
C	ritical 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/ca	apacity ( <i>v/c</i> ) ratio:			1.045					1.320					1.320				1.320
v/c less A	ΓSAC adjustment:			0.975					1.250					1.250				1.250
Level	of Service (LOS):			E					F					F				F
					1					1		P R	OJE	<u>.</u>	IMPA	<u> 1 С Т</u>		

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Change in *v/c* due to project: Significantly impacted?

0.000 N/A

## Agoura Landmark TIA

Intersection No. 8	2015	, EXISTI	NG	2035	, PROJEC	TED CUML	JLATIVE	BASE			, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Street:	Critical	Phases:	4	Ambient C	<u>Growth</u>	Critical	Phases: 4	4	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd	С	apacity:	1375	from:	2015	C	apacity:	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Street:	Signal	System: :	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist :	2? Signal S	System:	2
Roadside Dr/SB Ramps	v/c re	duction:	7%	at:	0.75%	v/c re	duction:	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date: 01/11/2016	Opposed F	Phasing: (	0			Opposed I	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
PM Peak: 5:00 PM	Counts Volume		Lane		+ Area	= Total	1	Lane		Project	Total		Lane	, ,	Total		Lane
1 111 1 2 21111	volume	Lanes	Volume	Growin	Projects	Volume	Lanes	Volume	0%	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Lt-Th N/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Of Thru Existing: 75%		2	265				2	388				2	395			<u>0</u>	395
Th-Rt Projected: 75%	748	1	265 265	121	240	1109	1	388		1	1110	4	395 395		1110	1	395
Right Mitigated: 75%		1	205				0	300	(50%)			0				, I	393
Left  Lt-Th  Of Thru  Th-Rt  CRight  Shared  N/B RTOR:  Existing: 75%  Projected: 75%  Mitigated: 75%	48	0	0	8	0	56	Ö	0	0%	20	76	0	0	0	76	0	0
1 1 0	150	1	150	24	0	174	1	174		0	174	1	174	0	174	1	174
Under the projected: 50%  Left  S/B RTOR:  S/B RTOR:  Existing: 50%  Projected: 50%  Mitigated: 50%  Mitigated: 50%	100	0	0		Ŭ	17-7	0	0	0%		17-7	0	0		1,7	0	0
Thru Existing: 50%	608	2	304	98	146	852	2	426		5	857	2	429	0	857	2	429
₹Th-RtProjected: 50%	000	0	0			002	0	0			001	0	0		001	0	0
	330	1	64	53	75	458	1	145		0	458	1	145	0	458	1	145
Snared		0	0				0	0	0%			0	0			0	0
Left	533	1	293	l an	8	627	1	345		0	627	1	345	0	627	1	345
D → Lt-Th O → Thru  E/B RTOR: Existing: 50%		0	0				0	0				0	0			0	0
→ Thru Existing: 50%	220	0	0	35	33	288	0	0	0%	0	288	0	U	0	288	Ü	0
Th-Rt Projected: 50%		U	0				0	400	0%			0	0			0	400
Right Mitigated: 50%	681	1	375	110	98	889	1	489		0	889	1	489	0	889	1	489
→ Shared		1	<b>766</b> 21				1	<b>971</b> 24	0% 0%			1	<b>971</b> 24			1	<b>971</b> 24
C Left	21	1	21	3	0	24	1	24		0	24	0	24 0		24	1	24
S ← Lt-Th W/B RTOR:  C ← Thru Existing: 50%		0	0				0	0	0%			0	0			0	0
C→ Thru C→ Thru C→ Th-Rt C→ Right  W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
Right Mitigated: 50%		1	206				1	287	0%			1	287			1	287
Shared	281	0	0	45	48	374	0	0	0%	0	374	0	0	0	374	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					F207				F
2000 01 001 VIOC (200).			<u> </u>	l				<u> </u>	1		D D	OJE	<u>- I</u>	IMPA	\ C T		<u> </u>

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Change in *v/c* due to project: Significantly impacted?

