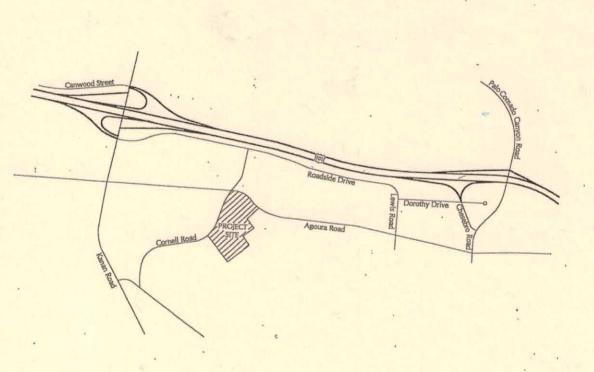
## CORNERSTONE MIXED-USE PROJECT CITY OF AGOURA HILLS, CALIFORNIA

#### **REVISED TRAFFIC AND CIRCULATION STUDY**



December 23, 2014

ATE Project #13070

**Prepared for:** 

Rosenheim & Associates 21600 Oxnard Street, Suite 630 Woodland Hills, CA 91367



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December 23, 2014

13070R03.WPD

Ms. Erika Iverson Rosenheim & Associates 21600 Oxnard Street, Suite 630 Woodland Hills, CA 91367

## REVISED TRAFFIC AND CIRCULATION STUDY FOR THE CORNERSTONE MIXED-USE PROJECT, CITY OF AGOURA HILLS, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following revised traffic and circulation study for the Cornerstone Mixed-Use Project, proposed in the City of Agoura Hills. The study addresses the comments provided by City staff.

We appreciate the opportunity to assist you with this project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP

Principal Transportation Planner

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#### INTRODUCTION

The following traffic and circulation study contains an analysis of the potential traffic impacts associated with the Cornerstone Mixed-Use Project. The study provides information regarding existing and future traffic conditions within the project study-area and recommends improvements where necessary. The study also provides an analysis of the project's consistency with the policies outlined in the Los Angeles County Congestion Management Program (CMP).

#### PROJECT DESCRIPTION

The Cornerstone Mixed-Use Project is located on the southeast corner of the Agoura Road/Cornell Road intersection in the Agoura Village Specific Plan area of City of Agoura Hills. The project is proposing to develop seven mixed-use buildings comprised of 35 residential units and 68,918 square feet of commercial space that would be occupied by retail, office and restaurant uses. The project is consistent with the Agoura Village Specific Plan. Figure 1 shows the location of the project site within the City of Agoura Hills.

Parking for the development would be provided by surface level parking lots and underground parking garages totaling of 250 parking spaces. An additional 51 parking spaces would be provided on the adjacent sections of Agoura Road and Cornell Road for general public use. The on-street parking spaces would not be dedicated for the project, but could be used to meet the project's parking demands. Figure 2 illustrates the project site plan.

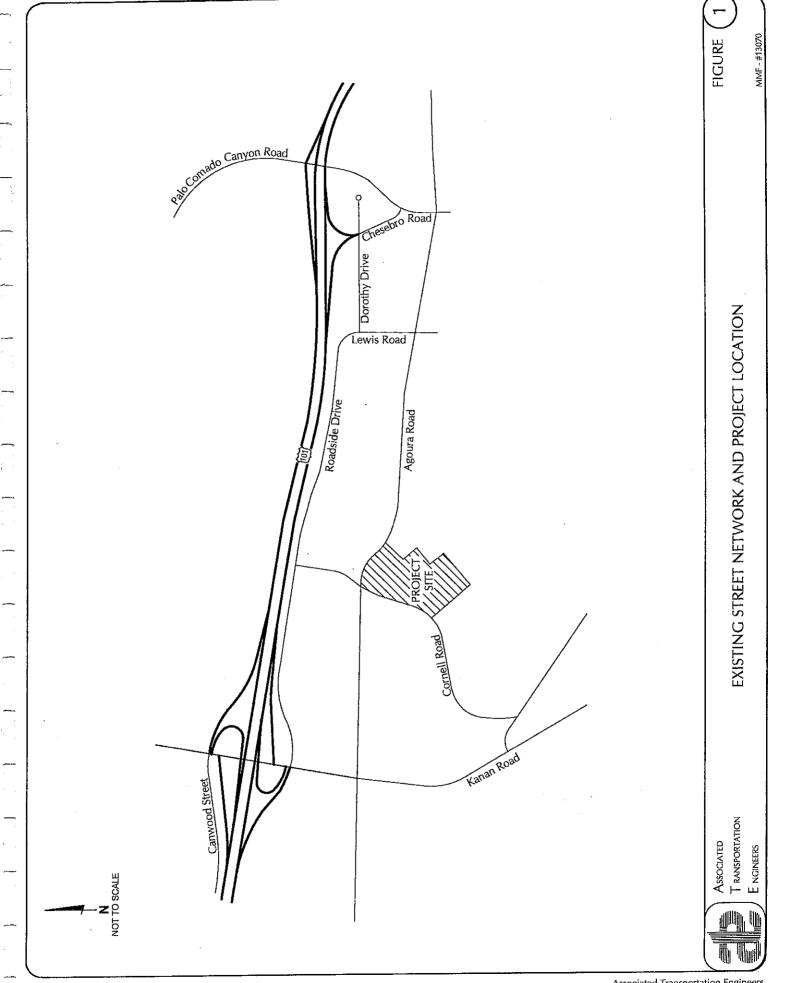
#### **EXISTING CONDITIONS**

#### Street Network

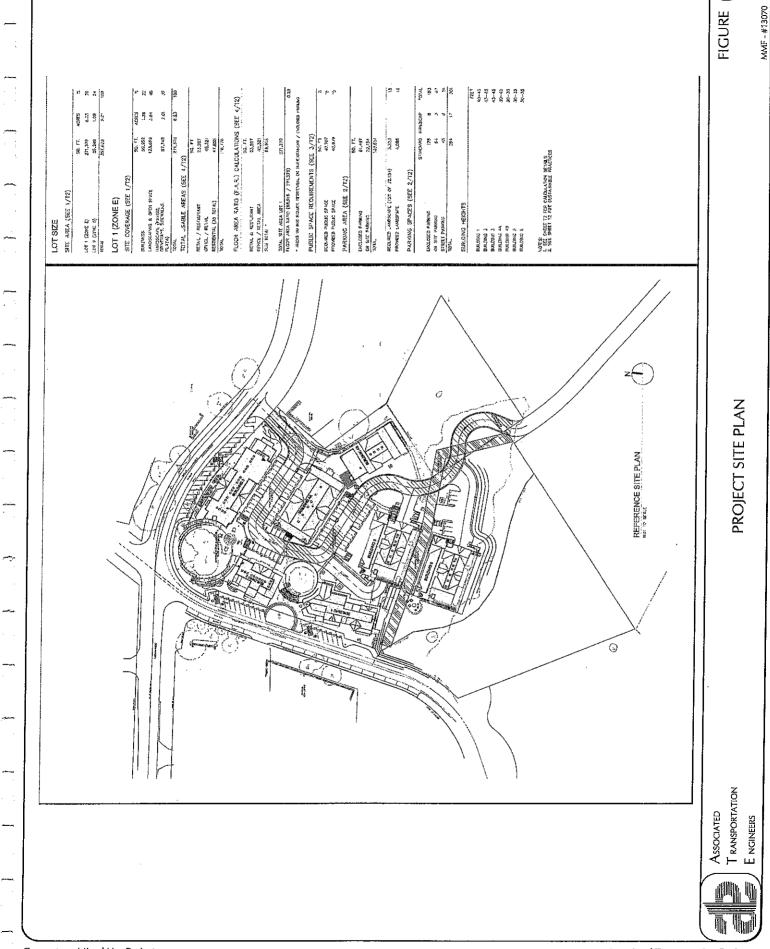
The project site is served by a network of highways, arterial roads and collector streets as illustrated in Figure 1. The following text provides a brief description of the major components of the study-area street network.

**U.S. Highway 101**, located north of the project site, is a multi-lane interstate highway serving the Pacific coast between the City of Los Angeles and the State of Washington. U.S. Highway 101 is the principal route between the City of Agoura Hills and the adjacent cities of Thousand Oaks and Westlake Village to the north, and the cities of Calabasas, Hidden Hills, and Los Angeles to the south. Access between the site and U.S. Highway 101 is provided via the Kanan Road and Palo-Comado Canyon-Chesebro Road interchanges. The ramp intersections at the Kanan Road interchange are controlled by traffic signals. The ramp intersections at the Palo-Comado Canyon-Chesebro Road interchange are controlled by STOP-signs.

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**Kanan Road**, located west of the project site, is a 4-lane arterial roadway that extends south from Tamarind Street and intersects with U.S. Highway 101 and Agoura Road before entering into Los Angeles County at the southern City limits. The roadway provides a primary north-south surface street route through the City of Agoura Hills. Within the study-area, Kanan Road is signalized at the U.S. Highway 101 interchange and at the Agoura Road intersection.

**Agoura Road**, located along the project's northern frontage, is a 2- to 4-lane east-west arterial roadway that extends between Las Virgenes Road on the east and South Westlake Boulevard on the west. Within the study-area, the Agoura Road/Kanan Road intersection is controlled by a traffic signal. The Agoura Road/Cornell Road and Agoura Road/Chesebro Road intersections are All-Way STOP-sign controlled. Access to the project site is provided via one driveway located on the south side of Agoura Road.

**Cornell Road**, located along the west project frontage, is a 2-lane north-south collector street that extends south from the intersection of Roadside Drive through the intersection of Agoura Road and beyond the City limits into Los Angeles County. The intersection of Agoura Road/Cornell Road is All-Way STOP-sign controlled.

**Chesebro Road**, located east of the project site, is a 2-lane arterial roadway that extends between Agoura Road and the U.S. Highway 101 southbound ramps. Within the study-area, the intersection of Chesebro Road/Agoura Road is All-Way STOP-sign controlled.

**Roadside Drive**, located north of the project site, is a 2-lane east-west collector street that extends east from the U.S. Highway 101 Southbound Off-Ramp/Kanan Road intersection to Lewis Road. Within the study-area, the U.S. Highway 101 Southbound Off-Ramp/Roadside Drive/Kanan Road intersection is controlled by a traffic signal. The Roadside Drive/Cornell Road intersection is All-Way STOP-sign controlled.

#### Intersection Operations

Because traffic flow on urban arterial roadways is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City of Agoura Hills considers LOS C as the minimum acceptable operating standard for intersections.

Figure 3 shows the study-area intersections, the existing traffic controls, and the intersection lane geometries. Existing peak hour volumes at study-area intersections were collected in March of 2013 and October 2013 while school was in session (traffic count data is contained in the Technical Appendix for reference). Existing A.M. and P.M. peak hour traffic volumes for the study-area intersections are shown on Figure 4. Levels of service were calculated for the signalized intersections based on the "Intersection Capacity Utilization" (ICU) methodology. Levels of service for the unsignalized intersections were calculated using the methodology outlined in the Highway Capacity Manual (HCM)<sup>1</sup>. Table 1 lists the existing levels of service for the study-area intersections (calculation worksheets are contained in the Technical Appendix).

	A.M. Peak Hour		P.M. Peak Hour		
Intersection	ICU/Delay	LOS	ICU/Delay	LOS	
U.S. 101 NB Ramp/Canwood Street/Kanan Road	0.69	LOS B	0.63	LOS B	
U.S. 101 SB Ramp/Roadside Drive/Kanan Road	0.50	LOS A	0.62	LOS B	
Kanan Road/Agoura Road	0.59	LOS A	0.61	LOS B	
Roadside Drive/Cornell Road	8.2 sec.	LOS A	8.9 sec.	LOS A	
Agoura Road/Cornell Road	8.0 sec.	LOS A	9.2 sec	LOSA	
Agoura Road/Chesebro Road	8.9 sec.	LOS A	11.7 sec	LOS B	

Table 1Existing Intersection Levels of Service

The data presented in Table 1 show that all of the study-area intersections currently operate at LOS B or better during the A.M. and P.M. peak hour periods.

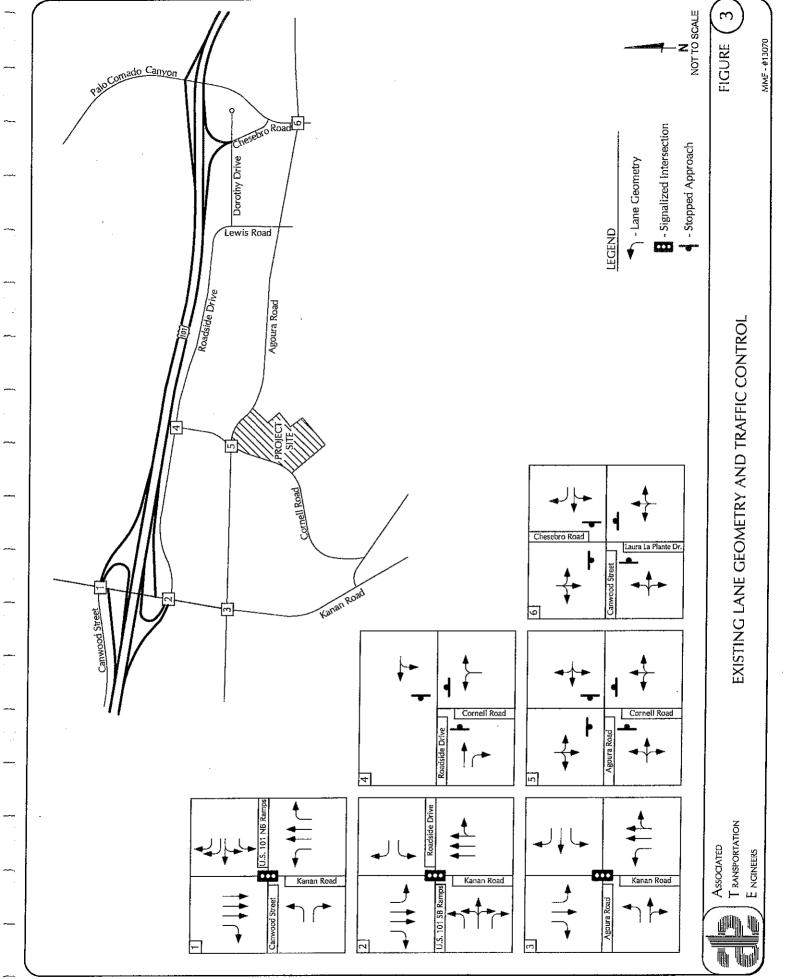
#### PLANNED IMPROVEMENTS

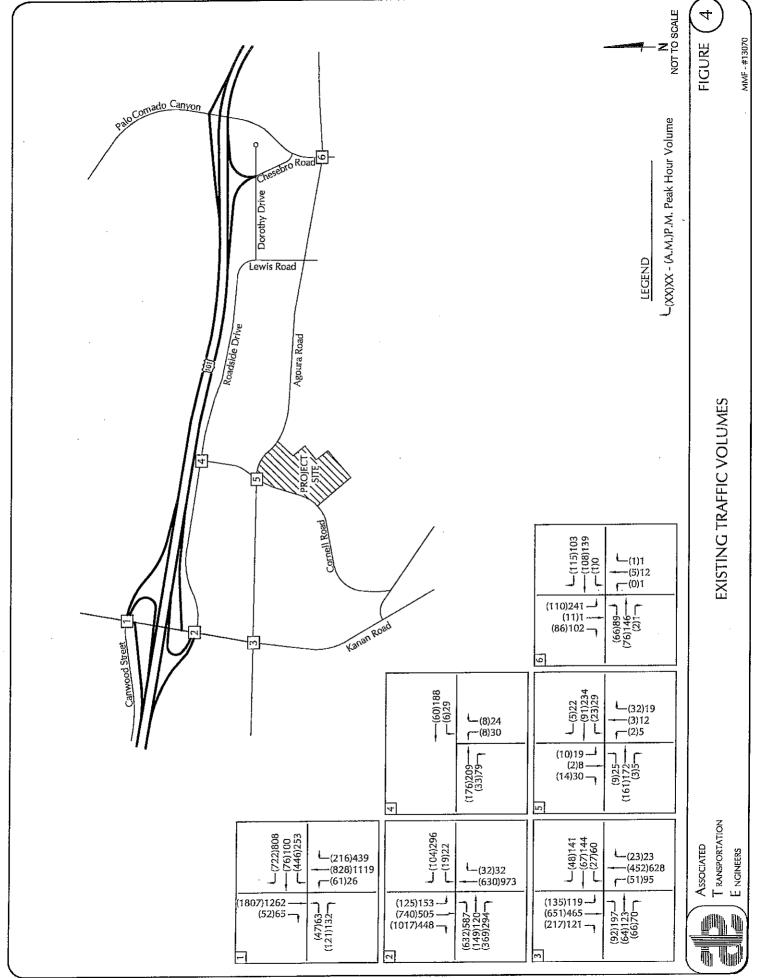
The City of Agoura Hills has identified the following near-term and cumulative planned and programmed improvements for the signalized Agoura Road/Kanan Road intersection and the 2-lane section of Chesebro Road from Palo Comado Road to Agoura Road.

<u>Near - Term Agoura Road/Kanan Road Intersection Improvement</u>: Southbound Approach: Add a second left-turn lane and a through lane. Eastbound Approach: Add a second left-turn lane.

<u>Cumulative</u> Agoura Road/Kanan Road Intersection Improvement: Convert the intersection from standard four-leg signalized intersection to a dual lane roundabout.

<sup>&</sup>lt;sup>1</sup> <u>2010 Highway Capacity Manual</u>, Transportation Research Board, National Research Council, 2010.





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<u>Cumulative Chesebro Road Improvement</u>: Widen Chesebro Road between Palo Comado Road and Agoura Road to 4-lanes.

These planned improvements will be assumed for the Near-Term and Cumulative analysis of the Agoura Road/Kanan Road intersection and the for the Agoura Road/Chesebro Road intersection.

#### THRESHOLDS OF SIGNIFICANCE

The City of Agoura Hills considers LOS C or better acceptable for signalized intersection operations. A significant impact would occur when a proposed project increases traffic demand by:

4% or greater (V/C increase  $\geq$  0.04) at a facility that would operate at LOS C or worse with project-added traffic volumes.

2% or greater (V/C increase  $\geq$  0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.

1% or greater (V/C increase  $\geq$  0.01) at a facility that would operate at LOS E/F or worse with project-added traffic volumes.

The City of Agoura Hills considers LOS C or better acceptable for unsignalized intersection operations. A significant impact would occur if there is a change in the LOS with the addition of project traffic to LOS D or worse. A significant impact at an unsignalized intersection would also occur if there is a increase in delay by 5 or more seconds for intersections operating at an unacceptable LOS. A significant impact at an unsignalized intersection would also occur if the California Manual on Uniform Traffic Control Devices (MUTCD) warrants for traffic signals are satisfied with the addition of project traffic.

#### **PROJECT-SPECIFIC ANALYSIS**

#### **Project Trip Generation**

Trip generation estimates were calculated for the Cornerstone Mixed-Use Project based on the rates presented in the Institute of Transportation Engineers (ITE), <u>Trip Generation</u>, 9<sup>th</sup> Edition for Low-Rise Apartment (Land-Use Code #221), General Office (Land-Use Code #710), Specialty Retail Center (Land-Use Code #826), and High-Turnover (Sit-Down) Restaurant (Land-Use Code #932).<sup>22</sup> Table 2 summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the proposed project (a trip generation worksheet is included in the Technical Appendix for reference).

<sup>&</sup>lt;sup>2</sup> <u>Trip Generation</u>, Institute of Transportation Engineers, 9<sup>th</sup> Edition, 2012.

	Tab	e 2
Project	Trip	Generation

		AI	ADT A.M.		. Peak Hour	<b>P.</b> /	M. Peak Hour
Land Use	Size	Rate	Trips	Rate	Trips	Rate	Trips
Apartments	35 Units	6.59	231	0.46	16 (3/13)	0.58	20 (13/7)
Specialty Retail	23,013 SF	44.32	1,020	1.33	31 (19/12)	2.71	62 (27/35)
General Office	34,905 SF	11.03	385	1.56	54 (48/6)	1.49	52 (9/43)
High-Turnover Restaurant	11,000 SF	127.15	1,399	10.81	119 (65/54)	9.85	108 (65/43)
Т	3,035		220 (135/85)		242 (114/128)		

The data presented in Table 2 show that the proposed project would generate 3,035 average daily trips, 220 A.M. peak hour trips, and 242 P.M. peak hour trips.

The trip generation analysis also accounts for the various trip types that would occur at the site, including "Internal Capture" and "Primary" trips. The following text outlines the trip type definitions and forecasts. The breakdown of project trip types is shown in Table 3.

Internal Capture Trips. Internal capture trips are trips made between land uses within the project site (for example, people working in the office space that would also patronize on-site commercial uses). Internal capture trips would not affect the off-site street network. The ITE mixed-use traffic model<sup>3</sup> was used to determine the number of trips that would be captured on the site (a copy of the mixed-use model is included in the Technical Appendix for reference). The mixed use model shows that about 8% of the average daily and P.M. peak hour trips would be internal to the site, and the remaining 92% of the trips would be primary trips. The ITE mixed-use model does not contain data for the A.M. peak hour, so internal trips were not calculated for that period (assumes 100% primary trips).