0.005 N/A

## Agoura Landmark TIA

Intersec	tion No. 9	2015	, EXISTI	NG	2035,	PROJEC <sup>-</sup>	TED CUMU	LATIVE	BASE			, WITH PF	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases: 4	4	Ambient G	<u>rowth</u>	Critical	Phases: 4	1	☑ Adj	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd		Ca	apacity:	1375	from:	2015	C	apacity: 1	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Stree	et:	Signal S	System: :	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist	2? Signal S	System:	2
Canwood S	t/NB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing: (	0			Opposed F	Phasing: (	)	Gen 2	PM	0	0	0		Opposed F	hasing:	0
AM Peak:	8:00 AM	Counts		Lane	- 1	+ Area	= Total		Lane		Project	= Total		Lane	, ,	Total		Lane
<b>5</b> 1 6	0.0071111	Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume 78		Volume	Volume	Lanes	Volume 78		Volume	Lanes	Volume 78
D Left Lt-Th od ↑ Thru ↑ Th-Rt C Right	N/B RTOR:	60	1	60	10	8	78	0		0% 0%	0	78	0		0	78	11	/0
			0	356				2	0 467	(3%)			2	467			0	467
S ↑ Thru 	Existing: 50% Projected: 50%	711	2	330 0	115	108	934	0	467	(3%)	0	934	0	467	0	934	2	467
O C Right	Mitigated: 50%		1	36				1	91	0%			1	80			1	80
Z → Shared	Willigated: 50 %	289	0	0	47	79	415	0	91	0%	0	415	0	00		415	0	00
1 1 0			0	0				0	0	0%			0	0			0	0
Lt-Th	S/B RTOR:	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
O ↓ Thru	Existing: 50%		3	444				3	545	3%			3	545			3	545
☐ ↑ Th-Rt	Projected: 50%	1331	0		215	88	1634	0	0	0%	1	1635	0	<del>545</del>	0	1635	0	0
punoquin Qq ↓ Thru qtn ↓ Th-Rt Th-Rt	Mitigated: 50%		1	14				1	16	0%			1	16			1	16
Shared	mingatour core	40	0	0	6	0	46	0	0	0%	0	46	0	0		46	0	0
J Left		<b></b>	1	51	0			1	59	0%		<b>50</b>	1	59	_	<b>50</b>	1	59
Dun → Lt-Th	E/B RTOR:	51	0	0	8	0	59	0	0	0%	0	59	0	0		59	0	0
∂ → Thru	Existing: 50%	0	0	0		0	0	0	0	0%	0	0	0	0	0	0	0	0
O Th-Rt  Right	Projected: 50%	U	0	0	U	U	U	0	0	0%	U	U	0	0	U	U	0	0
Right	Mitigated: 50%	128	1	98	21	12	161	1	122	0%	0	161	1	122	0	161	1	122
→ Shared		120	0	0	21	12	101	0	0	0%	U	101	0	0		101	0	0
_ C Left		506	1_	278	82	61	649	1_	357	50%	21	670	1	368		670	1	368
D ← Lert	W/B RTOR:	300	1	335	02	01	049	1	416	0%	21	070	1	426	U	070	1	426
	Existing: 50%	107	0	0	17	0	124	0	0	0%	0	124	0	0	0	124	0	0
₹ ← Th-Rt	Projected: 50%	107	0	0	''	o o	124	0	0	0%	U	124	0	0	·	127	0	0
⊕	Mitigated: 50%	686	2	377	111	6	803	2	441	0%	0	803	2	441	0	803	2	441
→ Shared		000	0	0		U		0	0	0%	- U		0	0	· ·	000	0	0
C	ritical 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/ca	apacity (v/c) ratio:			0.681					0.844					0.851				0.851
	ΓSAC adjustment:			0.611					0.774					0.781				0.781
	of Service (LOS):			В					C					C				C
Lovei	J. 55.1.55 (EGG).			ט	l							D D	O L F		IMPA	\ C T		U

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Change in *v/c* due to project: Significantly impacted?

0.007 N/A

## Agoura Landmark TIA

Intersec	tion No. 9	2015	, EXISTI	NG	2035,	PROJEC <sup>*</sup>	TED CUML	JLATI VE I	BASE			, WITH PE	ROJECT		2035, WI	TH TRAFF	IC MITI	GATION
North/South Str	reet:	Critical	Phases: 4	4	Ambient C	rowth	Critical	Phases: 4	1	☑ Ad	jacent	<u>In</u>	<u>Out</u>	<u>Total</u>		Critical	Phases:	4
Kanan Rd		C	apacity: 1	1375	from:	2015	C	apacity: 1	1375	Trip	AM	41	7	48		C	apacity:	1375
East/West Stree	et:	Signal S	System: 2	2	to:	2035	Signal	System: 2	2	Gen 1	PM	9	39	48	☐Use Dist 2	2? Signal S	System:	2
Canwood S	t/NB Ramps	v/c red	duction:	7%	at:	0.75%	v/c re	duction: 7	7%	Trip	AM	0	0	0		v/c red	duction:	7%
Analysis Date:	01/11/2016	Opposed P	hasing: (				Opposed	Phasing: (		Gen 2	PM	0	0	0		Opposed P	hasing:	
PM Peak:	5:00 PM	Counts Volume	Lanes	Lane Volume	+ Amb.	+ Area Projects	= Total Volume	Lanes	Lane Volume		Project Volume	Total Volume	Lanes	Lane Volume		Total Volume	Lanes	Lane Volume
			1	44				1	61				1	61			1	61
Lt-Th	N/B RTOR:	44	0	11	7	10	61	0	01	0%	0	61	0	01	0	61	Ċ	01
D   Et*III	Existing: 75%		2	476				2	597	(3%)			2	597			2	597
Th-Rt	Projected: 75%	951	0	110	153	89	1193	0	001	0%	1	1194	0	007	0	1194	0	0
O ← Right	Mitigated: 75%		1	419				1	526				1	523			1	523
D ← Left  CHAPTER  C	mingateur 7070	586	0	0	94	123	803	Ö	0	0%	0	803	0	0	0	803	0	0
1 1 0		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0
punoquin Quinoq Quinoquin Quinoquin Quinoq Quinoq Quinoq Quinoq Quinoq Quin	S/B RTOR:	· ·	0	0		· ·		0	0	0%			0	0		Ü	0	0
<u>S</u> ↓ Thru	Existing: 50%	745	3	248	120	157	1022	3	341		0	1022	3	341	0	1022	3	341
\frac{1}{2} d Th-Rt	Projected: 50%	0	0	0			.022	0	0			1022	0	0		1022	0	0
	Mitigated: 50%	59	1	21	10	0	69	1	24		0	69	1	24		69	1	24
Snared			0	0				0	0	0%			0	0			1	0
Left	E (D. D.T.O.D.	77	1	77	12	0	89	1	89		0	89	1	89		89	' L	89
DU → Lt-Th O → Thru	E/B RTOR:		0	0				0	0				0	0			0	U
o → Thru	Existing: 50%	9	0	0	1	0	10	0	0	0% 0%	0	10	0	0	0	10	0	U
Th-Rt Pight	Projected: 50%		1	94				1	118				1	118			1	118
Right Shared	Mitigated: 50%	116	0	0	19	14	149	0	0	0%	0	149	0	110	0	149	0	110
C 1 - 64			1	123				1	203				1	206			1	206
0	W/B RTOR:	223	1	174	36	110	369	1	252	0%	5	374	1	254		374	1	254
Mest Mest Mest Mest Mest Th-Rt Right	Existing: 50%		ò	0				Ö	0	0%			Ö	0			Ö	0
ts ← Th-Rt	Projected: 50%	74	Ö	0	12	0	86	0	0	0%	0	86	Ö	0	0	86	Ö	Ô
% ← Right	Mitigated: 50%	000	2	381	4.40	_	0.40	2	446			0.40	2	446		0.40	2	446
Shared Shared	3	693	0	0	112	7	812	0	0	0%	0	812	0	0	0	812	0	0
	ritical Volumes:	North-	South:	476			North-	-South:	597			North-	South:	597		North-	South:	597
			-West:	458				t-West:	536				-West:	536			-West:	536
			Total:	934				Total:	1132				Total:	1133			Total:	1133
Volume/ca	apacity ( <i>v/c</i> ) ratio:			0.679					0.824					0.824				0.824
v/c less AT	SAC adjustment:			0.609					0.754					0.754				0.754
	of Service (LOS):			В					C					<u> </u>				C
	(200).				1					1		P R	OJE	E C T	IMPA	\ C T		<u> </u>

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Change in *v/c* due to project: Significantly impacted?

0.000 N/A



# **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, #	<b>#</b> -	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			iviajoi z	0	768	291
Stage 1	-	-			-	-	559	271
Stage 2	_	_			_	_	209	
Critical Hdwy	4.14	-			_		6.84	6.94
Critical Hdwy Stg 1	-	_			-	_	5.84	- 0.74
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							В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SB	l n1			
		LDI	VVDI					
Capacity (veh/h) HCM Lane V/C Ratio	988	-	-	- - 0.	706			
HCM Control Delay (s)	0	-	-		10.2			
HCM Lane LOS		-	-	- 1	10.2 B			
HCM 95th %tile Q(veh)	A 0	-		-				
HOW YOUR MURE U(VEN)	U	-	-	-	0			

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Intersection	0.0								
Int Delay, s/veh	0.3								
Movement	EBL	EBT			WB	Т	WBR	SBL	SBR
Traffic Vol, veh/h	0	585			54	3	9	0	39
Future Vol, veh/h	0	585			54	3	9	0	39
Conflicting Peds, #/hr	0	0				0	0	0	0
Sign Control	Free	Free			Fre	e	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			ç	2	92	92	92
Heavy Vehicles, %	2	2				2	2	2	2
Mvmt Flow	0	636			59	0	10	0	42
Major/Minor	Major1				Majo	2		Minor2	
Conflicting Flow All	600	0			Iviajo	<u>-</u>	0	913	300
Stage 1	-	-				_	-	595	300
Stage 2						-	-	318	
Critical Hdwy	4.14	-				_	_	6.84	6.94
Critical Hdwy Stg 1		_					_	5.84	- 0.74
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, %		_				_	_	710	
Mov Cap-1 Maneuver	973	-				-	-	273	696
Mov Cap-2 Maneuver	-	_				-	_	273	-
Stage 1	_	-				-	-	514	-
Stage 2	-	-				-	-	710	-
								, 10	
Annroach	EB				W	R		SB	
Approach					VV	0			
HCM LOS	0					U		10.5	
HCM LOS								В	
			14/5-	14/00 0	DI 4				
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR S					
Capacity (veh/h)	973	-	-	-	696				
HCM Lane V/C Ratio	-	-	-	- (	0.061				
HCM Control Delay (s)	0	-	-	-	10.5				
HCM Lane LOS	Α	-	-	-	В				
HCM 95th %tile Q(veh)	0	-	-	-	0.2				