		•	
Trip Generation	ADT	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Total	3,035	220	242
Internal Capture Trips(a)	243	0	19
Primary Trips(b)	2,792	220	223

#### Table 3 Project Trip Types

(a) Internal Capture Trips = 8% of total trips (not applied in A.M. peak hour period).

(b) Primary Trips = 92% of External Trips.

<sup>&</sup>lt;sup>3</sup> Trip Generation Handbook, an ITE Recommended Practice, 2<sup>nd</sup> Edition, 2004.

#### **Project Trip Distribution**

The project-generated traffic volumes (primary trips) were distributed and assigned to the adjacent street network based on percentages shown in Table 4 and presented on Figure 5. The trip distribution percentages were developed based on existing traffic patterns observed in the study area, input from City staff, and consideration of the most logical travel routes for drivers accessing the proposed development.

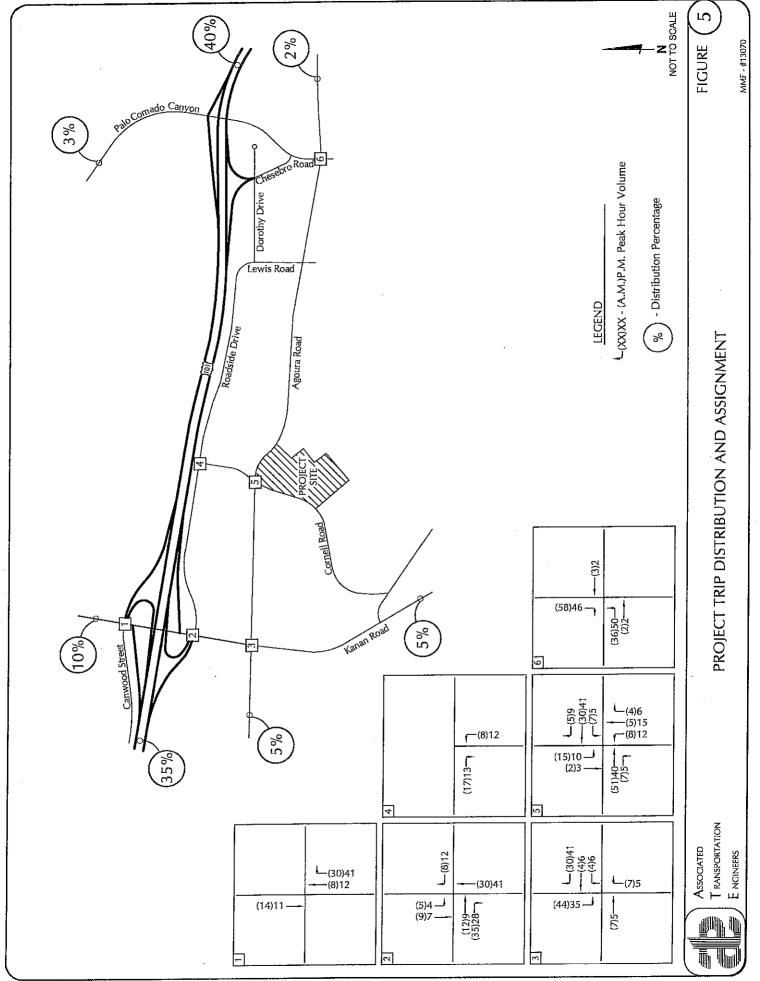
Origin/Destination	Direction	Percent
U.S. Highway 101 East of Palo Comado Canyon Road	East	40%
U.S. Highway 101 West of Kanan Road	West	35%
Palo Comado Canyon Road North of U.S. Highway 101	North	3%
Kanan Road North of U.S. Highway 101/Canwood Street	North	10%
Kanan Road South of Agoura Road	South	5%
Agoura Road East of Chesebro Road	East	2%
Agoura Road West of Kanan Road	West	5%
Total		100%

Table 4						
<b>Project Trip Distribution</b>						

#### Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes presented on Figure 6. Tables 5 and 6 compare the Existing and Existing + Project levels of service and identify project specific impacts based on City thresholds.

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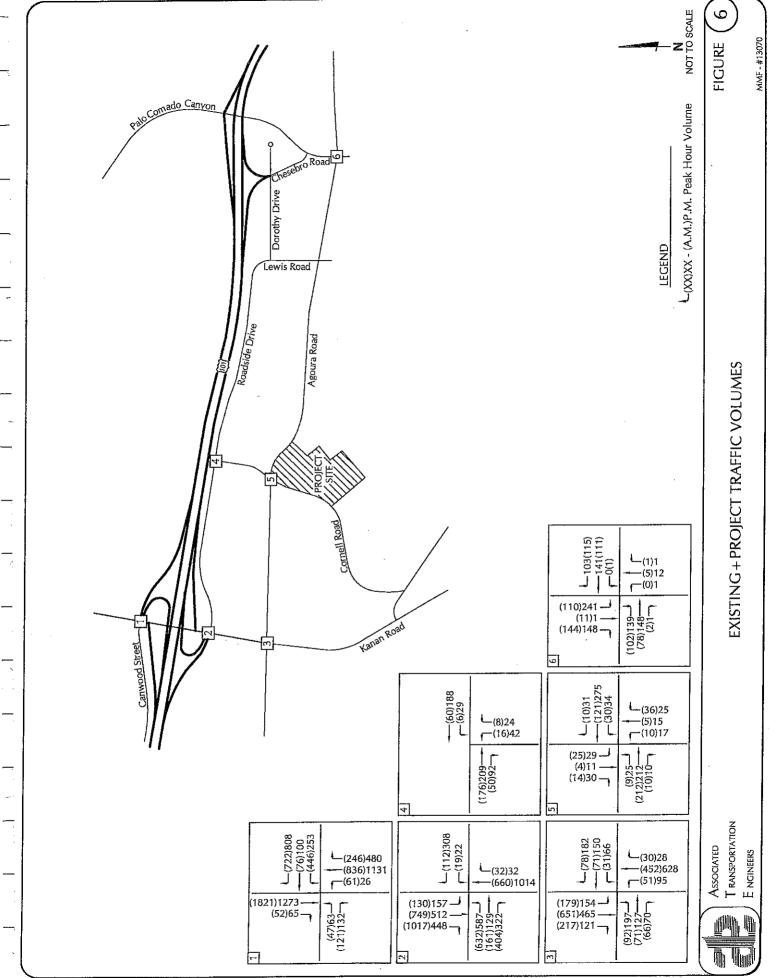
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	Existing		Existing + P	roject	Projec	t Added
Intersection	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.69	В	0.69	В	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.50	А	0.51	A	0.01	NO
Kanan Road/Agoura Road	0.59	А	0.59	А	0.00	NO
Roadside Drive/Cornell Road	8.2 sec.	А	8.1 sec.	A	N/A	NO
Agoura Road/Cornell Road	8.0 sec.	A	8.6 sec.	A	N/A	NO
Agoura Road/Chesebro Road	8.9 sec.	А	9.6 sec.	А	N/A	NO

# Table 5Existing and Existing + Project A.M. Peak Hour Levels of Service

N/A = Increase not applicable at LOS C or better.

Table 6
Existing and Existing + Project P.M. Peak Hour Levels of Service

	Existing		Existing + P	roject	Projec	t Added
Intersection	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.63	В	0.63	В	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.62	В	0.64	В	0.02	NO
Kanan Road/Agoura Road	0.61	В	0.62	В	0.01	NO
Roadside Drive/Cornell Road	8.9 sec.	A.	9.0 sec.	А	N/A	NO
Agoura Road/Cornell Road	9.2 sec.	A	10.2 sec.	В	N/A	NO
Agoura Road/Chesebro Road	11.7 sec.	В	13.4 sec.	В	N/A	NO

N/A = Increase not applicable at LOS C or better.

The data presented in Tables 5 and 6 indicate that all of the study-area intersections would continue to operate at LOS B or better with Existing + Project traffic. The project would not generate project-specific impacts based on City thresholds.

#### NEAR-TERM (OPENING YEAR 2016) ANALYSIS

The City of Agoura Hills requires that intersections be analyzed with the addition of traffic generated by approved/pending developments that would be operational by the opening year (Year 2016) of the project. Analysis assumes the implementation of the City's near-term improvements at the Agoura Road/Kanan Road intersection.

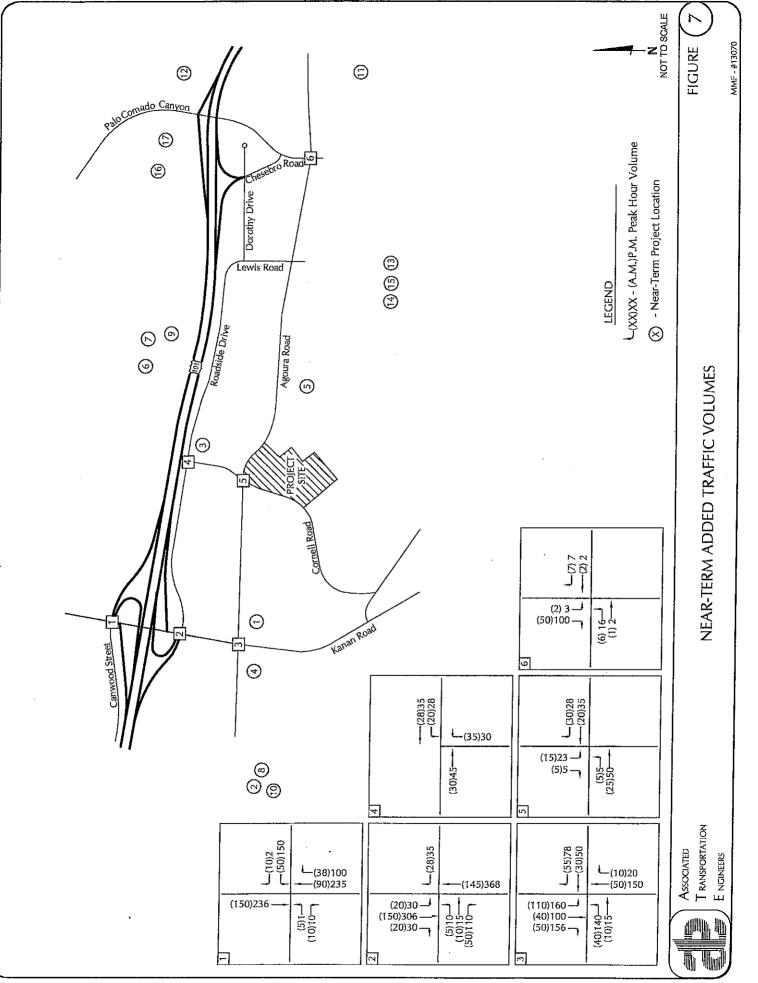
#### **Traffic Forecasts**

Near-Term (Opening Year 2016) traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects proposed within the City of Agoura Hills. A copy of the City of Agoura Hills, Development Summary September 2013 Quarterly Report is contained in the Technical Appendix for reference. Figure 7 Illustrates the location of the approved/pending projects. Trip generation estimates were developed for the Near-Term projects using the rates presented in the ITE, <u>Trip Generation</u>, 9<sup>th</sup> Edition. Table 7 summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the approved/pending development projects.

		Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour
No.	Project	Commercial	48,500 s.f.	2,150	64	131
1.	Agoura Village		46,500 s.i. 95 units	626	44	55
		Multi-Family Res.		164	25	24
2.	Heathcote	Medical Office	14,075 s.f.			
3.	Whizin Market	Trip Generation	from ATE T.I.S.	4,274	234	319
4.	Agoura-Kanan LLC	Multi-Family Res.	107 units	705	49	62
	-	Commercial	167,000 s.f	7,131	160	620
5.	Santorini	Office	1,378 s.f.	15	2	2
		Restaurant	1,293 s.f.	926	56	34
		Apartments	5 units	33	2	3
		Live/Work	30,865 s.f	684	20	42
6.	Shirvanian	Industrial Park	103,000 s.f.	718	95	100
	Agoura Business Center West	Commercial	21,782 s.f.	965	29	59
8.	Parks and Recreation	Gov. Office	12,978 s.f.	10	1	1
	Smiley	Fitness Studio	4,500 s.f.	10	1	1
	Khantzis/Rice	Residential	46 units	267	20	24
	Riopharm	Residential	24 units	228	18	24
12.	Equine Estates	Residential	15 unit	143	11	15
	Abudalu	Residential	1 unit	10	1	1
14.	Pirouti	Residential	1 unit	10	1	1
15.	Pirouti	Residential	1 unit	10	1	1
16.	Hrach Apartments	Residential	5 units	23	2	3
17.	Hillel Townhomes	Residential	18 units	104	8	9
			Total Trips:	19,206	844	1,531

Table 7Approved/Pending Development Projects Trip Generation

The data presented in Table 7 indicates that the approved/pending projects would generate a total of 19,206 average daily trips, 844 A.M. peak hour trips and 1,531 P.M. peak hour trips. The approved/pending projects' peak hour traffic volumes were distributed and assigned to the study-area intersections. The trip assignment for the Near-Term projects was developed based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Agoura Hills. Figure 7 illustrates the Near-Term-Added peak hour



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traffic volumes at the study-area intersections. The trip distribution for the Near-Term projects is presented in the Technical Appendix.

#### **Intersection Operations**

Levels of service were calculated for the study-area intersections assuming the Near-Term and Near-Term + Project traffic volumes presented on Figures 8 and 9. Tables 8 and 9 compare the Near-Term and Near-Term + Project levels of service for the study-area intersections and identify near-term impacts based on City thresholds.

	Near-Term		Near-Term + Project		Project Added	
Intersection	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.74	С	0.74	С	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.56	В	0.57	В	0.01	NO
Kanan Road/Agoura Road <sup>(a)</sup>	0.41	А	0.43	А	0.02	NO
Roadside Drive/Cornell Road	8.5 sec.	A	8.5 sec.	А	N/A	NO
Agoura Road/Cornell Road	8.4 sec.	A	9.1 sec.	A	N/A	NO
Agoura Road/Chesebro Road	9.4 sec.	А	10.3 sec.	В	N/A	NO

Table 8Near-Term and Near-Term + Project A.M. Peak Hour Levels of Service

(a) LOS based assumes planned Near-Term improvements in place.

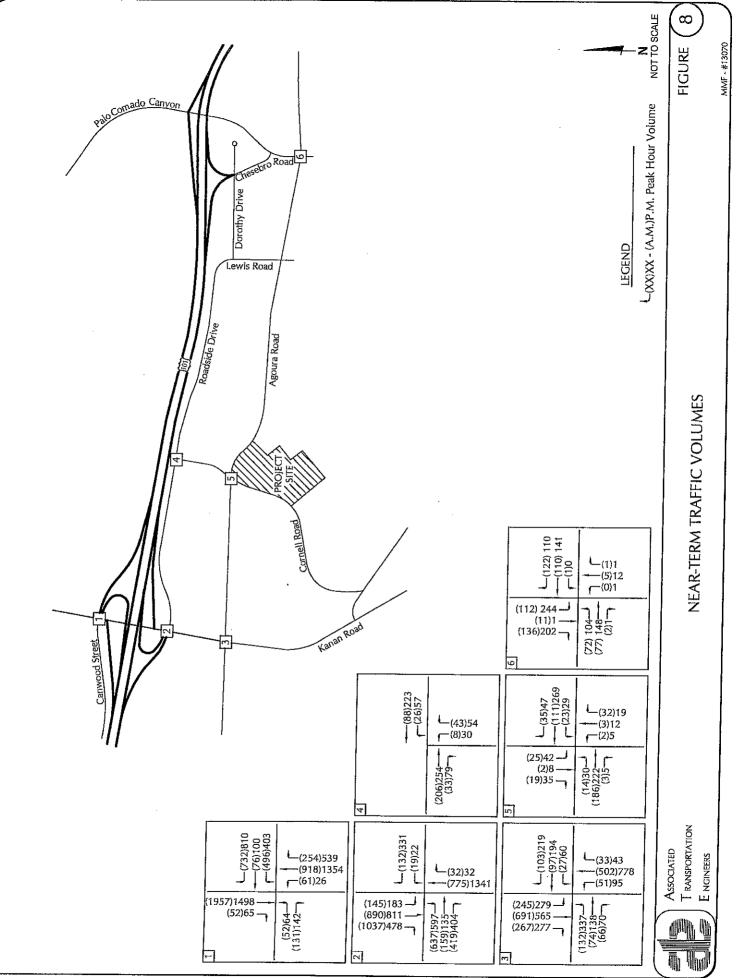
N/A = Increase not applicable at LOS C or better.

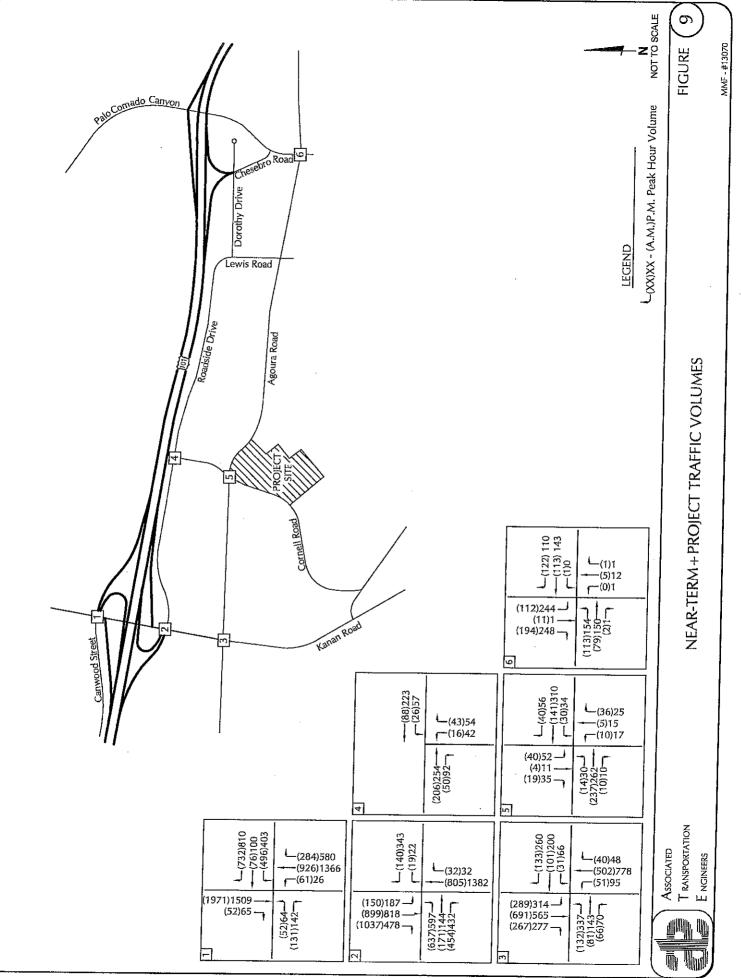
# Table 9Near-Term and Near-Term + Project P.M. Peak Hour Levels of Service

	Near-Term		Near-Term + Project		Project Added	
Intersection	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.71	С	0.71	С	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.74	С	0.76	С	0.02	NO
Kanan Road/Agoura Road <sup>(a)</sup>	0.64	В	0.66	В	0.02	NO
Roadside Drive/Cornell Road	9.8 sec.	А	9.9 sec.	А	N/A	NO
Agoura Road/Cornell Road	10.3 sec.	В	11.8 sec.	В	N/A	NO
Agoura Road/Chesebro Road	14.5 sec.	В	17.9 sec.	С	N/A	NO

(a) LOS based assumes planned Near-Term improvements in place.

N/A = Increase not applicable at LOS C or better.





Cornerstone Mixed-Use Project Traffic and Circulation Study

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The data presented in Tables 8 and 9 indicate that all of the study-area intersections would operate at LOS C or better with Near-Term + Project traffic. The project would not generate project-specific impacts based on City thresholds.

#### CUMULATIVE (YEAR 2035) ANALYSIS

The City of Agoura Hills requires that intersections be analyzed with the addition of traffic generated by approved/pending developments and with an ambient growth to account for future cumulative traffic over a 22 year period. Analysis assumes the implementation of the City's cumulative improvements at the Agoura Road/Kanan Road and Agoura Road/Chesebro Road intersections.

#### Traffic Forecasts

Cumulative traffic volumes were forecast for the study-area intersection assuming an annual ambient growth factor of 0.75 percent over a 22 year period (1.1787). The cumulative traffic volumes also include the traffic generated by near-term developments proposed within the City of Agoura Hills.