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Intersection									
	0.1								
Int Delay, s/veh	U. I								
Movement	EBL	EBT			WB	Г W	/BR	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
Sign Control	Free	Free			Free	e F	ree	Stop	Stop
RT Channelized	-	None				- N	one	-	None
Storage Length	-	-				-	-	-	0
Veh in Median Storage, #	<del>!</del> -	0			(	)	-	0	-
Grade, %	-	0			(	)	-	0	-
Peak Hour Factor	92	92			92	2	92	92	92
Heavy Vehicles, %	2	2				2	2	2	2
Mvmt Flow	0	454			587		45	0	8
Major/Minor	Ma!au1				Malan	<b>1</b>		Minaro	
Major/Minor	Major1				Major2			Minor2	04:
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				WE	3		SB	
HCM Control Delay, s	0					)		10.4	
HCM LOS	U				'	J		В	
TIOW LOS								U.	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE					
Capacity (veh/h)	947	-	-	-	680				
HCM Lane V/C Ratio	-	-	-		.011				
HCM Control Delay (s)	0	-	-	-	10.4				
HCM Lane LOS	Α	-	-	-	В				
HCM 95th %tile Q(veh)	0	-	-	-	0				

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lutare estima									
Intersection	0.2								
Int Delay, s/veh	0.3								
Movement	EBL	EBT			WB <sup>-</sup>	Γ۷	NBR	SBL	SBR
Traffic Vol, veh/h	0	643			590	6	9	0	39
Future Vol, veh/h	0	643			590	6	9	0	39
Conflicting Peds, #/hr	0	0				0	0	0	0
Sign Control	Free	Free			Free	Э	Free	Stop	Stop
RT Channelized	-	None				- 1	Vone	-	None
Storage Length	-	-				-	-	-	0
Veh in Median Storage, a	# -	0				0	-	0	-
Grade, %	-	0				0	-	0	-
Peak Hour Factor	92	92			9:	2	92	92	92
Heavy Vehicles, %	2	2				2	2	2	2
Mvmt Flow	0	699			648	8	10	0	42
Major/Minor	Major1				Major	2		Minor2	
Conflicting Flow All	658	0				<u>-</u>	0	1002	329
Stage 1	000	-				-	U	653	329
Stage 2	-	-					-	349	-
Critical Hdwy	4.14	-				-	-	6.84	6.94
Critical Hdwy Stg 1	4.14	-					-	5.84	0.94
Critical Hdwy Stg 2	-	-				_	-	5.84	-
Follow-up Hdwy	2.22						_	3.52	3.32
Pot Cap-1 Maneuver	926	-				_	-	239	667
Stage 1	720	-					-	480	007
Stage 2	-	-				-	-	685	-
Platoon blocked, %	-	-					-	000	-
Mov Cap-1 Maneuver	926	-				-	-	239	667
Mov Cap-1 Maneuver	720	-					-	239	007
Stage 1	-	-				-	-	480	-
Stage 2	-	_					_	685	-
Jiaye Z	<u>-</u>	-					-	000	-
Approach	EB				WE			SB	
HCM Control Delay, s	0					0		10.8	
HCM LOS								В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR S	BLn1				
Capacity (veh/h)	926			-	667				
HCM Lane V/C Ratio	720	_	_	_ (	0.064				
HCM Control Delay (s)	0		_	- (	10.8				
HCM Lane LOS	A	_	_	_	В				
HCM 95th %tile Q(veh)	0		_		0.2				
HOW 75th 70the Q(Veh)	U			_	0.2				

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# APPENDIX D

Signal Warrant Worksheets

#### TRAFFIC SIGNAL WARRANT SUMMARY Existing (2015) City: **Agoura Hills** Engineer: CJC Agoura Hills Los Angeles 10/30/2015 County: Date: Major Street: **Agoura Road** Lanes: Critical Approach Speed: 45 Minor Street: **Roadside Drive** Lanes: **Volume Level Criteria** 1. Is the critical speed of major street traffic > 70 km/h (40 mph)? Yes 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: □ No Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied. Satisfied: ☐ Yes Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied. ☐ Yes **Condition A - Minimum Vehicular Volume** 100% Satisfied: ✓ No 80% Satisfied: ☐ Yes ☑ No **Eight Highest Hours Minimum Requirements** Μ 11:00 AM ₽ Δ PM Μ Μ Ρ Ρ PM Μ $\overline{\mathsf{M}}$ PM PM Ρ (volumes in veh/hr) (80% Shown in Brackets) 2:00 12:00 **Approach Lanes** 5:00 2 or more 8 8 8 8 8 3:00 8 3:00 00:9 8 8 8 Volume Level 100% 70% 100% 70% Both Approaches 420 709 658 727 634 572 561 551 528 on Major Street (336)Highest Approach 140 25 34 27 25 32 24 23 24 on Minor Street (112)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** ☐ No Applicable: ☐ Yes Condition B is intended for application where the traffic volume is Excessive Delay: so heavy that traffic on the minor street suffers excessive delay. 100% Satisfied: ☐ Yes ☑ No 80% Satisfied: ☐ Yes ✓ No

						Eig	jht High	nest Ho	urs		
(volumes in veh/hr)	Minimum Re	•		PM - PM	- Mc	- Mc	PM -	- Mc	- Mc	- Mc	AM - PM
Approach Lanes	1	2 or ı	nore	2:00 I	90				90	90	00:
Volume Level	100% 70%	100%	70%	12 1:(	5:( 6:(	4:00 5:00	1:( 2:(	3:00 4:00	3:0	):/ 2:(	112
Both Approaches		<b>&gt;</b>	630	727	709	658	634	572	561	551	528
on Major Street	(200)		(504)								
Highest Approach on Minor Street	345 346 5660 342	XXX	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**

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: 

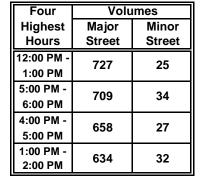
☐ Yes ☐ No

☐ Satisfied: ☐ Yes ☐ No

Plot four volume combinations on the applicable figure below.