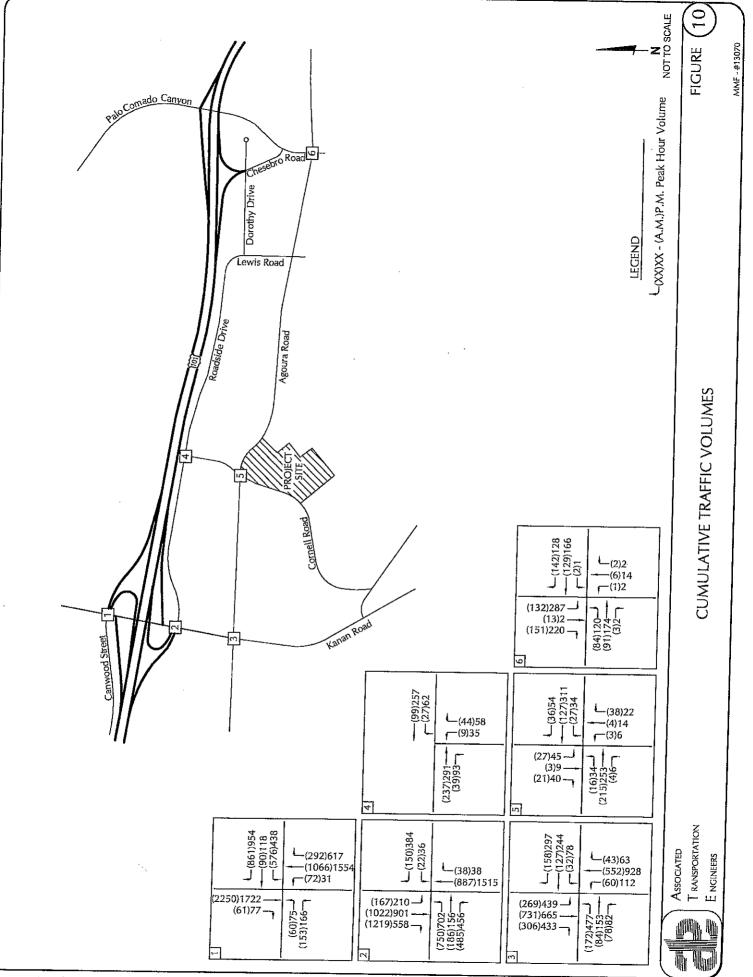
#### Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project traffic volumes presented on Figures 10 and 11. Tables 10 and 11 compare the Cumulative and Cumulative + Project levels of service for the study-area intersections and identify cumulative impacts based on City thresholds.

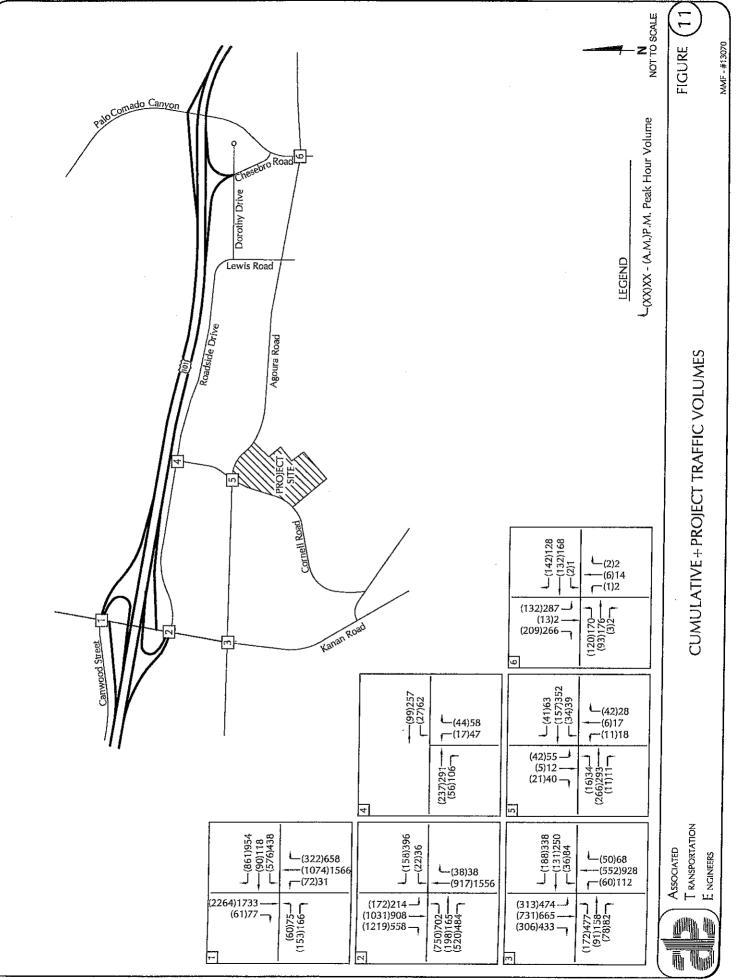
	Cumulative		Cumulative +	Cumulative + Project		Project Added	
Intersection	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?	
U.S. 101 NB Ramp/Canwood/Kanan	0.85	D	0.85	D	0.00	NO	
U.S. 101 SB Ramp/Roadside/Kanan	0.64	В	0.65	А	0.01	NO	
Kanan Road/Agoura Road <sup>(a)</sup>	0.58	А	0.59	А	0.01	NO	
Roadside Drive/Cornell Road	8.8 sec.	A	8.8 sec.	А	N/A	NO	
Agoura Road/Cornell Road	8.7 sec.	A	9.6 sec.	А	N/A	NO	
Agoura Road/Chesebro Road	9.9 sec	А	10.7 sec.	В	N/A	NO	

Table 10
Cumulative and Cumulative + Project A.M. Peak Hour Levels of Service

N/A = Increase not applicable at LOS C or better. Bold Values exceed City's LOS C standard.



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|                                 | Cumulative |     | Cumulative + | Project | Project Added |         |
|---------------------------------|------------|-----|--------------|---------|---------------|---------|
| Intersection                    | ICU/Delay  | LOS | ICU/Delay    | LOS     | Increase      | Impact? |
| U.S. 101 NB Ramp/Canwood/Kanan  | 0.81       | D   | 0.81         | D       | 0.00          | NO      |
| U.S. 101 SB Ramp/Roadside/Kanan | 0.84       | D   | 0.86         | D       | 0.02          | YES     |
| Kanan Road/Agoura Road          | 0.85       | D   | 0.85         | D       | 0.00          | NO      |
| Roadside Drive/Cornell Road     | 10.6 sec.  | В   | 10.7 sec.    | В       | N/A           | NO      |
| Agoura Road/Cornell Road        | 11.5 sec.  | В   | 13.6 sec.    | В       | N/A           | NO      |
| Agoura Road/Chesebro Road       | 14.4 sec.  | В   | 16.5 sec.    | С       | N/A           | NO      |

Table 11Cumulative and Cumulative + Project P.M. Peak Hour Levels of Service

N/A = Increase not applicable at LOS C or better. Bold Values exceed City's LOS C standard.

The data presented in Table 11 indicates that the U.S. Highway 101 Northbound/Canwood Street/Kanan Road, U.S. Highway 101 Southbound/Roadside Drive/Kanan Road and Kanan Road/Agoura Road intersections are forecast to operate at LOS D under Cumulative and Cumulative + Project traffic conditions. The project increases the V/C ratio at the intersection of U.S. Highway 101 Southbound/Roadside Drive/Kanan Road by 0.02 during the P.M. peak hour, thus generating a significant impact based on the City's impact thresholds.

### MITIGATIONS

#### **Cumulative Mitigations**

<u>U.S. 101 Highway Southbound/Roadside Drive/Kanan Road (P.M. peak hour)</u>: The intersection is forecast to operate at LOS D during the P.M. peak hour under Cumulative + Project conditions. The project would significantly impact the facility by increasing the traffic demand by 0.02 during the P.M. peak hour. Additional capacity on the southbound approach is needed to provide LOS C operations at the intersection.

The Traffic and Circulation Section of the Agoura Village Specific Plan EIR identifies cumulative mitigations for the intersection of U.S. 101 Southbound Ramp/Roadside Drive/Kanan Road. One of the potential mitigation improvements include restriping the southbound approach to provide a second left-turn lane. Additionally, the east leg of the intersection (Roadside Drive) would need to be widened to the south to provide two receiving lanes. Other feasible mitigation alternatives could also be further evaluated. The mitigated geometries and levels of service are shown below in Tables 12 and 13.

#### Table 12 U.S. 101 Southbound Ramp/Roadside Drive/Kanan Road Mitigated Intersection Geometry

| Scenario           | Northbound | Southbound | Eastbound | Westbound |
|--------------------|------------|------------|-----------|-----------|
| Existing Geometry  | TT TR      | LTTR       | L LTR R   | LR        |
| Mitigated Geometry | TT TR      | LL TT R    | L LTR R   | LR        |

#### Table 13

### U.S. 101 Southbound Ramp/Roadside Drive/Kanan Road Mitigated Cumulative + Project P.M. Peak Hour Level Of Service

|                                 | Intersection Geometry |                    |  |
|---------------------------------|-----------------------|--------------------|--|
| Intersection                    | Existing              | With Improvements  |  |
| U.S. 101 SB Ramp/Roadside/Kanan | V/C = 0.86 / LOS D    | V/C = 0.79 / LOS C |  |

The data presented in Table 13 show implementation of the intersection improvements shown in Table 12 would result in LOS C during the P.M. peak hour under Cumulative + Project conditions, thereby reducing the cumulative impact to less than significant.

The Cornerstone Mixed-Use Project would be required to pay a pro-rata share of the costs of this improvement to mitigate its cumulative impact. The project's percentage contribution to the cumulative traffic volumes forecast for the intersection is 6.20%. A worksheet showing the fair-share calculations is contained in the Technical Appendix.

#### SITE ACCESS AND CIRCULATION

#### Agoura Road Driveway

Access to the project site is proposed via one driveway on the south side of Agoura Road. The driveway intersects Agoura Road about 300 feet east of the Agoura Road/Cornell Road intersection. The Agoura Road cross-section allows full access at the project driveway (right-and left-turns inbound and outbound). The driveway is located on the outside curve of the Agoura Road alignment and sight distances would be adequate for movements to/from the driveway. The project driveway extends south from Agoura Road and provides access to the plaza parking area and to the subterranean parking garage areas under buildings 4A, 4B, and 5. This traffic analysis assumes 85% of the project traffic would access the project site via the driveway on Agoura Road and the other 15% would use on-street parking along Cornell Road and Agoura Road.

A level of service and gap analysis was completed to assess operations at the project driveway intersection (HCS worksheets are contained in the Technical Appendix). The results show that there would be sufficient gaps for traffic to enter and exit the proposed driveway under

Cumulative + Project conditions. Vehicle delays would be in the LOS A range for left-turns inbound to the site during the peak hour periods and LOS B - C range for left- and right-turns outbound from the site during the peak hour periods. The 95<sup>th</sup> percentile queue lengths at the driveway are less than 1 vehicle which indicates that adequate gaps in the traffic flow will exist for exiting and entering vehicles.

#### Frontage Improvements

The project includes roadway improvements to the sections of Agoura Road and Cornell Road located adjacent to the site. Cornell Road would be widened to accommodate new sidewalks, curb and gutter, and the addition of on-street parking spaces along the east and west sides of the roadway. Agoura Road would be widened to include a new sidewalk, curb and gutter improvements, on-street bike lanes, and 17 on-street angled parking spaces on the south side of the street.

#### Agoura Road/Cornell Road Intersection Left-Turn Lane Analysis

The following section reviews the Existing and Cumulative traffic operations at the intersection and analyzes if a westbound left-turn lane is needed.

#### Intersection Design

The Cornerstone Mixed-Use Project is located on the southeast corner of the Agoura Road/Cornell Road intersection. This intersection is currently controlled by All-Way STOP Signs. The project site plan shows the improvements envisioned for the intersection. The eastbound and westbound approaches on Agoura Road would have a single left-through-right turn lane and 8-foot on-street bike lanes that would provide space for separate right-turn movements at the Cornell Road intersection. The north-south minor approaches on Cornell Road would have a single left-through-right turn lane.

#### Intersection Analysis

In order to evaluate intersection operations, ATE reviewed the future traffic volumes and LOS calculations for the intersection assuming the intersection geometry shown on the project site plan and that the intersection would remain All-Way STOP-Sign controlled. Table 14 presents the results of the calculations and lists the existing westbound left-turn volumes. Cumulative traffic volumes were forecasted assuming development of the project and the approved and pending projects proposed within the City of Agoura Hills and ambient traffic growth from the adjacent areas of Los Angeles County (see Cumulative section for more information).

# Table 14 Cumulative + Project Levels of Service and Left-Turn Volumes

|                          |             |                 | Cumulative+    | Project       |
|--------------------------|-------------|-----------------|----------------|---------------|
| Intersection             | Time Period | Traffic Control | Delay/LOS      | WB Left-Turns |
| Agoura Road/Cornell Road | A.M.        | All-Way Stop    | 9.6 Sec/LOS A  | 34            |
| Agoura Road/Cornell Road | P.M.        | All-Way Stop    | 13.6 Sec/LOS B | 39            |

The data presented in Table 14 show that the intersection of Agoura Road/Cornell Road is forecast to operate at LOS B during the A.M. and P.M. peak hours with Cumulative + Project traffic volumes. The westbound left-turn volumes are forecast at 34 left-turns during the A.M. peak hour and 39 left-turns during the P.M. peak hour.

The intersection levels of service for the Cumulative + Project scenario are in the LOS A - B range, indicating that the intersection capacity is acceptable with no left-turn lane. The intersection of Agoura Hills/Cornell Road is All-Way STOP controlled, therefore left-turns at the intersection will not block thru traffic as all traffic must stop at the intersection. The 34 A.M. and 39 P.M. peak hour trips do not warrant a separate left-turn lane as part of future improvements at the intersection.

#### **Pedestrian Facilities**

There are limited pedestrian facilities (crosswalks/sidewalks etc.) located along the roadways in the study-area. No sidewalks are provided on Agoura Road adjacent to the project site, however a pedestrian crosswalk is provided on the northern leg of the Agoura Road/Cornell Road intersection. Along Cornell Road, a sidewalk is provided on the west side from Agoura Road to Roadside Drive and no sidewalks are provided on the east side of the road.

The planned project improvements to Agoura Road and Cornell Road would enhance pedestrian facilities in the study-area. The project includes the construction of 5 foot minimum width pedestrian sidewalks on the sections of Agoura Road and Cornell Road located adjacent to the site. Agoura Road would be widened to include a new sidewalk, curb and gutter improvements on the south side adjacent to the project frontage. Cornell Road would be widened to accommodate new sidewalks, curb and gutter on the both sides of the road. Figure A in the Technical Appendix illustrates the project pedestrian improvements along Agoura Road and Cornell Road.

#### **Bicycle Facilities**

The project site is served by the City of Agoura Hills Bikeway System. The existing bicycle facilities located in the study-area consist of Class II bike lanes along Agoura Road adjacent to the project site. These Class II bike lanes connect the project to residential areas east and

west of the project.

The planned project improvements to Agoura Road would enhance bicycle facilities in the study-area. The project includes bike lane (8 foot) improvements to the section of Agoura Road located adjacent to the site. Agoura Road would be widened to include a new sidewalk, curb and gutter improvements, on-street bike lane on the south side of the street. Figure A in the Technical Appendix illustrates the project bicycle improvements along Agoura Road.

#### CONGESTION MANAGEMENT PROGRAM ANALYSIS

#### Impact Criteria

Los Angels County has developed traffic impact guidelines with criteria and thresholds to assess the impacts of land use decisions made by local jurisdictions on the regional transportation facilities included as part of the Congestion Management Program (CMP) roadway system. The following guidelines were developed to determine the significance of project-generated traffic impacts. A significant impact occurs when the proposed project increases traffic demand on a facility by 2% of capacity (V/C > 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases the traffic demand on a facility by 2% of capacity (V/C > 0.02).

#### **Potential Intersection Impacts**

The CMP guidelines require that intersection monitoring locations must be examined if the proposed project would add 50 peak hour trips (PHT) or more during the A.M. or P.M. peak hours. None of the intersections included in this traffic study are included in the CMP network. Therefore, no further review of potential impacts to CMP intersections is required.

#### **Potential Freeway Impacts**

The CMP guidelines require that freeway monitoring locations must be examined if the proposed project would add 150 PHT or more (in either direction) during the A.M. or P.M. peak hours. The proposed project is forecast to add 88 A.M. and 87 P.M. PHT to U.S. Highway 101 northbound as well as 83 A.M. and 87 P.M. PHT to U.S. Highway 101 southbound, which is less than 150 PHT. Based on CMP criteria the project would not generate a significant impact to the freeway segments located in the study-area.

#### **REFERENCES AND PERSONS CONTACTED**

#### **Associated Transportation Engineers**

Scott A. Schell, AICP, PTP, Principal Transportation Planner Darryl F. Nelson, PTP, Senior Transportation Planner Matthew Farrington, Transportation Planner I

#### References

<u>Highway Capacity Manual</u>, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

Trip Generation, Institute of Transportation Engineers, 9<sup>th</sup> Edition, 2012.

Agoura Village Specific Plan EIR, ATE, January 2006.

Agoura Medical Office Traffic and Circulation Study, ATE, August 2008.

<u>2004 Congestion Management Program for Los Angeles County</u>, County of Los Angeles Metropolitan Transportation Authority, 2004.

#### **Persons Contacted**

Sri Chakravarthy, P.E., T.E., City of Agoura Hills

#### **TECHNICAL APPENDIX**

CONTENTS:

**I FVEL OF SERVICE DEFINITIONS** 

TRAFFIC COUNT DATA

PROJECT TRIP GENERATION WORKSHEET

CITY OF AGOURA HILLS APPROVED AND PENDING PROJECTS LIST (SEPTEMBER 2013)

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- U.S. Highway 101 Northbound Ramp/Canwood Street/Kanan Road Reference 1

- U.S. Highway 101 Southbound Ramp/Roadside Drive/Kanan Road Reference 2

Reference 3

- Kanan Road/Agoura Road - Roadside Drive/Cornell Road Reference 4
- Agoura Road/Cornell Road Reference 5
- Agoura Road/Chesebro Road Reference 6

PROJECT'S PERCENT CONTRIBUTION TO U.S. HIGHWAY 101 SB RAMPS/KANAN ROAD

ROADWAY CROSS SECTION

## APPROVED/PENDING PROJECTS TRIP DISTRIBUTION

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### LEVEL OF SERVICE DEFINITIONS

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#### **Signalized Intersection Level of Service Definitions**

| LOS | Delay de    | V/C Ratio   | Definition                                                                                                                                                                                                                                                                       |
|-----|-------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A   | < 10.0      | < 0.60      | Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.                                                                                                                                                               |
| В   | 10.1 - 20.0 | 0.61 - 0.70 | Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.                                                                                                                                                              |
| · C | 20.1 - 35.0 | 0.71 - 0.80 | Only fair progression, longer cycle lengths, or both, result in<br>higher cycle lengths. Cycle lengths may fail to serve queued<br>vehicles, and overflow occurs. Number of vehicles stopped is<br>significant, though many still pass through intersection without<br>stopping. |
| D   | 35.1 - 55.0 | 0.81 - 0.90 | Congestion becomes more noticeable. Unfavorable progression,<br>long cycle lengths and high v/c ratios result in longer delays.<br>Many vehicles stop, and the proportion of vehicles not stopping<br>declines. Individual cycle failures are noticeable.                        |
| E   | 55.1 - 80.0 | 0.91 - 1.00 | High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent                                                                                                                                                      |
| F   | > 80.0      | > 1.00      | Considered unacceptable for most drivers, this level occurs when<br>arrival flow rates exceed the capacity of lane groups, resulting in<br>many individual cycle failures. Poor progression and long cycle<br>lengths may also contribute to high delay levels.                  |

<sup>a</sup> Average control delay per vehicle in seconds.

#### Unsignalized Intersection Level of Service Definitions

The HCM<sup>1</sup> uses control delay to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

| LOS | Control Delay<br>Seconds per Vehicle |
|-----|--------------------------------------|
| A   | < 10.0                               |
| В   | 10.1 - 15.0                          |
| с   | 15.1 - 25.0                          |
| D   | 25.1 - 35.0                          |
| E   | 35.1 - 50.0                          |
| F   | > 50.0                               |

<sup>1</sup> Highway Capacity Manual, National Research Board, 2000

## DISCUSSION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. The technique used to compare the volumes and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU or volume-tocapacity ratio, usually expressed as a percentage, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be addressed.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data collected by Kunzman Associates indicates a typical lane, whether a through-lane or a left-turn lane, has a capacity of approximately 1,700 vehicles per hour, with nearly all locations showing a capacity greater than 1,600 vehicles per hour per lane. This finding is published in the August, 1978 issue of <u>ITE lournal</u> in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. For this study, a capacity of 1,600 vehicles per hour per lane will be assumed for left-turn, through, and right-turn lanes as per City policy.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. In this study, no penalty will be applied for the yellow because the capacities have been assumed to be only 1,600 vehicles per hour per lane when in general they are 1,700-1,800 vehicles per hour per lane.

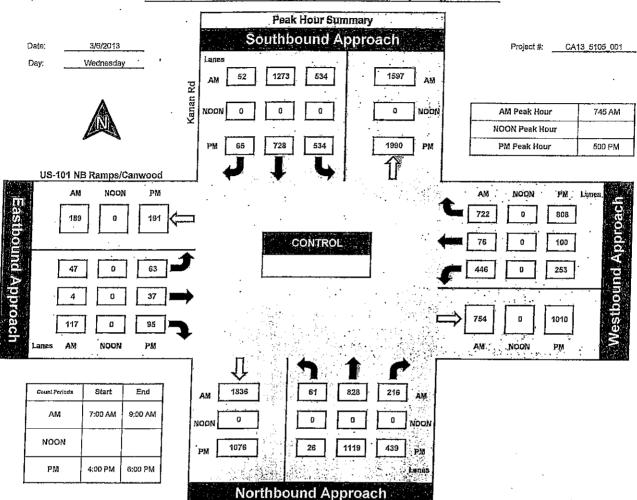
The ICU technique is an ideal tool to quantify existing as well as future intersection operations. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Source: Oxnard Airport Business Park Traffic Study, Kunzman Assoc., City of Oxnard, 1985.

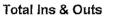
## TRAFFIC COUNT DATA

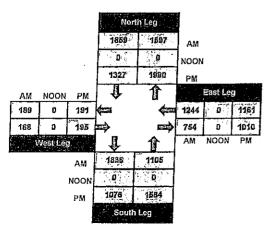
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### National Data & Surveying Services

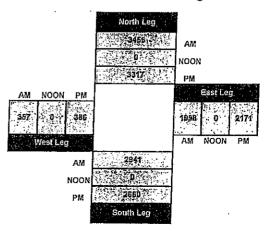


### Kanan Rd and US-101 NB Ramps/Canwood , City of Agoura Hills



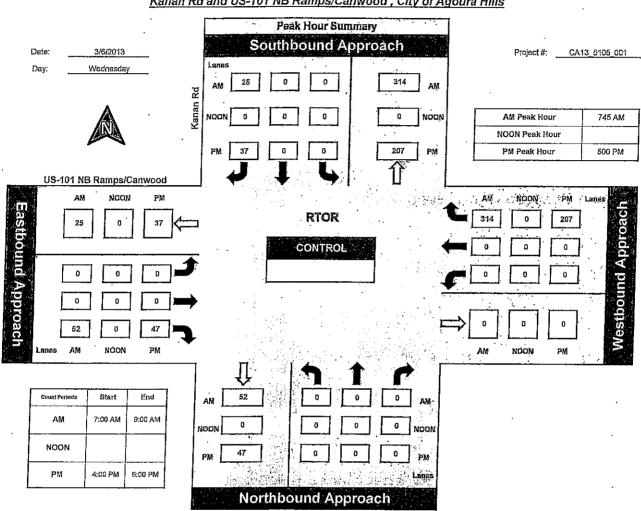


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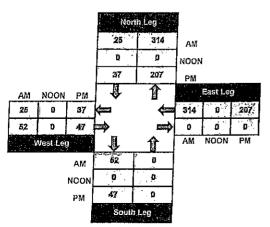
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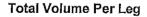
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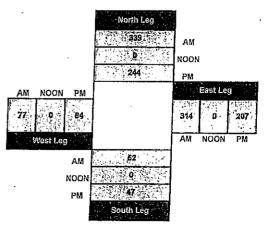


### Kanan Rd and US-101 NB Ramps/Canwood , City of Agoura Hills



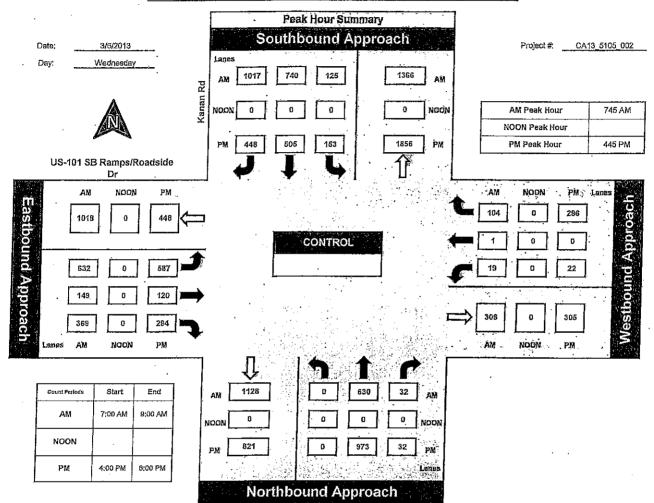






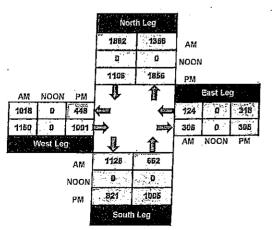
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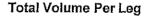
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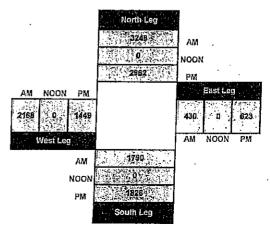


### Kanan Rd and US-101 SB Ramps/Roadside Dr , City of Agoura Hills

Total Ins & Outs

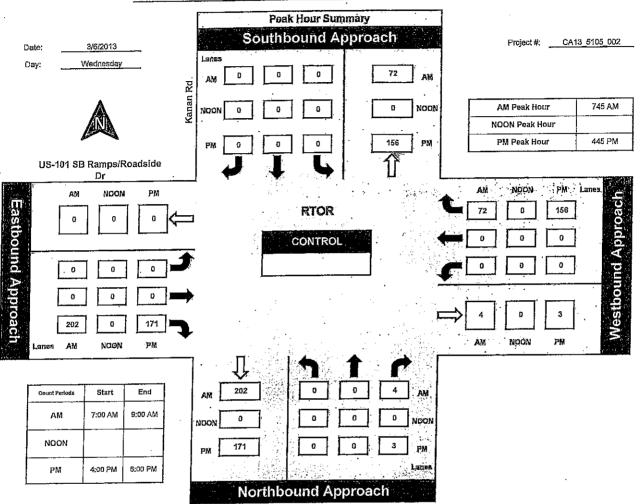




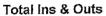


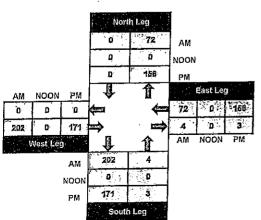
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National Data & Surveying Services

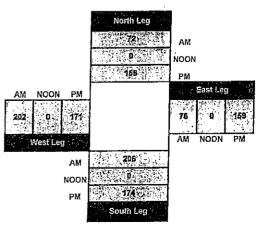


### Kanan Rd and US-101 SB Ramps/Roadside Dr , City of Agoura Hills





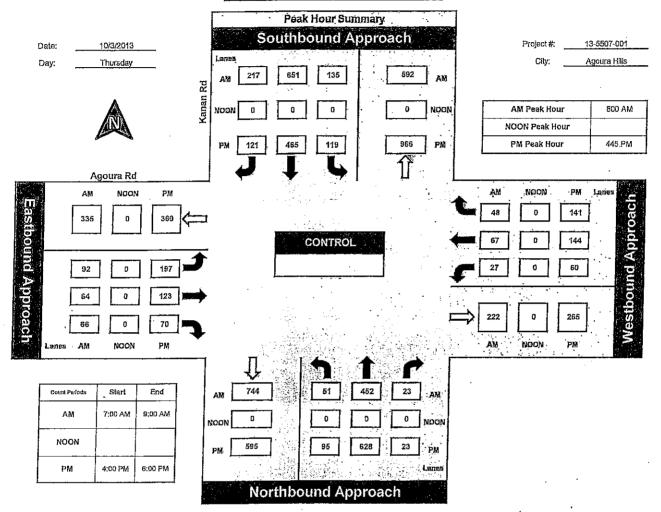
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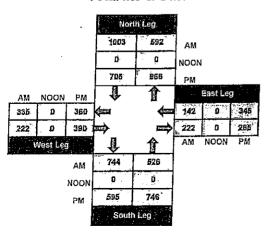
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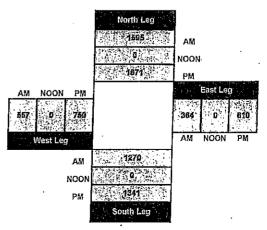
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Total Ins & Outs



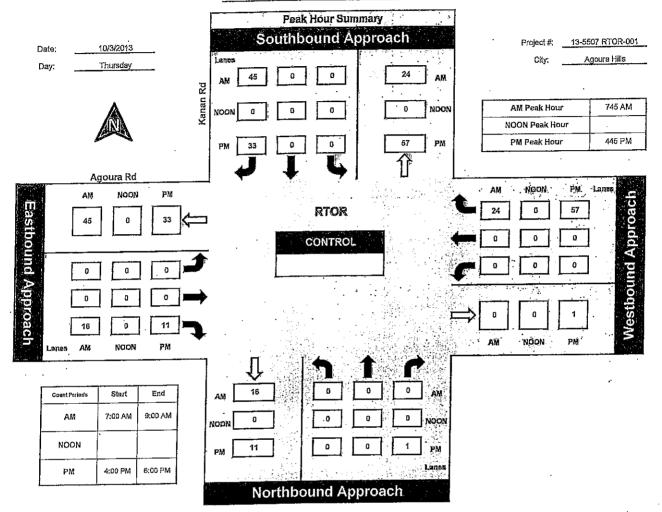
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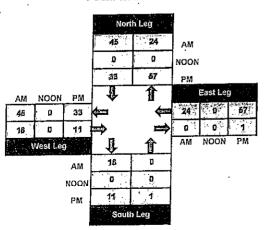
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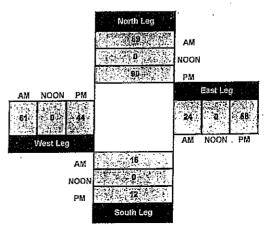
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Total Ins & Outs



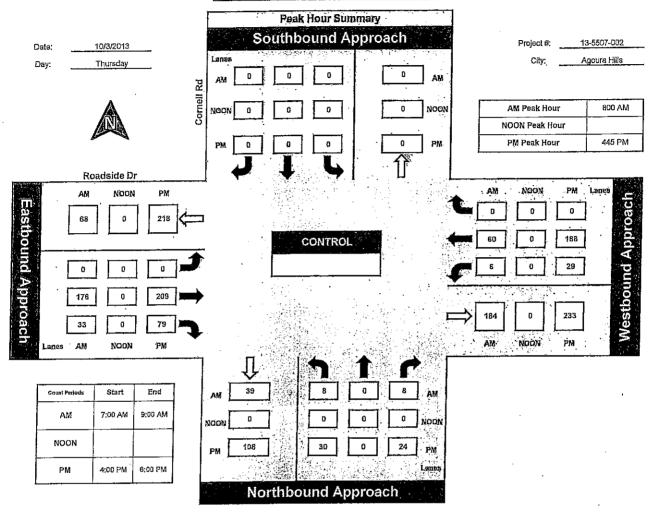
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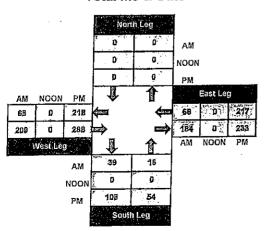
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National Data & Surveying Services

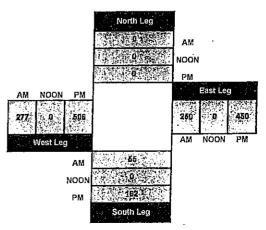
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Total Ins & Outs



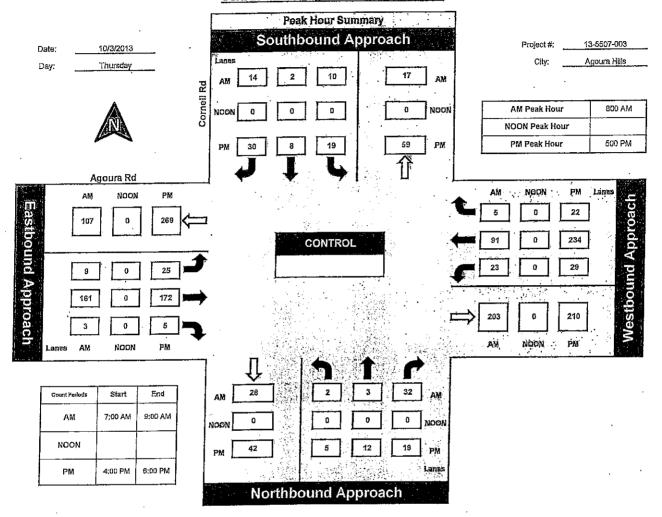
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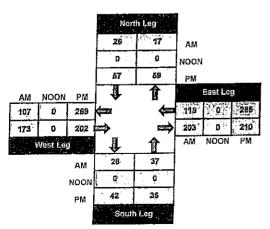
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National Data & Surveying Services

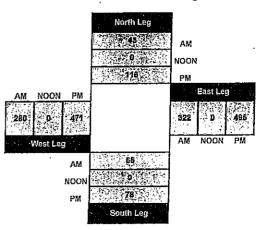
### Cornell Rd and Agoura Rd , Agoura Hills







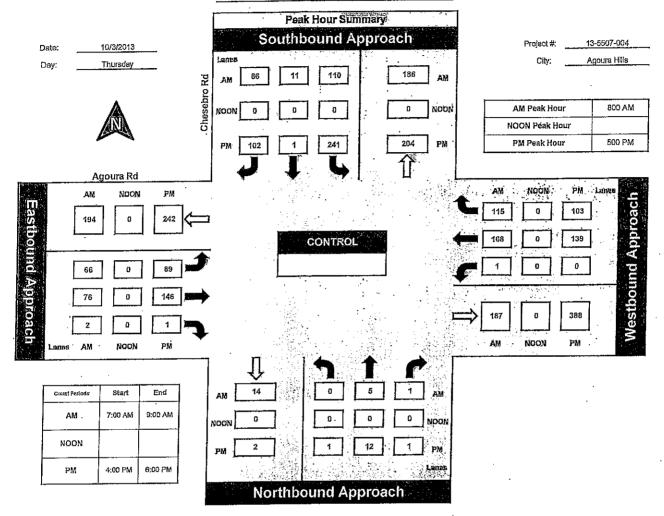
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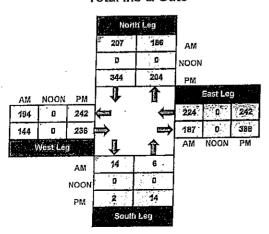
## ITM Peak Hour Summary

National Data & Serveying Services

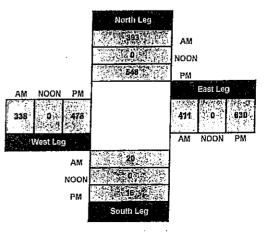
### Chesebro Rd and Agoura Rd , Agoura Hills



Total Ins & Outs







## PROJECT TRIP GENERATION WORKSHEET

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128 Trips 55 ⊰ 43 43 Trips Out % 35% 56% 83% 40% 13 27 65 114 Р.Ж. ln % 65% 44% 17% 60% . 20 52 108 108 242 Trips . Rate 0.58 2.71 1.49 9.85 Trips . 35 In % Trips Out % 79% 40% 45% 65 <del>1</del>3 3 135 CORNERSTONE MIXED-USE PROJECT A.M. 21% 60% 88% 55% Trips 16 31 54 119 220 Rate 0.45 1.33 1.56 10.81 3,035 Trips 231 1,020 385 1,399 ADT Rate 6.59 44.32 11.03 127.15 Factor 00.1 00.1 00.1 00.1 Multi-Trip 35 23,013 34,905 11,000 Size Associated Transportation Engineers Trip Generation Worksheet - With In/Out Splits Cornerstone Traffic Study #13070 Low-Rise Apartments Specialty Retail General Office High-Turnover (Sit-Down) Restaurant Land Use Project Total: - N 00 4

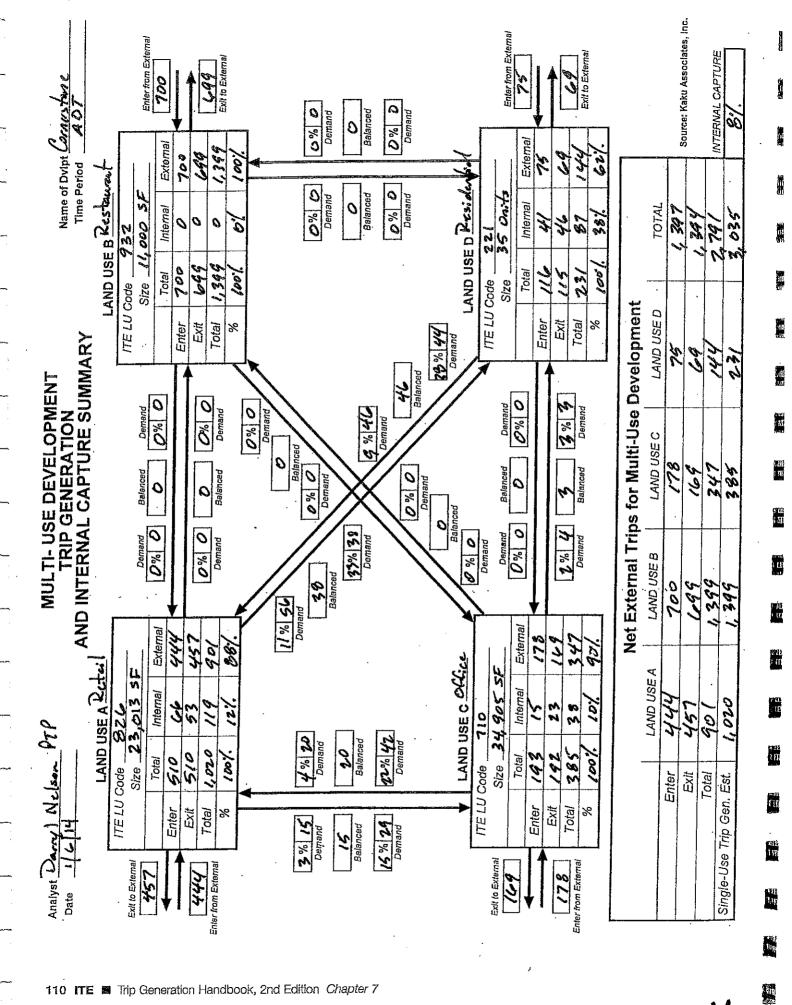
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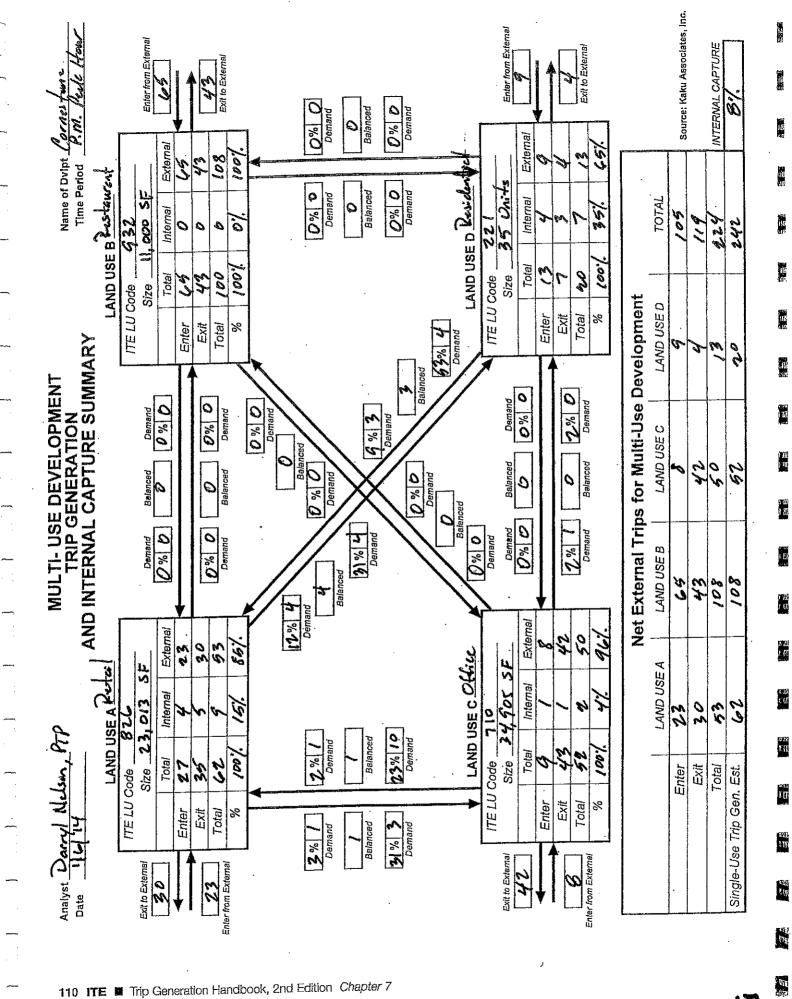
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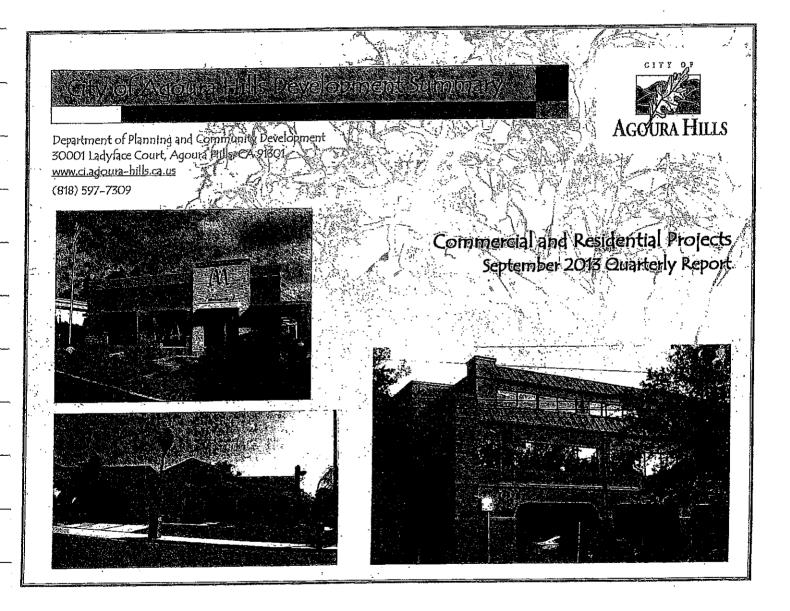