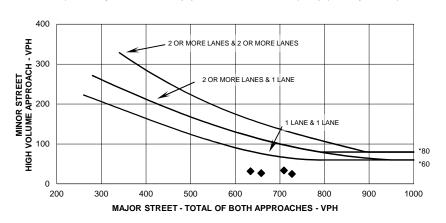
700		100		J-1. C		101	100 /	VOIC	ıme Le	-	
600				2 OR N	ORE LAN	IES & 2 OR	MORE LA	ANES			
400		•	K								
400 — 300 — 200 —		<u>\</u>				20	R MORE	LANES & 1	LANE		
								1 LANE	& 1 LANE		
100							7				
300	40	10 5	500 6	<b>♦</b> ♦	00 8	800 9	00 1	000 1	100 12	00 13	300 1

<sup>\*</sup> 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)



<sup>\*</sup> 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.

City:	Agoura Hills	Engine	er:	CJC	
County:	Los Angeles	Dat	e:	10/30/2015	
Major Street:	Agoura Road	Lanes:	4 Critical	Approach Sp	eed: 45
Minor Street:	Roadside Drive	Lanes:	2		
olume Level Crite	ria				
	speed of major street traffic > 70 km/l	h (40 mph) ?		⊠ Yes	□ No
	ction in a built-up area of isolated com	· · ·	oulation?	☐ Yes	⊠ No
	·				
If Question 1 or	2 above is answered "Yes", then use	"70%" volume level		⊠ 70%	□ 100°
/ARRANT 3 - P	EAK HOUR		Applicable:	⊠ Yes	□ No
	are fullfilled or the plotted point lies above	the appropriate line.	Satisfied:	☐ Yes	⊠ No
If all three criteria					
then the warrant is	satisfed.				
			the applicable figure	e below.	
then the warrant is	Pl	ot volume combination or	the applicable figur	e below.	
then the warrant is Unusual condition	Plant:				
then the warrant is	Plantifying	ot volume combination or			
then the warrant is Unusual condition	Plant:	ot volume combination or		lume Level	

#### Criteria

Peak Hour

727

25

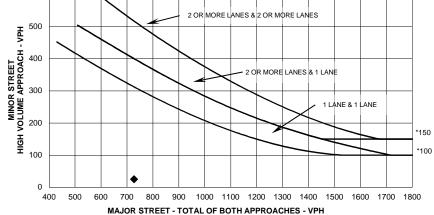
in boxes provided.

12:00PM

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

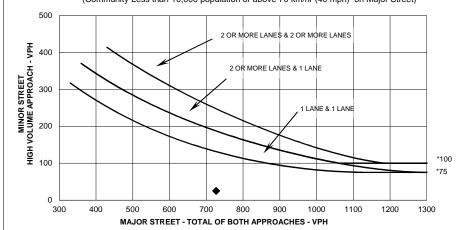
Volume on Minor Approach     *(vehicles per hour)  * * * * * * * * * * * * * * * * * *								
Approach Lanes	1	2						
Volume Criteria*	100	150						
Volume*	25							
Fulfilled?:	X	No						

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



\* 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 Agoura Hills Los Angeles 10/30/2015 County: Date: Major Street: **Agoura Road** Lanes: Critical Approach Speed: 45 Minor Street: **Roadside Drive** Lanes: **Volume Level Criteria** 1. Is the critical speed of major street traffic > 70 km/h (40 mph)? Yes 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: □ No Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied. Satisfied: ☐ Yes Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied. **Condition A - Minimum Vehicular Volume** ☐ Yes 100% Satisfied: ✓ No 80% Satisfied: ☐ Yes ☑ No **Eight Highest Hours Minimum Requirements** Μ 11:00 AM ₽ Δ PM Μ Μ Ρ Ρ PM Μ $\overline{\mathsf{M}}$ PM PM Ρ (volumes in veh/hr) (80% Shown in Brackets) 2:00 12:00 **Approach Lanes** 5:00 2 or more 8 8 8 8 8 3:00 8 3:00 00:9 8 8 8 Volume Level 100% 70% 100% 70% **Both Approaches** 420 606 570 711 685 736 766 618 595 on Major Street (336)Highest Approach 140 25 34 27 25 32 24 23 24 (112)on Minor Street 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** ☐ No Applicable: ☐ Yes Condition B is intended for application where the traffic volume is Excessive Delay: ⊠ No

								Eig	jht F	ligh	est	Но	urs					
(volumes in veh/hr)	Minimum (80% Show	•		PM -	- Md	Σ	- Mc	M	- Mc	١M	- Mc	м	- Mc	١M	- М	м	AM -	ΡM
Approach Lanes	1	2 or	more	2:00			90	90:	.00 F	00	:00 F	:00 F		:00 F	00 F	00 F	00:	00:
Volume Level	100% 709	<b>6</b> 100%	70%	12:			4:0	5:0	1:0	2:0	3:0	4:0	2:0	3:0	9:0	7:0	11:	12
Both Approaches	<b>756</b> ( )22		630	736		766	7.	11	68	25	6′	1Ω	60	16	59	)5	57	70
on Major Street	D80 D2		(504)	730		700	′	1 1	0	,,	0	10	6	,0	5	90	5	U
Highest Approach on Minor Street	<b>***</b>		70 (56)	25		34	2	27	3	2	2	4	2	3	2	4	2	:5

so heavy that traffic on the minor street suffers excessive delay.