110 ITE 🗃 Trip Generation Handbook, 2nd Edition Chapter 7



110 ITE M Trip Generation Handbook, 2nd Edition Chapter 7

## CITY OF AGOURA HILLS APPROVED AND PENDING PROJECTS LIST (SEPTEMBER 2013)



| ip No.<br>Step 8 |                                                                   | Cuse No.                | Project<br>Locations                                | Parcel NO.                                        | Site SgfL                        | USE SUIC                                                                                           |                                                                                                                                                                                                                                                                                                                                             | City Contac                  |
|------------------|-------------------------------------------------------------------|-------------------------|-----------------------------------------------------|---------------------------------------------------|----------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
|                  | E.F. Moore & Co.                                                  | 03-CUP-008              | SEC of Agours and<br>Kanan Road                     | 2091-031-020                                      | 18 acres<br>(784,080 sq.ft.)     | Retai/office: 48,500<br>sq.fl.<br>MFU: 95 units                                                    | Agoura Village Mored Use Development<br>Èny, Review: MND                                                                                                                                                                                                                                                                                    | A, Cook<br>(818) 597-731     |
|                  | Heathcots for<br>Buckley                                          | 03-CUP-019              | South of Agoura<br>Road near western<br>City Limits | 2061-001-031                                      | 3 acres<br>(130,680 sq.fL)       | 14,075 sq.ft.                                                                                      | Commercial/Medical Building                                                                                                                                                                                                                                                                                                                 | Y, Darbouze<br>(818) 597-732 |
|                  | Agoura-Kanan,<br>LLC/ The Martin<br>Group/Symphony<br>Davelopment | 07-AVDP-001             | 4995 Kanan Road                                     | 2051-033-018                                      | 21.58 acres<br>(940,024.5 sq.fL) | MFU: 107 units<br>Retail: 167,000 sq.ft                                                            | First phase of development & parcelization of<br>site includes 107 res.units over 62,000 ord, it. of<br>retail space. (other phases to include 30,000<br>sq.ft. of retail and 75,000 sq.ft. of commercial<br>space).                                                                                                                        |                              |
|                  |                                                                   |                         |                                                     |                                                   |                                  |                                                                                                    | Env. Review: MND                                                                                                                                                                                                                                                                                                                            | A, Coak<br>(818) 597-731     |
| 4                |                                                                   | 07-AVDP-002<br>PM 70559 | SEC Agoura Rd, and<br>Cornell Rd.                   | 2061-028-008 thru 16<br>2061-038-001 thru<br>1013 | 5,58 acrea<br>(243,172 sqfl.)    | office, 25,017 s.f. refull                                                                         | Env. Review: Pending                                                                                                                                                                                                                                                                                                                        | A, Cook<br>(818) 597-731     |
|                  | Whizin Market<br>Square, LLC/<br>Tucker Investment<br>Group, LLC  | DB-AVDP-001             | 28888 thru 28914<br>Roadside Drive                  | 2061-007-041, 051,<br>052, 054, 055               | 8.95 ≠cres<br>(369,690 sq. ft.)  | floor area, 14,850 sq.<br>ft, of new fittarea and<br>5,800 sq. ft, of new<br>outdoor dining areas. | Concept 100,050sq.ft.of existing finance,<br>14,650 sq.ft.of new retail & restaurant finarea,<br>add Ba new parking spaces to existing 515<br>perking spaces & demotish basebeil batting<br>cages. Add 5,600 sq.ft. of outdoor dining,<br>public seating, play areas, open space for<br>outdoor enterialment & community gathering<br>uses. |                              |
|                  |                                                                   |                         |                                                     |                                                   |                                  |                                                                                                    | Env. Review: Calex                                                                                                                                                                                                                                                                                                                          | D. Hooper<br>(818) 597-734   |

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|        |                      | 12-AVDP-001           | 29112 Roadside      | 2061-005-042        | VIEW - S        | 6,512 sq.fl.                |                                                                                                    |                              |
|--------|----------------------|-----------------------|---------------------|---------------------|-----------------|-----------------------------|----------------------------------------------------------------------------------------------------|------------------------------|
| в      | Owen Nostrant        | 12-7(901-001          | Drive               | [ ·                 | (57,B17 sq.ft.) | 1                           | of the Roadskie Lumber building; reconfiguring the eastarty parking lot and driveways;             |                              |
|        |                      |                       |                     |                     |                 |                             | the easterny parking for and anyeways,<br>relocating and removing accessory structures;            |                              |
|        |                      |                       | -                   |                     |                 | 1                           | providing new landscaping on both parcels;                                                         |                              |
|        | 1                    |                       |                     |                     |                 |                             | and providing a new monument sign on the                                                           |                              |
|        |                      |                       |                     |                     |                 |                             | westerly parcel.                                                                                   |                              |
|        |                      |                       |                     |                     |                 |                             |                                                                                                    | D 1/                         |
|        |                      |                       |                     | · ·                 |                 |                             |                                                                                                    | D. Hooper<br>(818) 597-734   |
|        |                      |                       | •                   |                     |                 |                             | Env. Review: Calex                                                                                 | (010) 391-134                |
|        | Churry Mandamant     | 12-AVDP-002           | 29130 Roedside      | 2061-006-048        | D.44 acres      | 7,500 sq.ft.                | Exterior Remodel and 744 so it, addition to a restall showroom space at an existing lumber         |                              |
| 1      | Owen Nostrant        |                       | Drive               |                     | (19,152 sq.fi.) |                             | yard/hardware supply slore                                                                         |                              |
|        |                      | 1                     |                     |                     |                 | 1                           | yaronandware supply slote                                                                          | D. Hopper                    |
|        |                      |                       |                     |                     |                 |                             | Env Review: Calex                                                                                  | (618) 597-734                |
|        |                      | 13-AVDF-001           | Acoura Road         | 2061-029-003; 2051- | 1.14 acres      | 60,071 sq.ft. mixed         | Mixed -use and live/work project: 1,376                                                            |                              |
| 8      | Santorini Mail/Villa | for Concept           |                     | 029-004             | (49,743 sq.ft.) | use plus 9,565 sq.ft.       | sq.fi. office, 1,293 sq.fi. restaurant, 6,473 sq.fi.<br>5-unit apt; and 30,665-sq.fi. 11 live/work |                              |
|        | Santorini - Alon     | Review оf ал          |                     |                     |                 | semi sub parking<br>garage. | townhomes; semi-sub parking garage.                                                                |                              |
|        | Zakoot               | Agoura Village        | •                   |                     |                 | - Gorador                   |                                                                                                    |                              |
|        |                      | Development<br>Permit |                     |                     | •               |                             | +                                                                                                  | A.Cook                       |
|        |                      | Peran                 |                     |                     |                 |                             | Env. Review: MND                                                                                   | (818) 597-731                |
|        |                      |                       | Public Right-of-Way | IN/A                | N/A             | N/A                         | i<br>Install antenna on existing utility pole                                                      |                              |
| 9      | Grown Gastle         | 13-CUP-003            | near 5709 Kanan     | 1000                |                 |                             |                                                                                                    |                              |
|        |                      |                       | Road                |                     |                 | ł                           |                                                                                                    | A, Cook<br>(818) 597-731     |
|        |                      |                       |                     |                     |                 |                             | Env. Review: Catex<br>Extend existing car wash 10 feet                                             | (0)0) 09/-101                |
| 10     | Tesoro South Coast   | 13-SPR-007            | 30245 Agours Road   | 2061-002-045        | 0.68 acres      | 180 sq.ft.                  | Extend existing car wastr to teat                                                                  |                              |
| ,0     | Company              | (Admin.)              | l                   |                     | (29,586 sq.fL)  | ļ                           |                                                                                                    | R. Madrigat<br>(818) 597-733 |
|        | Company              |                       |                     |                     |                 |                             | Env. Review: Catex                                                                                 | (610) 597-753                |
|        |                      | 13-CUP-007            | Water District      | 2056-029-900        | N/A             | N/A                         | Request to install 8 ground-mounted antennas<br>and equipment on Water District owned              |                              |
| 11     | Capie Cuanos         | 10-001-001            | Property zoned U    |                     |                 |                             | property in the Morrison Ranch Residential                                                         |                              |
|        | for AT&T             |                       |                     |                     |                 | ŧ                           | Neighborhood,                                                                                      |                              |
|        | 1                    |                       | 1                   |                     |                 | 1                           | -                                                                                                  | A, Cook                      |
|        |                      |                       |                     |                     |                 |                             | Env. Review; Cabax                                                                                 | (818) 597-731                |
|        | <u></u>              | <u> </u>              | <u> </u>            |                     |                 |                             |                                                                                                    |                              |
| 384846 | RCIAL AND MIXE       | D-USE PRO             | JECTS IN REV        | /IEW                | ACRES           | SQ.FT.                      | # OF UNITS                                                                                         |                              |
|        |                      |                       | Commercial -        | New                 | 49.3            | 275,093.00                  | N/A                                                                                                |                              |
|        |                      |                       | Commercial -        |                     | 10.07           | 15,774.00                   | N/A                                                                                                |                              |
|        |                      |                       | Residential - I     |                     |                 | 37,338.00                   | 253                                                                                                |                              |
|        |                      |                       |                     |                     | N/A             | 5,800                       | N/A                                                                                                |                              |

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## **COMMERCIAL AND MIXED-USE PROJECTS APPROVED - SEPTEMBER 2013**

| Hap No:                                                                     | Project Name                                          | Case No.                                                                                                                                | Project<br>Location                                    | Parce/No                                 | She SqfL                                                                                                                                                                            | Use Sift.                           | Project/Description                                                                                                                                                   | City Conta                   |
|-----------------------------------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| 1P                                                                          | Shirvanian<br>Family<br>Investment (New<br>ABC North) | 06-CUP-003 06-<br>OTP-005 PM<br>65503                                                                                                   | LA PELSES AND SHE                                      | 2048-012-026                             | 10 acres<br>(435,600 sq.ft.)                                                                                                                                                        | 103,000 sq. ft.                     | industrial park with 7 buildings                                                                                                                                      | D. Hooper                    |
|                                                                             |                                                       |                                                                                                                                         |                                                        |                                          | Ì                                                                                                                                                                                   |                                     | Env. Review: MND                                                                                                                                                      | (818) 597-73                 |
|                                                                             | for Agoura<br>Business Center                         | 07-CUP-010<br>97-GPA-001<br>07-ZC-001<br>PM 69426<br>08-VAR-006                                                                         | Northwest corner<br>of Canwood Street<br>and Deny Ave. | 2048-012-022 and 2048-012-<br>027        | The entire Lot 2 of<br>Tr.33249 is 8.82<br>acces buildable<br>area; however, with<br>the new Parcel<br>Map, the project<br>site is proposed to<br>be 1.93 acces<br>(840,708 sq.ft.) | 1                                   | A GPA and ZC app.to change project<br>site from Bus.Manufacturing to<br>Commercial Retait and a CUP app.to<br>construct 3 retail buildings totalling<br>21,782 sq.ft. | · · ·                        |
|                                                                             |                                                       |                                                                                                                                         |                                                        |                                          |                                                                                                                                                                                     |                                     | Env. Review: MND                                                                                                                                                      | V. Darbouze<br>(818) 597-32  |
| <sup>3P</sup> APB Properties<br>LLC (Formerly<br>27489 Agoura<br>Road LLC ) | LLC (Formerly<br>27489 Agoura<br>Road LLC)            | 11-SPR-009, 11-<br>OTP-019, 11-<br>VAR-002, VTPM<br>67397 (Ref<br>Cases: 06-SPR-<br>009, 06-OTP-<br>021, 06-VAR-<br>003, VTPM<br>67397) |                                                        | 2064-006-006, 007, 009, 016,<br>018, 019 | 5 empty lots and<br>one developed lot<br>for a site total of<br>approx. 4.18 acres                                                                                                  | bidg. on site is 24,450<br>sq. fl.) | Time Extension for a project: 2 bidgs.<br>One single-story, 10,000 sq.ft. and one<br>two-story, 20,400 sq. ft. and a Parcel<br>Map to combine the 6 lots.             | V. Darbouze                  |
|                                                                             |                                                       |                                                                                                                                         |                                                        |                                          |                                                                                                                                                                                     |                                     | Env. Review: MND Addendum                                                                                                                                             | (818) 597-732                |
|                                                                             | Square, LLC/<br>Tucker                                | 12-SP-035 & 12-<br>VAR-003                                                                                                              |                                                        | 2081-007-041, 051, 052, 054,<br>055      | N/A                                                                                                                                                                                 | N/A                                 | Sign Program Amendmant.                                                                                                                                               | D. Hooper                    |
| .                                                                           | nvestment                                             |                                                                                                                                         |                                                        |                                          |                                                                                                                                                                                     |                                     | Env. Review; Catex                                                                                                                                                    | (815) 597-734                |
| 5P                                                                          | PDC for AT&T                                          |                                                                                                                                         | 28030 Dorothy<br>Drive                                 | 2061-013-037                             | N∕A                                                                                                                                                                                 |                                     | Upgrade wireless telecommunication                                                                                                                                    |                              |
|                                                                             |                                                       |                                                                                                                                         |                                                        |                                          |                                                                                                                                                                                     | i i                                 | Env. Review: Catex                                                                                                                                                    | V. Darbouze<br>(818) 597-732 |

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| 6P         | PDC for AT&T                              | 11-CUP-003                               | 30105-30131<br>Agours Road         | 2051-005-058                                | N/A                             | N/A                                              | Upgrade wireless telecommunication<br>facility.                                                                                                                                                                                       |                            |
|------------|-------------------------------------------|------------------------------------------|------------------------------------|---------------------------------------------|---------------------------------|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
|            |                                           |                                          |                                    |                                             |                                 |                                                  | Env. Review: Calex                                                                                                                                                                                                                    | • V. Darbou<br>(818) 597-7 |
| <b>7</b> P | Acqua E Farina,<br>Inc. Aka Blue<br>Table | 12-CUP-005                               | 28912 Roadside<br>Drive, Suite 100 | 2061-007-041                                | 8.95 acres<br>(389,890 sq. ft.) | 1,100 sq.ft +<br>600 sq.ft                       | Request a type 41 and type 20 license<br>from ABC in a 500 sq.ft. addition to an<br>existing restaurant                                                                                                                               |                            |
|            |                                           |                                          |                                    |                                             |                                 |                                                  | Env. Review: Catex                                                                                                                                                                                                                    | V, Oarbou<br>(818) 597-7   |
| 8P         | Steven P. Dahl                            | 12-SPR-006 &<br>12-VAR-004               | 5917 Lewis Road                    | 2061-009-028 & 052                          | N/A                             | N/A                                              | Improvements to building. Request for<br>a reduction in the parking requirement,                                                                                                                                                      | <u> </u>                   |
|            |                                           |                                          |                                    | -<br>-                                      |                                 |                                                  | Env. Review: Calex                                                                                                                                                                                                                    | R.Madrig<br>(818) 597-7    |
| 9P         | Steven Mongeau                            | 12-SPR-008                               | 29136 Roadside<br>Drive            | 2061-006-037, 2061-006-038,<br>2061-006-039 | N/A                             | N/A                                              | Façade remodel to the existing Burger<br>King and revise signage.                                                                                                                                                                     |                            |
|            |                                           |                                          |                                    |                                             | -                               |                                                  | Env. Review: Calex                                                                                                                                                                                                                    | R.Madrig<br>(818) 597-7    |
| 10P        | SACW for Sprint                           | 12-CUP-001                               | 28020 Dorothy<br>Drive             | 2061-013-037                                | N/A                             | N/A                                              | Replacing antennas with new 4G<br>antennas + additional equipment on<br>the roof                                                                                                                                                      |                            |
|            | -                                         |                                          |                                    |                                             |                                 |                                                  | Env. Review: Catex                                                                                                                                                                                                                    | V. Darbou<br>(818) 597-7   |
| 11P        | SACW for Sprint                           | 12-CUP-002                               | 30125 Agoura<br>Road               | 2061-005-058+047                            | N/A                             | NIA                                              | Replacing antennas and equipment on the roof.                                                                                                                                                                                         | V. Darbouz                 |
|            |                                           |                                          |                                    |                                             | i                               |                                                  | Env. Review: Calex                                                                                                                                                                                                                    | (818) 597-73               |
|            | Ville                                     | 13-CUP-002 13-<br>VAR-002 13-<br>OTP-005 | 29900 Ladyface<br>Court            | 2061-005-915                                | 5.97 acres<br>(260,173 sqft.)   | 25,333 sqft.<br>(12,978 sq. ft. net<br>addition) | Remodel in phases of an existing<br>building to be used by the Park and<br>Rec department. Phases I and II:<br>demolish 2,284 sqft., renovate: 12,081<br>sqft. Phase III: demolish 1,826 sq.ft.<br>add 4,277 sqft. Other improvements |                            |
|            |                                           |                                          | -                                  |                                             |                                 |                                                  | are planned outside including<br>hardscape and landscaping, repaying<br>of the parking lot with new 10-foot high<br>retaining walls.                                                                                                  |                            |
| 1          |                                           | i                                        |                                    |                                             |                                 |                                                  |                                                                                                                                                                                                                                       | D. Hoop                    |

### COMMERCIAL AND MIXED-USE PROJECTS APPROVED - SEPTEMBER 2013

| 135 | Greg Smiley                            | 13-CUP-004               | 28710 Canwood<br>Street Suites 105,<br>106 and 107 | 2048-012-024 | 1.33 acres<br>(57,969 sqfl.) | 4,500 sqft. | Physical fitness studio in a BP-OR<br>zone                                                                             |                              |
|-----|----------------------------------------|--------------------------|----------------------------------------------------|--------------|------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------|------------------------------|
|     |                                        |                          |                                                    |              | ,<br>,                       |             |                                                                                                                        | D. Hooper<br>(818) 597-7342  |
|     | Latigo Kid -<br>Peter & Diane<br>Gomez | 13-CUP-005<br>13-CUP-001 | 28914 Roadside<br>Drive                            | 2061-007-041 | N/A                          |             | Request to add an ourdoor dining patio<br>and add an alcohol beverage license<br>for the expansion of the dining area. |                              |
| [   |                                        |                          |                                                    |              |                              |             |                                                                                                                        | R.Madrigal<br>(818) 597-7339 |

| COMMERCIAL AND MIXED-USE PR | ROJECTS APPROVED TOTALS     | ACRES | SQ.FT.     | # OF UNITS |  |
|-----------------------------|-----------------------------|-------|------------|------------|--|
|                             | Commercial - New            | 16.11 | 154,782.00 | N/A        |  |
|                             | Commercial - T.I. /Addition | 14.92 | 13,478.00  | N/A        |  |
|                             | Residential                 |       |            | 0          |  |

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| ap/No. | . ProjectName                                                     | Case No.5                                                                      | <ul> <li>Project/Location</li> </ul>  | Parcel No: -                     | Silê Sift                      | Use Sqft.       | Project Description                                                                                                                                                                                                                       | Env.<br>Revie |
|--------|-------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------|----------------------------------|--------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 10     | Scheu Develôpment<br>Co. for Agoura Hills<br>Corporate point, LLC | 98-CUP-012 98-OT<br>010 Amendment<br>TPM 71468 12-SP-<br>024 12-VAR-002        | Agoura Road                           | 2061-002-022                     | 26 acres<br>(1,132,560 sq.ft.) | 71,844 sq. fl.  | Amendment to approved<br>application to extend the approval<br>beyond the allowed extension<br>already granted for two com.<br>office buildings on 5.23 acres The<br>balance of the site to be deed<br>restricted to prevent development. | EIR           |
| 2C     | Conrad Hilton<br>Foundation                                       | 09-CUP-001, 09-OTF<br>003, 10-VAR-004,<br>VTPM 71284, 09-DA<br>001<br>12-SP027 | Agoura Rd. (south                     | 2061-002-024 and<br>2061-002-045 | 66 acres<br>(2,874,960 sq.fl.) | 90,300 sq.ft.   | Construct the Foundation<br>headquarters in a three-phase<br>campus style development.<br>Phase I: One 22,240 sqft. office<br>building with one 450 sqft.<br>maintenance building and<br>retaining walls.                                 | EIR           |
| 3C     | Conrad Hilton<br>Foundation                                       | 12-SP-027                                                                      | 30440 Agoura Road                     | 2061-002-024 &048                | N/A .                          | N/A             | Establish a Sign Program.                                                                                                                                                                                                                 | Catex         |
| 4C     | Tavistock Freebirds,<br>LLC                                       | 12-CUP-003                                                                     | 29125 Canwood St                      | 2048-011-074                     | N/A                            | N/A             | Regest for ABC Liquor License                                                                                                                                                                                                             | Catex         |
| 5C     | Ellas Ben Hazany                                                  | 07-CUP-001                                                                     | 5226 Pelo Comado<br>Canyon Road       | 2052-008-030                     | 0.45 acre<br>(19,602 sq.ft.)   | 1,454.7 sq. fl. | Remodel existing gas station<br>building and remove the service-<br>bay facilities in order to convert<br>entire building to a Food Mart.                                                                                                 | Catex         |
| 6C     |                                                                   |                                                                                | 29161 Canwood<br>Streel               | 2048-011-069                     | N/A                            | N/A             | Façade remodel to the existing<br>Mc Donald's Restaurant and Sign<br>Program Update.                                                                                                                                                      | Catex         |
| 7C     |                                                                   | 13-SP-007 + 12-VAR-<br>001                                                     | 30125 Agoura Road                     | 2061-005-058                     | N/A                            | N/A             | Request to install a second<br>monument sign and closer to the<br>property line.                                                                                                                                                          | Catex         |
| 8C     | Maral Cuisine                                                     | 0.001 001                                                                      | 5843 Kanan Road<br>(Agoura City Mall) | 2051-005-002                     | N/A                            | N/A             | Request for a alcohol beverage                                                                                                                                                                                                            | Catex         |