☑ No

⊠ No

☐ Yes

☐ Yes

100% Satisfied:

80% Satisfied:

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

□ No

City:	Agoura Hills	Engineer:	CJC	
County:	Los Angeles	Date:	10/30/2015	
Major Street:	Agoura Road	Lanes: 4	Critical Approach Spe	eed: <b>45</b>
Minor Street:	Roadside Drive	Lanes: 2	_	
	al speed of major street traffic >	70 km/h (40 mph) ? ted community of <10,000 populatio	⊠ Yes on? □ Yes	□ No ⊠ No
If Question 1 of	or 2 above is answered "Yes", the	en use "70%" volume level	⊠ 70%	□ 100%

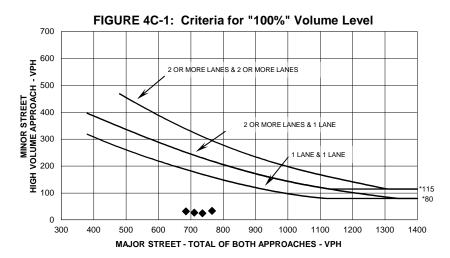
#### **WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME**

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

Satisfied: ☐ Yes ☒ No

Applicable:

Plot four volume combinations on the applicable figure below.

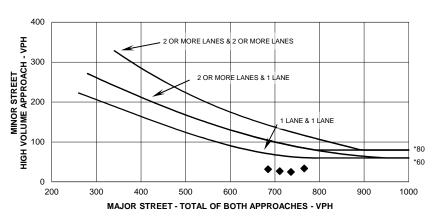


<sup>\*</sup> Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

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

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

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



<sup>\*</sup> 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: County:	Agoura Hills Los Angeles	Engineer: Date:	CJC 10/30/2015					
Major Street:	Agoura Road Roadside Drive			Approach Sp	eed: 45			
1. Is the critical								
If Question 1 or	2 above is answered "Yes", then use "7	0%" volume level		⊠ 70%	□ 100%			
WARRANT 3 - F	PEAK HOUR  are fullfilled or the plotted point lies above the is satisfed.		Applicable: Satisfied:	⊠ Yes	☐ 100% ☐ No ☑ No			

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

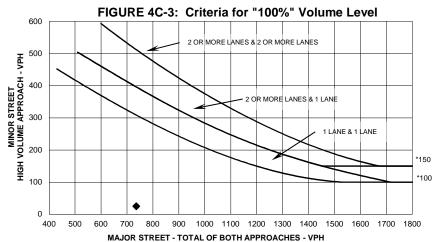
	Peak Hour	ı
12:00PM	736	25

#### Criteria

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

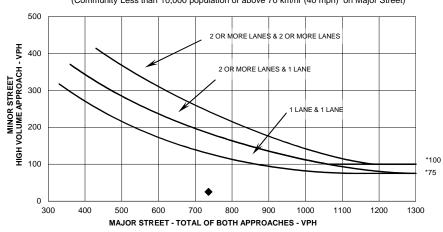
Volume on Minor Approach     *(vehicles per hour)								
Approach Lanes	1	2						
Volume Criteria*	100	150						
Volume*	25							
Fulfilled?: ☐ Yes	X	No						

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



\* 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.