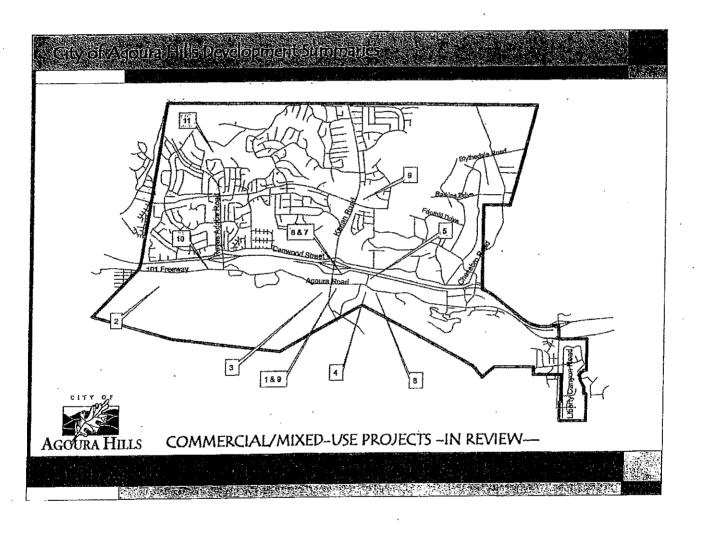
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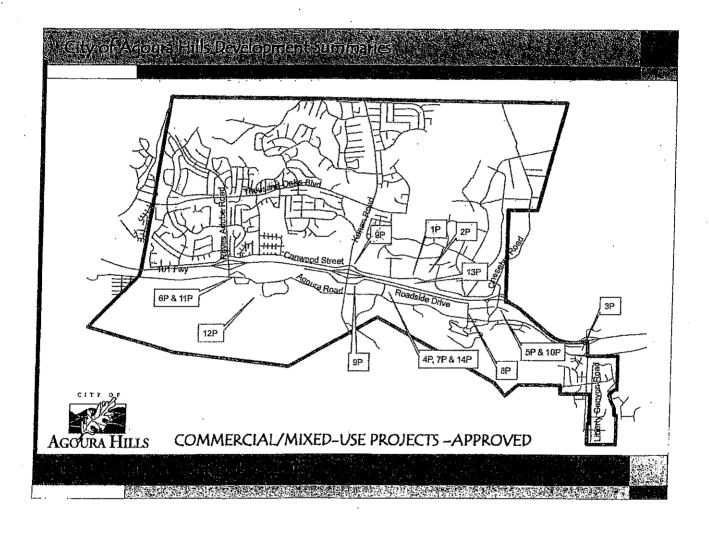
| IMERCIAL PROJECTS COMPLETED                                                                                     | TOTALS (FROM ABOVE)                  | ACRES     | SQ.FT.    |     |
|-----------------------------------------------------------------------------------------------------------------|--------------------------------------|-----------|-----------|-----|
| an an an ann an Anna ann an Anna ann an Anna an Anna ann an Ann | Commercial - New                     | 92        | 94,084.00 | N/A |
|                                                                                                                 | Commercial - T.I./Addition           | 0.45      | 1,454.00  | N/A |
| •                                                                                                               | <b>Residential - New</b>             |           |           | N/A |
|                                                                                                                 | Outdoor Use                          |           | 0.00      | N/A |
|                                                                                                                 | Agoura Hills Corporate Point         | Freebirds |           |     |
|                                                                                                                 | Grissini Monume<br>Histon Foundation | nt Sign   |           |     |

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City of Agoura Hills September 2013

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| Iap No. | Project Name                                   | Case/No                                                                                        | Project<br>Location               | D - SEPTEMB<br>Parcel No                                                             | Site<br>Sqft                    | Use Sqft                                                  |                                                                                                                  | City Contac                   |
|---------|------------------------------------------------|------------------------------------------------------------------------------------------------|-----------------------------------|--------------------------------------------------------------------------------------|---------------------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------|
| 1P      | Riopharm USA<br>inc.                           | 03-CUP-010 03<br>VAR-005 TR<br>48901<br>(Formerly:<br>TT48901, 90-<br>CUP-010, 98-<br>CUP-007) | 27650 Agoura<br>Rd.               | 2061-014-007 through<br>015 & 2061-014-18<br>through 20 & 2061-014-<br>23 through 26 | 10.58 acres<br>(460,864 sq.ft.) | Three models from<br>2,777 to 3,235 sqit.<br>84,945 sqit. | 24 Single-Family<br>Residences                                                                                   |                               |
|         | -                                              |                                                                                                |                                   |                                                                                      |                                 |                                                           |                                                                                                                  |                               |
|         |                                                |                                                                                                | -                                 |                                                                                      |                                 |                                                           | ٠                                                                                                                |                               |
|         |                                                | -                                                                                              |                                   |                                                                                      |                                 |                                                           | Env. Review: EIR                                                                                                 | D. Hooper<br>(818) 597-733    |
|         | Stockton/<br>Jamburg (Ben<br>Menaham)          | 03-CUP-016 03<br>OTP-017                                                                       | 6149 Palo<br>Comado Canyon<br>Rd. | 2055-023-073                                                                         | 0.92 acres<br>(40,080 sq.fl.)   |                                                           | A two-story custom<br>house with three car<br>garage                                                             |                               |
|         |                                                |                                                                                                |                                   |                                                                                      |                                 |                                                           |                                                                                                                  |                               |
|         |                                                |                                                                                                | ;                                 |                                                                                      |                                 |                                                           |                                                                                                                  |                               |
|         |                                                |                                                                                                |                                   |                                                                                      |                                 |                                                           | Env. Review: Catex                                                                                               | V. Darbouze<br>(818) 597-7328 |
| 3P      | Lucian T. Hood<br>for Steven & Katy<br>Rishoff | 09-SPR-003                                                                                     | 5411 Colodny<br>Drive             | 2055-013-014                                                                         | 1.69 acres<br>(73,649 sq.fl.)   | 3,407 sq. ft.<br>proposed                                 | Remodel and single<br>story room addition<br>of a 380 sq. ft. pool<br>room and 1,047 sq.<br>ft, attached garage. |                               |
|         |                                                |                                                                                                |                                   |                                                                                      | -                               | -<br>-<br>-<br>-                                          | Env. Review: Catex                                                                                               | R, Madrigal<br>(818) 597-733  |

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City of Agoura Hills September 2013

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|-------|-------------|-------|
| Se    | ptember 20  | 13    |

| HP NO | Project Name                           | Case No,                     |                        | Parcel No.   | 1                              | Use Sqft.                                                 | Project<br>Description                                                                                          |                               |
|-------|----------------------------------------|------------------------------|------------------------|--------------|--------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------|
| 4P    | Daniel Farkash<br>for Heather<br>Danko | 10-CUP-001                   | 28414 Foothil<br>Drive | 2055-017-025 | 0.459 acres<br>(20,000 sq.ft.) | 1,148 sq. ft. existing<br>1,938 sq. ft. total<br>proposed | Remodél and 790 sq.<br>ft. room addition to a<br>1,148 sq. ft. single-<br>family residence                      |                               |
|       |                                        |                              |                        |              | 1<br>1<br>2                    |                                                           | Env. Review: Catex                                                                                              | V. Darbouze<br>(818) 597-733  |
| 5P    | Mr. and Mrs.<br>Amini                  | 10-SPR-004 10-<br>OTP-011    | Drive                  | 2055-017-007 | 0.87 acres<br>(37,900 sq.ft.)  | 3680 sq. ft.<br>+ 672 sqft. garage ⇒<br>4,352 sqft.       | One-story single-<br>family dwelling unit<br>with a garage<br>connected by a<br>breezeway<br>Env. Review: Catex | V. Darbouze<br>(818) 597-733  |
| 6P    | Ashnoor Pirout                         | 03-CUP-023 +<br>05-0TP-012   | 28454 Renee Dr.        | 2061-021-005 | 0,116 acres<br>(5,040 sq.ft.)  | 1,874 sq.ft. with a<br>616 sq.ft. garage =<br>2,490 sqft. | Two-story single-<br>family dwelling unit                                                                       |                               |
|       |                                        |                              |                        |              |                                |                                                           | Env. Review: Catex                                                                                              | V. Darbouze<br>(818) 597-733  |
| /Ρ    |                                        | 03-CUP-022 + 2<br>05-OTP-011 | 28458 Renee Dr.        | 2051-021-023 | 0.148 acres<br>(6,452 sq.fL)   | 2431 sq.ft, with 568<br>sq.ft garage = 2,999<br>sqft      |                                                                                                                 |                               |
|       |                                        |                              |                        |              |                                |                                                           |                                                                                                                 |                               |
|       | l                                      | 1                            | :                      |              |                                | l<br>E                                                    | Env. Review: Catex                                                                                              | V. Darbouze<br>(818) 597-7339 |

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| Mapini | ). Project Nam                                          | e Case Nö.                                                                                      | Project                                                                                      | Parcel No.   |                                                                                            | Use Sqft                                                                   | Project                                                                                                                                                                                         | City Conta                    |
|--------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| 8P     | M: Kamai &<br>Associates, LLC<br>for Henry M.<br>Halimi | 08-CUP-002;<br>08-CUP-002;<br>08-GPA-001;<br>PM 69698<br>(Ref. 06-PAR-<br>002 & 05-PSR-<br>001) | 28700 Thousand<br>Oaks Blvd. (Park<br>zoned lot east of<br>Carell, north side<br>of Thousand | 2048-003-002 | 9.6 acres to be<br>divided into 7.2<br>of open space<br>and 2.4 of<br>developable<br>land. | 2                                                                          | A Parcel Map to<br>subdivide one to int<br>two lots to construct<br>a 6,850 sq. ft. D. U.<br>on a hillside, donate<br>one lot for park<br>purposes, change<br>the zone, amend the<br>Gen. Plan. |                               |
|        |                                                         |                                                                                                 | ŀ                                                                                            |              |                                                                                            |                                                                            | Env. Review: Catex                                                                                                                                                                              | R. Madrigal<br>(818) 597-733  |
| 9P     | Brent Schneider<br>for Zahavi                           | 11-SPR-005                                                                                      | 6021 Colodny<br>Drive                                                                        | 2055-028-036 | 1.04 acres<br>(45,227 sq.ft.)                                                              | 5,781 sq.ft.                                                               | New single-family<br>residence                                                                                                                                                                  |                               |
|        |                                                         |                                                                                                 |                                                                                              |              |                                                                                            |                                                                            |                                                                                                                                                                                                 |                               |
|        |                                                         |                                                                                                 |                                                                                              |              |                                                                                            |                                                                            | Env. Review: Catex                                                                                                                                                                              | R. Madrigal<br>(818) 597-7339 |
| 10P .  |                                                         | OTP-005 12-                                                                                     | Southeast Corner<br>of Chesebro and<br>Driver Avenue                                         | 2052-008-043 | 0.93 acres<br>(40,715 sq.ft.)                                                              | Living: 24,107 sq.ft.<br>Garages: 11,592<br>sq.ft.<br>Total: 35,699 sq.ft. | A request to change<br>the zone and build<br>an 18-unit townhome<br>complex                                                                                                                     |                               |
|        |                                                         |                                                                                                 |                                                                                              |              |                                                                                            |                                                                            | Env. Review: MND                                                                                                                                                                                | Doug Hooper<br>(818) 597-7342 |
|        |                                                         |                                                                                                 | 28080 Baikins<br>Drive                                                                       | 2055-023-098 | 1.03 acres<br>(44,991 sq. fL)                                                              |                                                                            | 4,037 sq.ft, two<br>story house, 701 sq.<br>ft. attached garage,<br>and a 768 sq. ft.<br>detached<br>garage/storage/<br>workshop)                                                               | R. Madrigaj                   |
|        | ·····                                                   |                                                                                                 | <u>i</u>                                                                                     |              |                                                                                            |                                                                            | Env. Revlew: Catex                                                                                                                                                                              | (818) 597-7339                |

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City of Agoura Hills September 2013

### **RESIDENTIAL PROJECTS APPROVED - SEPTEMBER 2013**

| Map No. | Project Name                                        | Case No                    | Project<br>Location            | Parcel No.   | Site<br>Sqft                   | Use Satt                         | Project<br>Description                                                                                     | City Contac                   |
|---------|-----------------------------------------------------|----------------------------|--------------------------------|--------------|--------------------------------|----------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------|
| 12P     | Abudalu, Joseph<br>(Architect: Sludio<br>by Design) | 06-CUP-019                 | 28303 Laura La<br>Plante Drive | 2061-022-051 | 0.53 acres<br>(23,090 sq.ft.)  | 3,630 sq. fl.                    | Construct 3,230 sq.<br>ft., 2-story S.F.D.<br>with a 400 sq. ft.<br>attached garage.<br>Eny, Review: Catex | R. Madrigai<br>(818) 597-7339 |
| 13P     | Tracy Hrach                                         | 12-SPR-004                 | 5310 Colodny<br>Drive          | 2055-007-053 | 0.31 acres<br>(13,724 sq. fl.) | 8,391 sq. ft.                    | 5 Unit Apartment<br>Complex                                                                                |                               |
|         |                                                     |                            |                                |              |                                |                                  | Env. Review: Catex                                                                                         | R. Madrigal<br>(818) 597-7339 |
| 14P     | Manny Montes                                        | 13-SPR-002                 | 5427 Colodny<br>Drive          | 2055-013-015 | 1 acre<br>(43,56D sq. ft.)     | 1,218 sq. ft. + 1,153<br>sq. ft. | Addition to main<br>house and a new<br>garage and<br>recreation room                                       |                               |
|         | I.                                                  | ·                          |                                |              |                                |                                  | Env. Review: Catex                                                                                         | R. Madrigal<br>(818) 597-7339 |
|         |                                                     | 11-SPR-006, 11-<br>OTP-012 | 5446 Lewis Road                | 2055-005-070 | 0.63 acres<br>(27,485 sq. ft.) | •                                | New single-family<br>residence<br>Env. Review: Catex                                                       | R. Madrigai<br>(818) 597-7339 |

| <b>RESIDENTIAL PROJECTS A</b> | PPROVED TOTALS   | ACRES | SQ.FT.  | # OF UNITS |
|-------------------------------|------------------|-------|---------|------------|
|                               | New Construction | 19.5  | 170,200 | 56         |
|                               | Room Additions   | 3.149 | 3,728   | 3          |

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Other

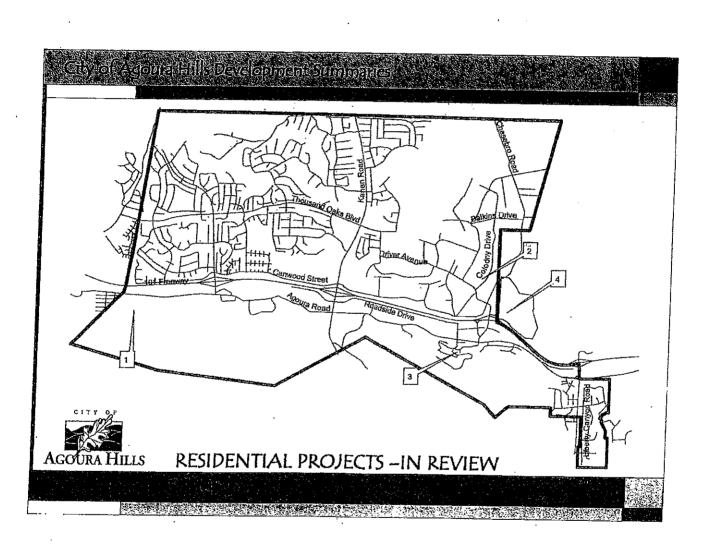
| Nap No     | Rroject Name                                 | Casevo                                 | Project                    | Parcel No.                  | Site Sqft.                       | Use Sqft                                               | Project Description Env. R                                                  |       |  |  |  |
|------------|----------------------------------------------|----------------------------------------|----------------------------|-----------------------------|----------------------------------|--------------------------------------------------------|-----------------------------------------------------------------------------|-------|--|--|--|
| 10         | Keith Blinkinsop                             | h 10-CUP-004 10-OTi<br>006             | 28441 Lewis Place          | 2061-022-023<br>through 025 | 0.53 acres<br>(23,108 sq.ft.)    | 4,228 sq. ft.                                          | Two-story single-family dwelling<br>unit                                    |       |  |  |  |
| 2C         | Jim English/Tim<br>Ahern for Jans<br>Swanson | 03-CUP-011<br>Amendment 11-<br>VAR-001 | 28354 Batkins<br>Drive     | 2055-021-042                | N/A                              | N/A                                                    | Amond CUP to allow for a pool increasing the lot coverage                   | Calex |  |  |  |
| 3C         | Howard Littman                               | 11-SPR-802                             | 5525 Softwind<br>Way       | 2053-017-015                | 0,13 acres<br>(5798 sq. fl.)     | 2,840 sq. fl.                                          | 1,072 sq. fl. first and second-<br>story addition to a 1,768 sq. ft.<br>SFR | Catex |  |  |  |
| 4 <b>C</b> | Marzi Zion for<br>Feldman                    | 11-SPR-010                             | 6131 Rusling<br>Oaks Drive | 2051-009-017                | 0.14 acres<br>(6,290 sq. (t.)    | 3,028 sq. ft.                                          | 527 sq. ft. addition to a 3,026<br>sq. ft. two-story residence.             | Calex |  |  |  |
|            | Salpi Manouklan<br>for Simon                 | 11-SPR-007                             | 30227 Walford Ct.          | 2056-031-014                | 0.35 sqt.<br>(15,400 sq. ft.)    | 846 sq. tt.                                            | Second-story addition to a 3,039 single-story residence.                    | Calex |  |  |  |
| 6C         | Von Buck                                     |                                        | 27801 Blythedala<br>Rd.    | 2055-001-035                | 4.27 pcres<br>(186,001.2 sq.ft.) | 4,274 sqft with 1,272<br>sqft. Garage = 5,545<br>sqft. | A two-slory custom house with<br>three car garage                           | Catex |  |  |  |
| 70         | Kurt Menslage                                |                                        | 1005 Reinbow Hills<br>Road | 2056-055-004                | 0.24 acres<br>(10,658 sq.ft.)    |                                                        | A room addition in a volume<br>ceiling.                                     | Catax |  |  |  |
|            | Kenneth and<br>Patricia Berkman              |                                        | 8920 Darpan<br>Ireet       | 2050-003-010                | 0.16 acres<br>(6,900 sq.fL)      | aganag 11.pa                                           | A request to add a 687 sq.fl.<br>second floor to a one-story<br>residence   | Catex |  |  |  |
| SIDE       | NTIAL PROJ                                   | ECTS COMP                              | LETED TOT                  | ALS                         | ACRES                            | SQ.FT.                                                 | # OF UNITS                                                                  |       |  |  |  |
|            |                                              | Completed N                            |                            |                             | 4.8                              | 9,772.00                                               | 2                                                                           |       |  |  |  |
|            | (                                            | Completed R                            | oom Additid                | ons                         | 1.02                             | 3,459.00                                               | 2                                                                           |       |  |  |  |

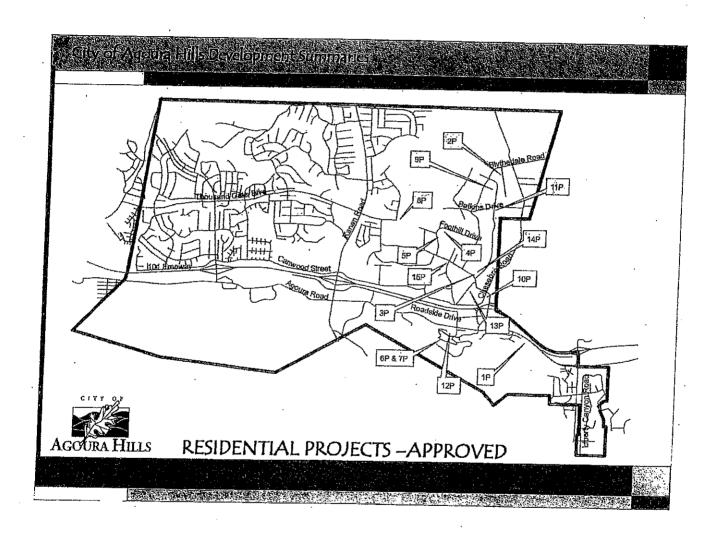
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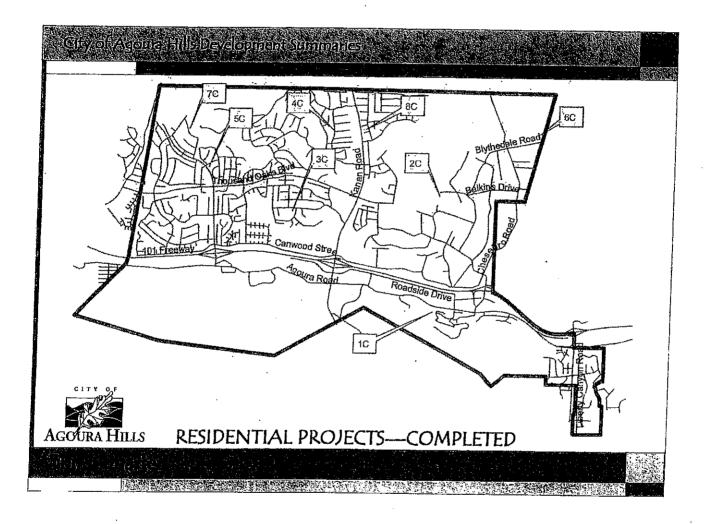
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### LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1

- U.S. Highway 101 Northbound Ramp/Canwood Street/Kanan Road - U.S. Highway 101 Southbound Ramp/Roadside Drive/Kanan Road Reference 2

Reference 3

- Kanan Road/Agoura Road

Reference 4 - Roadside Drive/Cornell Road Reference 5

- Agoura Road/Cornell Road

Reference 6

- Agoura Road/Chesebro Road

|                                |                           |                  |            | <u> 126 l</u> |            |           |            |          |        |         |           |           |          | REF, #01A |
|--------------------------------|---------------------------|------------------|------------|---------------|------------|-----------|------------|----------|--------|---------|-----------|-----------|----------|-----------|
| COUNT DATE:                    |                           | 03/06/2013       | 13070      |               |            |           |            |          |        |         |           |           |          |           |
| N/S STREET:                    |                           | KANAN ROAE       | h          |               |            |           |            |          |        |         |           |           |          |           |
| E/W STREET:                    |                           | CANWOOD S        |            |               |            | 1 NB R    | AMPS       | (Split-F | hased  | )       |           |           |          |           |
|                                |                           | A.M. PEAK HO     |            | 10.0.1        |            | 114010    |            | (Opiit-i | naooa, | ,       |           |           |          |           |
| TIME PERIOD:                   |                           |                  | JUK        |               |            |           |            |          |        |         |           |           |          |           |
| CONTROL TYP                    | )=:<br>                   | SIGNAL           |            |               |            |           | • • • •    |          |        |         | ·····     |           |          |           |
|                                |                           |                  |            |               |            |           |            |          |        | SUMMA   |           |           |          |           |
|                                |                           | NOR              | THBC       |               |            | ЛТН ВО    |            |          | ST BOL |         |           |           |          |           |
| CONDITION                      |                           | <u></u>          | T          | R             | L          | <u>T</u>  | R          | L        | T      | R       | L         | T         | R        |           |
| (A) EXISTING;                  |                           | 61               | 828        | 216           | 0          | 1807      | 52         | 47       | 0      | 121     | 446       | 76        | 722      |           |
| (B) PROJECT:                   |                           | 0                | 8          | 30            | ů.         | 14        | D          | 0        | 0      | 0       | 0         | 0         | 0        |           |
| (C) NEAR TERN                  | A - ADDED:                | 0                | 90         | 38            | ٥.         | 150       | 0          | 5        | 0      | 10      | 50        | 0         | 10       |           |
|                                |                           |                  |            |               |            |           |            |          |        |         |           |           |          |           |
|                                |                           |                  | NORTI      | H BOUN        | iD         | SOUTI     | H BOUN     | D        | EAST   | BOUND   |           | WEST BO   | OUND     |           |
| GEOMETRICS:                    |                           |                  |            |               |            | TTT R     |            |          | LR     |         |           | LLTR      |          |           |
| VIOVEMENTS                     | # OF                      | CAPACITY         | ,          | SCI           | ENARIO     | VOLUM     | ES         |          |        |         | SCENARIO  | V/C RATIO | <u>s</u> |           |
|                                | LANES                     |                  |            | 1             | 2          | 3         | 4          |          |        | 1       | 2         | 3         | 4        | ······    |
|                                |                           |                  | ſ          | <b>.</b>      | ~ 4        | ~         |            |          |        | 0.050 ÷ | 0.000 *   | 0.000 *   | 0.000 +  |           |
| ∜BL                            | 1                         | 1600<br>3200     |            | 61<br>828     | 61<br>836  | 61<br>918 | 61<br>926  |          |        | 0.038 * | 0.038 *   | 0.038 *   | 0.038 *  |           |
| IBT<br>IBR <i>(a)</i>          | 2<br>1                    | 3200<br>1600     | ļ          | 828<br>216    | 836<br>246 | 254       | 926<br>284 |          |        | 0.239   | 0.261     | 0.267     | 0,178    |           |
|                                | ,                         | 1000             |            | -10           | -10        | 20.       |            |          |        |         |           |           |          |           |
| BL                             | 0                         | 0                |            | 0             | 0          | D         | 0          |          |        | -       | -         | -         | -        |           |
| BT                             | 3                         | 4800             |            | 1807          | 1821       | 1957      | 1971       |          |        | 0.376 * | 0.379 *   | 0.408 *   | 0.411 *  | ļ         |
| BR (b)                         | 1                         | 1600             |            | 27            | 27         | 27        | 27         |          |        | 0.017   | 0.017     | 0.017     | 0.017    |           |
| BL                             | 1                         | 1600             |            | 47            | 47         | 52        | 52         |          |        | 0.029   | 0.029     | 0,033     | 0.033    |           |
| BT                             | 0                         | 0                | j          | 0             | O          | 0         | 0          |          |        | -       |           |           | -        |           |
| BR (c)                         | 1.                        | 1600             |            | 68            | 68         | 73        | 73         |          |        | 0.043 * | 0,043 *   | 0,046 *   | 0.046 *  |           |
|                                | 0                         | 0                |            | 446           | 446        | 496       | 496        |          |        |         | _         |           |          |           |
| VBL<br>VBT                     | 2                         | 2880             | · ]        | 440<br>76     | 76         | 76        | 76         |          |        | 0.181 * | 0.181 *   | 0.199 *   | 0.199 *  |           |
| VBR (d)                        | 2                         | 3200             |            | 412           | 412        | 417       | 417        |          |        | 0.129   | 0.129     | 0.130     | 0,130    |           |
|                                |                           |                  |            |               |            |           |            |          |        |         |           |           |          |           |
|                                |                           |                  |            |               |            |           |            |          |        |         |           |           | ĺ        |           |
|                                |                           |                  |            |               |            |           |            | LOST     | TIME:  | 0.05 *  | 0.05 *    | 0.05 *    | 0.05 *   |           |
|                                |                           |                  |            |               |            |           |            |          |        |         |           |           |          |           |
|                                |                           |                  |            | INTE          | RSECT      | ION CAP   |            |          |        | .0.69   | 0,69<br>B | 0.74      | 0.74     |           |
|                                |                           |                  |            |               |            |           | LEVEL      | OF SER   | VIUE:  | в       | ы         | ъ         | U .      |           |
|                                |                           |                  |            |               |            | ·         |            |          | l      |         | !         |           | <u> </u> |           |
| CENARIO 1: EX                  | (ISTING (A)               |                  |            |               |            |           |            |          |        |         |           |           |          |           |
| CENARIO 2: EX                  | (ISTING+PRO               | JECT (A+B)       |            |               |            |           | •          |          |        |         |           |           |          |           |
| CENARIO 3: EX<br>CENARIO 4: EX | USTING+NEAI               | K-IERM (A+C)     |            | ≬∔₿≁ርጎ        |            |           |            |          |        |         |           |           |          |           |
| JEINARIO 4: EX                 | ISTING#PKU                | υςς ι τηνςΑιχ-1. | rterant (A | (טידםידר)     |            |           |            |          |        |         |           |           |          |           |
|                                |                           |                  |            |               |            |           |            |          |        |         |           |           |          |           |
|                                |                           |                  |            |               |            |           |            | ···      |        |         |           | ·         |          | <u></u>   |
| OTES:                          | מראדם או וה               |                  |            |               |            |           |            |          |        |         |           |           |          |           |
|                                | a) 0% RTOR<br>b) 48% RTOR |                  |            |               |            |           |            |          |        |         |           |           |          |           |
|                                | c) 44% RTOR               |                  |            |               |            |           |            |          |        |         |           |           |          |           |
| (0                             |                           |                  |            |               |            |           |            |          |        |         |           |           |          |           |

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| INTERSECTIO                    |                           |                          |              |                 |                    |          |                 |          |             |           |           |           |               |        |      |
|--------------------------------|---------------------------|--------------------------|--------------|-----------------|--------------------|----------|-----------------|----------|-------------|-----------|-----------|-----------|---------------|--------|------|
| CORNERSTON                     | IE MIXED-US               | E PROJECT - #            | 13070        |                 |                    |          |                 |          |             |           |           |           |               | REF.#0 | }1P₩ |
| COUNT DATE:                    |                           | 03/06/2013               |              |                 |                    |          |                 |          |             |           |           |           |               |        |      |
| N/S STREET:                    |                           | KANAN ROAI               |              |                 |                    |          |                 |          |             |           |           |           |               |        |      |
| E/W STREET:                    |                           | CÁNWOOD S                | TREE         | T/U.S. H        | IWY 10             | 1 NB R/  | AMPS            | (Split-F | hased       |           |           |           |               |        |      |
| TIME PERIOD:                   |                           | P.M. PEAK HO             | DUR          |                 |                    |          | - ,             |          |             |           |           |           |               |        |      |
| CONTROL TYP                    | E:                        | SIGNAL                   |              |                 |                    | •        |                 |          |             |           |           |           |               |        |      |
|                                |                           |                          |              |                 |                    |          | TRAF            |          |             | SUMMA     | RY        |           |               |        |      |
|                                |                           | NOR                      | тн вс        | DUND            | SOL                | JTH BO   |                 |          | ST BOL      |           | WE        |           |               |        |      |
| CONDITION                      |                           | L                        | Т            | R               | L                  | <u> </u> | R               | L        | T           | R         |           | <u> </u>  | Ŕ             |        |      |
| (A) EXISTING:                  |                           | 26                       | 1119         | 439             | 0                  | 1262     | 65              | 63       | 0           | 132       | 253       | 100       | 808           |        |      |
| (B) PROJECT:                   |                           | 0                        | 12           | 41              | 0                  | 11       | 0               | O        | 0           | D         | 0         | 0         | 0             |        |      |
| (C) NEAR TERN                  | A - ADDED:                | 0                        | 235          | 100             | 0                  | 236      | D               | 1        | 0           | 10        | 150       | 0         | 2             |        |      |
|                                |                           | ,, <u>, ,, ,,</u>        |              |                 |                    |          |                 |          |             |           |           |           |               |        |      |
|                                |                           |                          | NORT<br>L TT | H BOUN<br>R     | ١D                 | SOUTH    |                 | 4D       | EAST<br>L R | BOUND     |           | WEST BO   |               |        |      |
| GEOMETRICS:                    |                           |                          |              |                 |                    | VOLUM    |                 |          | <u></u>     |           | SCENARIO  | V/C RATIO |               |        |      |
| NOVEMENTS                      | # OF<br>LANES             | CAPACITY                 | (            | <u>sci</u><br>1 | <u>=NARIO</u><br>2 | <u>3</u> | <u>=</u> 5<br>4 |          |             | 1         | 2         | 3         | <u>5</u><br>4 |        |      |
|                                | DINLO                     |                          |              |                 |                    |          |                 |          |             |           |           |           | 1             | 1      |      |
| VBL ·                          | 1                         | 1600                     |              | 26              | 26                 | · 26     | 26              |          |             | 0.016     | 0.016     | 0.016     | 0.016         |        |      |
| 1BT                            | 2                         | 3200                     |              | 1119            | 1131               | 1354     | 1366            |          |             | 0.350 *   | 0.353 *   | 0.423 *   | 0.427 *       |        |      |
| 1BR (a)                        | 1                         | 1600                     |              | 439             | 480                | 539      | 580             |          |             | 0.274     | 0.300     | 0.337     | 0.363         |        | [    |
| BL                             | D                         | 0                        |              | ٥               | 0                  | 0        | O               |          |             | -         | -         | -         | -             |        |      |
| BT                             | 3                         | 4800                     |              | 1262            | 1273               | 1498     | 1509            |          |             | 0.263     | 0.265     | 0.312     | 0.314         |        |      |
| BR (b)                         | 1                         | 1600                     |              | 28              | 28                 | 28       | 28              |          |             | 0.018     | 0.018     | 0.018     | 0.018         |        |      |
| BL                             | 1                         | 1600                     | ·            | 63              | 63                 | 64       | 64              |          |             | 0.039     | 0.039     | 0.040     | 0,040         |        |      |
| BT                             | ,<br>D                    | 0000                     |              | 0               | 0                  | 0        | Q               |          |             | -         | -         | -         | -             |        |      |
| BR (c)                         | 1                         | 1600                     | Į            | 67              | 67                 | 72       | 72              |          |             | 0.042 *   | 0,042 *   | 0.045 *   | 0.045 *       |        |      |
|                                | _                         |                          |              | 253             | 253                | 403      | 403             |          |             |           |           |           | _             |        |      |
| /BL /<br>/BT                   | 0<br>2                    | 0<br>2880                |              | 100             | 100                | 100      | 100             |          |             | 0.123     | 0.123     | 0.175     | 0.175         | Ì      |      |
| /BR (d)                        | 2                         | 3200                     |              | 598             | 598                | 599      | 599             |          |             | 0,187 *   | 0,187 *   | 0.187 *   | 0.187 *       |        |      |
|                                |                           | ,                        |              | <u> </u>        |                    | •        | •               |          |             | •         | ·         |           |               |        |      |
|                                |                           |                          |              |                 |                    |          |                 | LOST     | TIME:       | 0.05 *    | 0.05 *    | 0.05 *    | 0.05 *        |        |      |
|                                |                           |                          |              |                 |                    |          |                 |          | TION        |           | 0.00      | 0.74      | 0.74          |        |      |
| ч.                             |                           |                          |              | INTE            | RSECT              | ION CAF  | LEVEL           |          | 1           | 0.63<br>B | 0.63<br>B | 0.71<br>C | 0.71<br>C     |        | .    |
|                                |                           |                          |              |                 |                    |          | ta≟a ¥ ka≦a     |          |             | -         |           |           |               |        |      |
|                                |                           |                          | <u> </u>     |                 |                    |          |                 |          |             |           |           |           |               |        |      |
| CENARIO 1: EX<br>CENARIO 2: EX | USTING (A)<br>(ISTING+PR( | )JECT (A+B) <sup>,</sup> |              |                 |                    |          |                 |          |             |           |           |           |               |        |      |
| CENARIO 3: EX                  | (ISTING+NE/               | R-TERM (A+C)             |              |                 |                    |          |                 |          |             |           |           |           |               |        |      |
|                                | ISTING+PRO                | JECT+NEAR-T              | ERM (        | A+B+C)          |                    |          |                 |          |             |           |           |           |               |        |      |

۰,

| NOTES:       |  |
|--------------|--|
| (a) 0% RTOR  |  |
| (b) 57% RTOR |  |
| (c) 49% RTOR |  |
| (d) 26% RTOR |  |

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| NS STREET:       KANAN ROAD         EW STREET:       CAWOOD STREET/U.S. HWY 101 NB RAMPS (Spill-Phased)         TIME PERIOD:       AM. PEAK HOUR         CONTROL TYPE:       SIGNAL         CONDITION       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       L       T       R       R       R       R       R       R       R       R       R                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |               | VE MIXED-US | UTILIZATION V<br>SE PROJECT - 1<br>03/06/2013 |      |      |         |           |           |          |          |         |              |             |              | REF. #01AM |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------|-----------------------------------------------|------|------|---------|-----------|-----------|----------|----------|---------|--------------|-------------|--------------|------------|
| EW STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Spill-Phased)<br>TIME PERIOD: A.M. PEAK HOUR<br>CONTROL TYPE: SIGNAL<br>CONDITION L T R L T R L T R L T R<br>(A) CUMULATIVE: 72 1066 292 0 2250 61 60 0 153 576 90 86<br>(B) PROJECT: 0 8 30 0 14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |               |             |                                               | П    |      |         |           |           |          |          |         |              |             |              |            |
| TIME PERIOD:<br>CONTROL TYPE;       A.M. PEAK HOUR<br>SIGNAL         TRAFFIC VOLUME SUMMARY<br>CONTROL TYPE;       NORTH BOUND<br>L       TRAFFIC VOLUME SUMMARY<br>T       WEST BOUND<br>R       WEST BOUND<br>R         CONDITION       L       T       R       L       T       R       L       T       R         CONDITION       L       T       R       L       T       R       L       T       R         CONDITION       L       T       R       L       T       R       L       T       R         (a)       CUMULATIVE:<br>(B)       72       1066       292       0       2820       14       0       0       0       65       576       80       86         GEOMETRICS:       NORTH BOUND       SOUTH BOUND       EAST BOUND       WEST BOUND       L LT R       R         MOVEMENTS       LANES       CAPACITY       SCEMARIO VOLUMES       4       1       2       3       4         VBL       1       1600       72       72       72       72       0.046       0.046       0.045       0.045       0.045       0.045       0.046       0.046       0.046       0.046       0.046       0.046       0.046       0.046       0.046<                                                                                                                                                                                                                                                                                                                                                                                                                        |               |             |                                               |      | TUS  |         | 01 NB E   | AMPS      | (Snlit_i | Phasod   | n       |              |             |              |            |
| CONTROL TYPE:         SIGNAL           CONDITION         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R </td <td>TIME PERIOD:</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0 00 0</td> <td>(Opin-</td> <td>Hasel</td> <td>y .</td> <td></td> <td></td> <td></td> <td></td>                                                                                                                                                                                                                                                               | TIME PERIOD:  |             |                                               |      |      |         |           | 0 00 0    | (Opin-   | Hasel    | y .     |              |             |              |            |
| NORTH BOUND         SOUTH BOUND         EAST BOUND         WEST BOUND           (A)         CUWULATIVE:         72         1066         292         0         2250         61         60         0         163         576         90         86           (B)         PROJECT:         0         8         30         0         14         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0                                                                                                                                                                                                                                                                                                                                                                                                                                           | CONTROL TYP   | Ϋ́Ε:        |                                               | •    |      |         |           |           |          |          |         |              |             |              |            |
| NORTH BOUND         SOUTH BOUND         EAST BOUND         WEST BOUND           (A)         CUMULATIVE:         72         1066         292         0         2250         81         60         0         163         576         90         86           (B)         PROJECT:         0         8         30         0         14         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0                                                                                                                                                                                                                                                                                                                                                                                                                                           |               |             |                                               |      |      |         |           | TRAF      | FIC V    | OLUMI    | E SUMMA |              |             |              |            |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               |             |                                               |      |      |         |           | DUND      | EA       | ST BOU   | JND     |              | EST BOUN    | lD           | ,          |
| (B)       PROJECT:       D       R       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L       L <th< td=""><td>CONDITION</td><td>·········</td><td>L</td><td>1</td><td>R</td><td>L</td><td>ľ</td><td><u></u>R</td><td>L</td><td><u> </u></td><td>R</td><td><u>L</u></td><td><u> </u></td><td>R</td><td></td></th<>                                                                                                                                                                                                                                                                                                                                                                 | CONDITION     | ·········   | L                                             | 1    | R    | L       | ľ         | <u></u> R | L        | <u> </u> | R       | <u>L</u>     | <u> </u>    | R            |            |
| (B)       PROJECT:       0       8       30       0       14       0       0       0       0       0       0       0         GEOMETRICS:       LTT R       LTT R       TTT R       L R       L R       WEST BOUND<br>L T R       Vest BOUND<br>D 20       Vest BOUND<br>D 20 |               | /E:         |                                               |      | 292  | 0       | 2250      | 61        | 60       | 0        | 153     | 576          | 90          | 86           |            |
| GEOMETRICS:         L TT R         TTT R         L R         L R         L T R R           MOVEMENTS         # OF<br>LANES         CAPACITY         SCENARIO VOLUMES<br>SCENARIO VOLUMES         SCENARIO VIC RATIOS           NBL         1         1600         72         72         72         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0                                                                                                                                                                                                                                  | (B) PROJECT:  |             | 0                                             | 8    | 30   | 0       | 14        | 0         | 0        | 0        | 0       | 0            |             |              |            |
| GEOMETRICS:         L TT R         TTT R         L R         L R         L R R           MOVEMENTS         # OF         CAPACITY         SCENARIO VOLUMES         SCENARIO VOLUMES         SCENARIO VOL RATIOS           HBL         1         1600         72         72         72         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *         0.045 *                                                                                                                                                                                                                                                  |               | ·····       |                                               |      |      |         |           |           |          |          |         |              |             |              |            |
| MOVEMENTS         # OF<br>LANES         CAPACITY         SCENARIO VOLUMES<br>1         SCENARIO VC RATIOS           HEL         1         1600         72         72         72         72         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.046 </td <td>GEOMETRICS:</td> <td></td> <td></td> <td></td> <td></td> <td>٧D</td> <td></td> <td></td> <td>ID</td> <td></td> <td>BOUND</td> <td></td> <td></td> <td></td> <td></td>                                                                                                   | GEOMETRICS:   |             |                                               |      |      | ٧D      |           |           | ID       |          | BOUND   |              |             |              |            |
| LANES         1         2         3         4         1         2         3         4           HBL         1         1600         72         72         72         72         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.045         0.047         0.469         0.0472         0.469         0.0472         0.469         0.0472         0.046         0.0472         0.046         0.0472         0.046         0.0                                                                                                                                                                                                                                                                                                                 |               | #0F         |                                               |      |      |         |           |           |          | LR       |         |              |             |              |            |
| NBL       1       1600       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       72       73       73       73       74       70       73       72       72       72       72       72       73       73       73       73       73       73       73       74       72       72       72       72       72       72       72       72       72       74       74       74       74       74       74       74       74       74       74       74       74       74       74       <                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |             | CAPACITY                                      |      | ,    |         |           | -         |          |          | 1 1     |              |             |              |            |
| VBT       2       3200       172       172       172       172       172       1000       10045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045       10.045                                                                                                                                                                                                                                                                                                                                                | VBI           | 4           | 1000                                          |      |      |         |           |           |          |          |         | <u>т</u>     | 1           | 1 1          | *          |
| NBR ( $\hat{z}$ )       1       1600       292       322       292       322       0.133       0.333       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.335       0.33                                                                                                                                                                                                                                                                                                                                                                   |               |             |                                               |      |      |         |           |           |          |          | 1       | 1            |             |              |            |
| SBL       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |             |                                               |      |      |         |           |           |          | -        |         |              |             |              |            |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 201           |             |                                               | (    |      | •       |           |           |          | i        |         | 0,201        |             | 0.201        |            |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |               |             |                                               |      |      |         |           |           |          |          | -       | -            |             | <del> </del> |            |
| EBL       1       1600       60       60       60       60       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.038       0.0315       0.0315       0.0315                                                                                                                                                                                                                                                                                                                                                                                 |               |             |                                               |      |      |         |           |           |          |          |         | 1            |             | 0472 *       | 1          |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | BI            | 4           | 1600                                          |      | 60   |         |           |           |          |          |         |              |             |              | 1          |
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1             |             |                                               |      |      |         |           |           |          |          | 0.038   | 0.038        | 0.03        | 0.038        |            |
| /BT     2     2860     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90     90                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | BR (c)        | • [         |                                               |      |      |         |           |           |          |          | 0.054 * | -<br>0.054 * | 0.034 *     | 0.04 *       | ·          |
| /BT       2       2880       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       <                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | /BL           | 0           | 0                                             |      | 576  | 576     | 576       | 576       |          |          |         |              |             | I I I        |            |
| /BR (d)     2     3200     49     49     49     49     0.015     0.015     0.015     0.015       LOST TIME:     0.05 *     0.05 *     0.05 *     0.05 *     0.05 *     0.05 *       INTERSECTION CAPACITY UTILIZATION:     0.85     0.85     0.85     0.85     0.85       D     D     D     D     D     D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |               | 1           |                                               |      |      |         |           |           |          |          | 0.231 * | -<br>0.231 * | 0 131 +     |              |            |
| INTERSECTION CAPACITY UTILIZATION: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 'BR (d)       | 2           | 3200                                          |      | 49   | 49      | <b>49</b> | 49        |          |          |         |              |             |              |            |
| INTERSECTION CAPACITY UTILIZATION: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |               |             | ,                                             | ···- |      |         |           |           |          |          |         |              | +++         | -/-+-+       |            |
| LEVEL OF SERVICE: D D D D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |               |             |                                               |      |      |         |           | 1         | LOST 1   | IME:     | 0.05 *  | 0.05 *       | 0.05        | 0.05         |            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |               |             |                                               |      | INTE | RSECTIO |           |           |          |          |         |              | <i>i</i> 11 | 2 E+         |            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ENARIO 1: CUI | MULATIVE (A |                                               | ·    |      |         |           |           |          | <u> </u> |         |              | <u> </u>    |              |            |
| ENARIO 2: CUMULATIVE+PROJECT (A+B)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ENARIO 2: CUN | NULATIVE+P  | ROJECT (A+B)                                  |      |      |         |           |           |          |          |         |              |             |              |            |