	T	RAF	FIC	SIGN	IAL V	NAR	RA	λN.	T S	U	MMA	RΥ	Nea	ar Term	ı (201	8)
City:	Agoı	ura Hill:	s					Er	ngine	er:			CJC			
County:		Angele							-				10/30/2			
Major Street:		Δα	oura R	nad				Lar	nes:		4	Critica	l Approa	ach Sr	eed.	4:
Minor Street:			dside [				-		nes:		2	Ontica	і Арріос	acii Op	iccu.	
1. Is the critical	speed of I	-					,	0.00	20		l 1: 0		_	Yes	_	No
2. Is the interse	ction in a	built-up	area o	t isolate	ed comm	nunity (	ot <1	0,00	)0 pc	pul	lation?		Ц	Yes	<u>IXI</u>	No
If Question 1 or	2 above is	answe	red "Ye	es", ther	n use "7	'0%" vo	olum	e lev	/el				X	70%		100
VARRANT 1 - E  Warrant 1 is satist  Warrant is also sa  Condition A - N	fied if Condi tisfied if bot	ition A oi th Condi	r Conditi tion A ai	ion B is ' nd Cond	'100%" s	atisfied.		isfied	I.	-			X	Yes Yes Yes Yes		No No No
	I										ht High				<u> </u>	
		Minir	num R	equirer	nents	-					Ī ,			1	Τ.	5
(volumes in v	veh/hr)	(80%	Shown	in Bra	ckets)	12:00 PM	₽	Ρ	₽	₽	1:00 PM 2:00 PM	M M	2:00 PM 3:00 PM	6:00 PM	11:00 AM	PM (
Approach L			1 = 20/		more	12:00	5:00	00:9	8	8	8 8	8 8	2:00 3:00	6:00	3   8	2:00
Volume Le		100%	70%	100%		12	5:	9:	4.	5:	1:	ε ε	9. 9.	6:	<u> </u>	1,
Both Approa		<b>₹</b>		<u></u> 。		955	7	'54	67	73	648	585	574	563	5	40
on Major S				<b>280</b>	<b>+</b>		-								+	
Highest Appropriate on Minor S				<b>\$60</b>	140 (112)	170	2	231	18	33	217	163	156	163	1	70
Record 8 high minimum volu	est hours a	nd the c	orrespo	nding vo	lumes in	boxes p	orovi	ded. if na	Con	ditio	n is 100 al volum	% satisfi es are m	ed if the	aht hou	rs	
Condition B - Ir	nterruptio	n of Co	ntinuo	us Tra	ffic			pui	J. 161			licable:	X	Yes Yes		No No
so heavy that										1	00% Sa 80% Sa	atisfied:		Yes Yes		No No
										Eig	ht High	nest Ho	urs			
(volumes in v	veh/hr)			equirer in Bra		- M4	Ĭ.	PM	- Mc	Σ	PM -	_ ∑	_ ×	PM -	- MA	12:00 PM
Approach L			1		more	12:00 PM	5:00 PM	0	4:00 PM	0 F	0 0	3:00 PM 4:00 PM	2:00 PM 3:00 PM	6:00 PM	11:00 AM	90
Volume Le		100%	70%	100%	70%	12:	5:0	9:00	4:0	5:00 PM	1:00	3:00 PM 4:00 PM	2:C 3:0	6:00	; [	12:
Both Approa		<b>756</b>		>000 D220	630 (504)	955		'54	67		648	585	574	563	5	40
Highest App		$\Longrightarrow$	<b>\$</b>	<b>S</b>	70	470	+	124	4.0	22	047	400	450	400	+	70
on Minor S		< (See )	<b>S42</b>	(198)	(56)	170	2	231	18	33	217	163	156	163	1	70

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)? □ No ☐ Yes ☑ No

2. Is the intersection in a built-up area of isolated community of <10,000 population?

⊠ 70% □ 100%

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

#### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

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

Applicable: □ No Satisfied: ☐ No

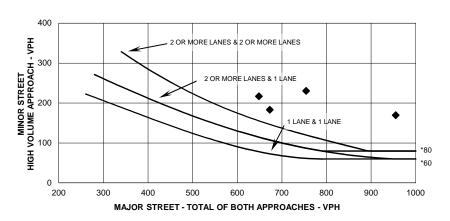
Plot four volume combinations on the applicable figure below.

#### FIGURE 4C-1: Criteria for "100%" Volume Level 700 600 2 OR MORE LANES & 2 OR MORE LANES 2 OR MORE LANES & 1 LANE 1 LANE & 1 LANE 115 100 \*80 0 300 400 700 1000 1100 1400 500 600 800 900 MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

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

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

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



<sup>\*</sup> 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.

<sup>\*</sup> 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.

#### TDAFFIC SIGNAL WADDANT SHMMADY

1 LANE & 1 LANE

City: County:	Agoura Hills Los Angeles	Engineer: Date:	1(	CJC 0/30/2015	
Major Street: Minor Street:	Agoura Road Roadside Drive	Lanes: 4 Lanes: 2	Critical A	Approach Sp	eed: 45
	l speed of major street traffic > 70 km/h (4 section in a built-up area of isolated commi	• •	on?		□ No ⊠ No
If Question 1 or	2 above is answered "Yes", then use "70	%" volume level		⊠ 70%	□ 100%
/ARRANT 3 - F	PEAK HOUR are fullfilled or the plotted point lies above the		Applicable: Satisfied:	<ul><li>▼ 70%</li><li>▼ Yes</li><li>▼ Yes</li></ul>	□ 1009 □ No □ No

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

Peak Hour		
12:00PM	955	170

#### Criteria

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

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

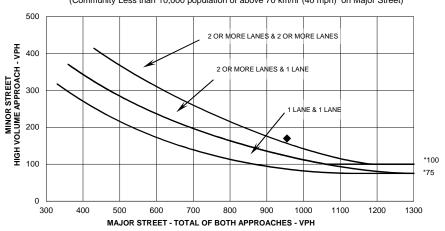
3. Total Entering Volume  *(vehicles per hour)			
No. of Approaches	3	4	
Volume Criteria*	650	800	
Volume* 955			
Fulfilled?:		No	

2 OR MORE LANES & 1 LANE

MINOR STREET
HIGH VOLUME APPROACH - VP
100
100 \*150 \*100 100 400 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 700 MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

\* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume 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 Agoura Hills Los Angeles 10/30/2015 County: Date: Major Street: **Agoura Road** Lanes: Critical Approach Speed: 45 Minor Street: **Roadside Drive** Lanes: **Volume Level Criteria** 1. Is the critical speed of major street traffic > 70 km/h (40 mph)? Yes ☐ Yes 2. Is the intersection in a built-up area of isolated community of <10,000 population? ⊠ No If Question 1 or 2 above is answered "Yes", then use "70%" volume level × 70% □ 100% WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME Applicable: □ No Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied. Satisfied: ☐ No Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied. Condition A - Minimum Vehicular Volume 100% Satisfied: □ No 80% Satisfied: □ No **Eight Highest Hours Minimum Requirements** Μ 11:00 AM ₽ Μ M ₽ Ρ Μ PM PM ₽ PM PM Ρ (volumes in veh/hr) (80% Shown in Brackets) 2:00 12:00 **Approach Lanes** 2 or more 8 5:00 8 8 8 8 3:00 8 3:00 00:9 8 8 8 Volume Level 100% 70% 100% 70% Both Approaches 420 700 812 727 964 632 620 609 583 on Major Street (336)Highest Approach 140 170 183 170 231 217 163 156 163 (112)on Minor Street 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. ☐ No **Condition B - Interruption of Continuous Traffic** Applicable: Condition B is intended for application where the traffic volume is Excessive Delay: ☐ Yes so heavy that traffic on the minor street suffers excessive delay. 100% Satisfied: ☐ Yes ☑ No 80% Satisfied: □ No **Eight Highest Hours Minimum Requirements** Μ 11:00 AM ₽ ΡM ₽ PΜ ₽ PM PM $\overline{\mathsf{M}}$ Δ ₽ Δ ₽ Ρ Ρ (volumes in veh/hr) (80% Shown in Brackets) 12:00 12:00 **Approach Lanes** 2 or more 00:1 5:00 00:9 4:00 5:00 00:1 2:00 3:00 4:00 2:00 3:00 6:00 7:00 Volume Level 100% 70% 100% 70% Both Approaches 630 964 812 727 700 632 620 609 583 on Major Street (504)**Highest Approach** 70 170 231 183 217 163 156 163 170 on Minor Street (56)

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)+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)? □ No 2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☑ No

⊠ 70% □ 100%

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

Satisfied:

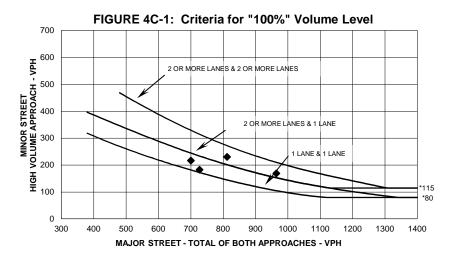
Applicable: □ No

☐ No

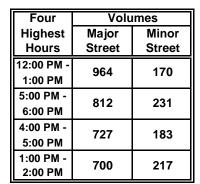
### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

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

Plot four volume combinations on the applicable figure below.

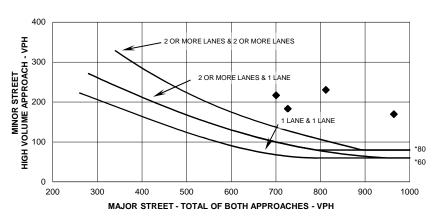


\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



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

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



<sup>\*</sup> 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 Los Angeles	Engineer: Date:	10	CJC 0/30/2015	
Major Street:	Agoura Road Roadside Drive	Lanes: 4 Lanes: 2	Critical A	Approach Sp	eed: 45
2. Is the interse	eria speed of major street traffic > 70 kection in a built-up area of isolated of 2 above is answered "Yes", then u	community of <10,000 population	ın?	⊠ Yes □ Yes ⊠ 70%	□ No ⊠ No □ 100%
WARRANT 3 - P  If all three criteria then the warrant i	are fullfilled or the plotted point lies abo		Applicable: Satisfied: oplicable figure		□ No □ No
Unusual condition use of war		FIGURE 4C-3: Criteria for	"100%" Vol	ume Level	

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

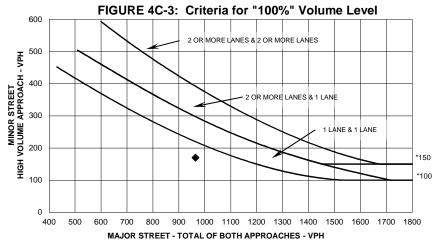
Peak Hour		
12:00PM	964	170

#### Criteria

<ol> <li>Delay on Minor Approach *(vehicle-hours)</li> </ol>			
Approach Lanes 1 2			
Delay Criteria*	4.0	5.0	
Delay*			
Fulfilled?:		No	

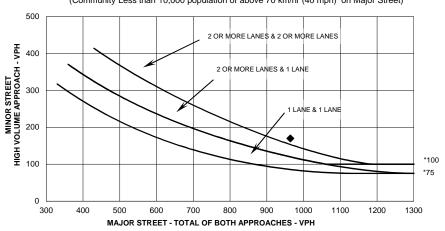
Volume on Minor Approach     *(vehicles per hour)			
Approach Lanes	1	2	
Volume Criteria*	100	150	
Volume* 170			
Fulfilled?:		No	

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



\* 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.