NOTES: (a) 0% RTOR (b) 48% RTOR (c) 44% RTOR (d) 43% RTOR

| INTERSECTIO   |                            |              |          |             |             |                |             | -        |             |          |                |                  |                | REF. #01P  |
|---------------|----------------------------|--------------|----------|-------------|-------------|----------------|-------------|----------|-------------|----------|----------------|------------------|----------------|------------|
| CORNERSTON    | E MIXED-US                 |              | 13070    |             |             |                |             |          |             |          |                |                  |                | NEF, #0151 |
| COUNT DATE:   |                            | 03/06/2013   | -        |             |             |                |             |          |             |          |                |                  |                |            |
| N/S STREET:   |                            | KANAN ROA    |          |             | 0.6.04      |                |             | /Codi+ [ | Jhoood      | <b>`</b> |                |                  |                |            |
| E/W STREET:   |                            | CANWOOD S    |          | I/U.S. H    | 101 10      | I ND K/        |             | (Spin-r  | ;naseu,     | ,        |                |                  |                |            |
| TIME PERIOD:  | -                          | P.M. PEAK H  | OUR      |             |             |                |             |          |             |          |                |                  |                |            |
| CONTROL TYP   | E:                         | SIGNAL       |          |             |             |                |             |          |             |          |                |                  |                |            |
|               |                            |              |          |             |             |                |             |          |             | SUMMA    |                |                  | _              |            |
|               |                            | NOF          | атн вс   |             |             | ЛТН ВО<br>Т    | UND<br>R    | EA:<br>L | ST BOL<br>T | R<br>R   | L              | ST BOUN<br>T     | R              | • ,        |
| CONDITION     |                            | <u>Ļ</u>     | <u> </u> | R           |             | ^              | <u> </u>    | <u>L</u> | . 1         | ĸ        |                |                  |                |            |
| (A) CUMULATIN | /E:                        | 31           | 1554     | 617         | 0           | 1722           | 77          | 75       | 0           | 166      | 438            | 118              | 954            |            |
| (B) PROJECT:  |                            | 0            | 12       | 41          | 0           | 11             | 0           | 0        | 0           | 0        | 0              | 0                | 0              |            |
|               |                            |              |          |             |             |                |             |          |             |          |                |                  |                |            |
| . <u></u>     | ······                     | ··· -••      |          |             |             |                |             |          | E A OT      |          |                |                  |                |            |
| GEOMETRICS:   |                            |              | NORT     | h Boun<br>R | ۱D          | SOUTH<br>TTT R |             | ND       | LR          | BOUND    |                | WEST E           |                |            |
|               | # 0F                       |              |          |             |             | VOLUM          |             |          |             |          | SCENARIC       |                  |                |            |
| MOVEMENTS     | LANES                      | CAPACIT      | Ŷ        | 1           | 2           |                | 4           |          |             | 1        | 2              | 3                | 4              | · · ·      |
|               |                            |              |          |             |             |                |             |          |             |          |                |                  | 1              | 1          |
| VBL           | 1                          | 1600         |          | 31          | 31          | 31<br>1789     | 31          |          |             | 0.019    | 0.019          | 0.019<br>0.559 * | 0.019          | .          |
| NBT           | 2<br>1                     | 3200<br>1600 |          | 1554<br>617 | 1566<br>658 | 717            | 1801<br>758 |          |             | 0.386    | 0.409          | 0.559            | 0.303          |            |
| NBR (a)       | i                          |              |          | 011         | 000         |                |             |          |             |          |                | V                |                |            |
| SBL           | 0 <sup>.</sup>             | D            |          | D           | 0           | 0              | 0           |          |             | -        |                | 11.1             | $ \mathbf{F} $ |            |
| BT (1)        | 3                          | 4800         |          | 1722        | 1733        | 1958<br>33     | 1969<br>33  |          |             | 0.359    | 0.361<br>0.021 | 0,408<br>0.021   | 0410<br>0021   |            |
| BR (b)        | 1                          | 1600         |          | 33          | 33          | 33             | 33          |          |             | , ,      | 0.021          |                  |                |            |
| BL            | 1                          | 1600         | ł        | 75          | 75          | 76             | 76          |          |             | 0.047    | 0.047          | 0.048            | 0.048          |            |
| ВТ            | 0                          | 0            |          | 0           | 0           | 0              | 0           |          |             | -        | -              | - <u>V</u> .     |                |            |
| (BR (c)       | 1                          | 1600         |          | 85          | 85          | 90             | 90          |          |             | 0,053 *  | 0.053 *        | 0.096 *          | 0,056 *        |            |
| VBL           | 0                          | 0            |          | 438         | 438         | 588            | 588         |          |             | -        | -              | 1 - A 1          | - A            |            |
| VBT           | 2                          | 2880         |          | 118         | 118         | 118            | 118         |          |             | 0.193    | 0.193          | 0.745            | 0.745          |            |
| VBR (d)       | 2                          | 3200         | ĺ        | 706         | 706         | 707            | 707         |          |             | 0.221 *  | 0.221 *        | 0.221 *          | 0.221 *        |            |
| ł             |                            |              | I        |             |             |                |             |          |             |          |                | $\square$        | 11             |            |
|               |                            |              |          |             |             |                |             | LOST     | TIME:       | 0.05 *   | 0.05 *         | 0.05             | 0.05           |            |
|               |                            |              |          |             |             |                |             |          |             |          |                | 1/ \             | 1/ 1           |            |
|               |                            |              |          | INTE        | RSECT       | ION CAP        |             |          |             | 0.81     | 0.81<br>D      | 0.89             | 0.89<br>D      |            |
|               |                            |              |          |             | ,           |                | LEVEL       | OF SEI   | RVICE:      | D        | D              | D                |                |            |
|               |                            | <u> </u>     |          |             |             | <u></u>        |             |          | ł           | <u> </u> |                |                  |                |            |
| CENARIO 1: CI | JMULATIVE                  | (A)          |          |             |             |                |             |          |             |          |                |                  |                |            |
| CENARIO 2: Cl | JMULATIVE                  | PROJECT (A+E | 3) .     |             |             |                |             |          |             |          |                | -                |                |            |
|               |                            |              |          |             |             |                |             |          |             |          |                |                  |                |            |
|               |                            |              |          |             |             |                |             |          |             |          |                |                  |                |            |
|               |                            |              |          |             |             |                |             |          | •           |          |                |                  |                |            |
| OTES:         |                            |              |          |             |             |                |             |          |             |          |                | <u></u>          |                |            |
|               | a) 0% RTOR                 |              |          |             |             |                |             |          |             |          |                | •                | •              |            |
|               | b) 57% RTOR<br>c) 49% RTOR |              |          |             |             |                |             |          |             |          |                |                  |                |            |
|               | d) 26% RTOR                |              |          |             |             |                |             |          |             |          |                |                  |                |            |

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|                                                      |            | UTILIZATION    |           |             |          |           |           |         | _       |                |          |           |          |            |
|------------------------------------------------------|------------|----------------|-----------|-------------|----------|-----------|-----------|---------|---------|----------------|----------|-----------|----------|------------|
|                                                      |            | SE PROJECT - : | #1307     | 0           |          |           |           |         |         |                |          |           |          | REF. #02AM |
| COUNT DATE                                           | :          | 03/06/2013     |           |             |          |           |           |         |         |                |          |           |          |            |
| N/S STREET:                                          |            | KANAN ROA      |           |             | •        |           |           |         |         |                |          |           | •        |            |
| E/W STREET:                                          |            | ROADSIDE D     |           | U.S. HI     | GHWA     | / 101 S   | B RAMP    | PS (Sp  | lit-Pha | sed)           |          |           |          |            |
| TIME PERIOD                                          |            | A.M. PEAK H    | our       |             |          |           |           |         |         |                |          |           |          |            |
| CONTROL TY                                           | PE:        | SIGNAL         |           |             |          |           |           |         |         |                |          |           |          |            |
|                                                      |            |                |           |             |          |           | TDAC      |         |         | SUMMA          |          |           | <u> </u> |            |
|                                                      |            | NOF            | тн во     | DUND        | SOL      | ЈТН ВС    | UND       | EAS     | T BOL   | <u>IND</u>     |          | ST BOUN   | n.       |            |
| CONDITION                                            |            | <u>L</u>       | <u> </u>  | R           | L        | T         | R         | L       | T       | R              | L        | 1000<br>T | R        |            |
|                                                      |            |                |           |             |          |           |           |         |         |                |          |           |          |            |
| <ul><li>(A) EXISTING:</li><li>(B) PROJECT:</li></ul> |            | 0              | 630       | 32          | 125      | 740       | 1017      | 632     | 149     | 369            | 19       | 0         | 104      |            |
| (C) NEAR TER                                         |            | 0              | 30<br>145 | 0<br>0      | 5<br>20  | 9<br>150  | 0         | 0       | 12      | 35             | 0        | 0         | 8        |            |
| (e) <u>112</u> (12)                                  | M-NODLD,   |                | 143       | U,          | 20       | 150       | 20        | 5       | 10      | 50             | Q        | 0.        | 28       |            |
|                                                      |            | <u> </u>       |           |             |          |           |           |         |         |                |          |           |          |            |
| OFONETTION                                           |            |                |           | H BOUI      |          |           | H BOUN    |         | EAST    | BOUND          |          | WEST E    | IOUND    |            |
| GEOMETRICS:                                          | <u> </u>   |                | IT TR     | l           |          | LTI       | R         |         | L LTF   | <u> </u>       |          | LR        |          |            |
| MOVEMENTS                                            | # OF       | CAPACITY       | ,         | SC          | ENARIO   | VOLUM     | <u>ES</u> |         |         |                | SCENARIC | V/C RATIC | 08       |            |
| ·····                                                | LANES      |                |           | 1           | 2        | 3         | 4         |         |         | 1              | 2        | 3         | 4        |            |
| NBL                                                  | 0.         | D              |           | D           | 0        |           | ~         |         |         | 1              |          |           |          |            |
| NBT                                                  | 3          | 4800           |           | 63 <b>0</b> | 0<br>660 | 0<br>775  | 0<br>805  |         |         | -<br>0,137     |          | -         |          |            |
| NBR (a)                                              | o          | 0              |           | 28          | 28       | 28        | 28        |         |         | 0,137          | 0.143    | 0.167     | 0.174    | l          |
|                                                      |            |                |           |             |          |           |           |         |         |                |          | -         | -        |            |
| SBL<br>SBT                                           | 1          | 1600           |           | 125         | 130      | 145       | 150       |         |         | 0.078          | 0.081    | 0.091     | 0.094    | l.         |
| SBR (b)                                              | 2          | 3200           |           | 740         | 749      | 890       | 899       |         |         | 0.231 *        | 0.234 *  | 0.278 *   | 0.281 *  |            |
|                                                      | 1          | 1600           |           | 1017        | 1017     | 1037      | 1037      |         |         | 0.636          | 0.636    | 0.64B     | 0.648    |            |
| BL                                                   | o          | O              |           | 632         | 632      | 637       | 637       |         |         |                |          |           |          | 1          |
| ВТ                                                   | 3          | 4800           |           | 149         | 161      | 159       | 171       |         |         | -<br>0.197 * : | 0.203 *  | 0.205 *   | 0.211 *  |            |
| BR (c)                                               | 0          | 0              |           | 166         | 182      | 189       | 204       |         |         | -              | -        | -         | -        |            |
| VBL                                                  | 1          | (000           |           |             |          |           |           |         |         |                |          |           |          |            |
| VBT                                                  | 0          | 1600<br>0      |           | 19<br>0     | 19<br>0  | 19<br>0   | 19<br>0   |         | 1       | 0.012          | 0.012    | 0.012     | 0.012    |            |
| /BR (d)                                              | 1          | 1600           |           | 32          | 35       | 41        | 43        |         | 1       | 0.020 *        | 0,022 *  | 0.000 *   | -        |            |
|                                                      |            |                |           |             |          |           |           |         |         | 0.020          | 0.022    | 0.026 *   | 0.027 *  | ļ          |
|                                                      |            |                |           |             |          |           |           |         |         |                |          |           |          |            |
|                                                      |            |                |           |             |          |           |           | LOST T  |         | 0.05 *         | 0.05 +   |           |          |            |
|                                                      |            |                |           |             |          |           |           |         |         | 0.05           | 0.05 *   | 0.05 *    | 0.05 *   |            |
|                                                      |            |                |           | INTER       | RSECTIC  | ON CAP/   | ACITY UT  | FILIZAT | ION:    | 0.50           | 0.51     | 0.56      | 0.57     |            |
|                                                      |            |                |           |             |          | 1         | EVEL O    | F SERV  | ICE:    | A              | A        | A         | A        |            |
|                                                      |            |                |           |             |          |           |           |         |         |                |          |           |          |            |
| ENARIO 1: EX                                         | ISTING (A) |                |           |             |          |           |           | -       |         |                |          |           |          |            |
| ENARIO 2: EX                                         | STING+PRO  | JECT (A+B)     |           |             |          |           |           |         |         |                |          |           |          |            |
| ENARIO 3: EX<br>ENARIO 4: EX                         | STING+NEA  | K-IEKM (A+C)   |           | - D- O      |          |           |           |         |         |                |          |           |          |            |
|                                                      | o motero.  |                | antini (A | (*D+U)      |          |           |           |         |         |                |          |           |          |            |
|                                                      |            |                |           |             |          |           |           |         |         |                |          |           |          |            |
| TES:                                                 | <u> </u>   | ·····          | · · · ·   |             |          |           |           |         |         | ·              |          |           |          |            |
|                                                      | 12% RTOR   |                |           |             |          |           |           |         |         |                |          |           | <u></u>  |            |
|                                                      | 0% RTOR    | Note: Righ     | t-turn -  | oniv lan    | e to so  | ithhour   | d op me   |         | nonfit. | ting           |          |           |          |            |
|                                                      | 55% RTOR   | Note: Left-    | turn ch   | eck.        | J 10 201 | 24 IDOUII | a 00-12]  | лһ+ ир  | CONTIN  | ang move       | ments,   |           |          |            |
| 107                                                  |            |                |           |             |          |           |           |         |         |                |          |           |          |            |

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<u>)</u>,

| L 0 9<br>0 4<br>ED: 0 3                                                                                                  | RIVE/U.S. HIC<br>UR<br>T BOUND<br>T R<br>973 32<br>41 0<br>368 0<br>IORTH BOUI<br>T TR | SOL<br>L<br>153<br>4<br>30 | JTH BO<br>T<br>505<br>7<br>306      | TRAFI                                                             |                                                                                  | LUME SUN<br>TBOUND<br>T R<br>120 294<br>12 35                                                                                                                                                                                     | W                                                                                                                                                                                                                                                                                                                             | EST BOUN<br>T<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <u>R</u> 296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | REF. #02PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------|-------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KANAN ROAD<br>ROADSIDE DRI<br>P.M. PEAK HOL<br>SIGNAL<br>NORTH<br>L<br>0 9<br>0 4<br>ED: 0 3<br>NO<br>T 1<br>DF CAPACITY | UR<br>T R<br>973 32<br>41 0<br>368 0<br>ORTH BOUI<br>T TR                              | SOL<br>L<br>153<br>4<br>30 | JTH BO<br>T<br>505<br>7<br>306      | <u>TRAFI</u><br>UND<br>R<br>448<br>0                              | FIC VOI<br>EAST<br>L<br>587<br>0                                                 | LUME SUN<br>TBOUND<br>T R<br>120 294<br>12 35                                                                                                                                                                                     | W<br>L<br>22                                                                                                                                                                                                                                                                                                                  | <u>Т</u><br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <u>R</u> 296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| ROADSIDE DRI<br>P.M. PEAK HOL<br>SIGNAL<br>NORTI<br>L<br>ED: 0 9<br>0 7<br>ED: 0 3<br>NC<br>T T<br>DF<br>CAPACITY        | UR<br>T R<br>973 32<br>41 0<br>368 0<br>ORTH BOUI<br>T TR                              | SOL<br>L<br>153<br>4<br>30 | JTH BO<br>T<br>505<br>7<br>306      | <u>TRAFI</u><br>UND<br>R<br>448<br>0                              | FIC VOI<br>EAST<br>L<br>587<br>0                                                 | LUME SUN<br>TBOUND<br>T R<br>120 294<br>12 35                                                                                                                                                                                     | W<br>L<br>22                                                                                                                                                                                                                                                                                                                  | <u>Т</u><br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <u>R</u> 296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| P.M. PEAK HOL<br>SIGNAL<br>NORTH<br>L<br>0 9<br>0 4<br>ED: 0 3<br>NC<br>T 1<br>DF CAPACITY<br>IES                        | UR<br>T R<br>973 32<br>41 0<br>368 0<br>ORTH BOUI<br>T TR                              | SOL<br>L<br>153<br>4<br>30 | JTH BO<br>T<br>505<br>7<br>306      | <u>TRAFI</u><br>UND<br>R<br>448<br>0                              | FIC VOI<br>EAST<br>L<br>587<br>0                                                 | LUME SUN<br>TBOUND<br>T R<br>120 294<br>12 35                                                                                                                                                                                     | W<br>L<br>22                                                                                                                                                                                                                                                                                                                  | <u>Т</u><br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <u>R</u> 296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| SIGNAL<br>NORTI<br>L<br>0 9<br>0 7<br>ED: 0 3<br>ED: 0 3<br>NC<br>T T<br>DF CAPACITY                                     | TH BOUND<br>TR<br>973 32<br>41 0<br>368 0<br>ORTH BOUI<br>T TR                         | L<br>153<br>4<br>30<br>ND  | T<br>505<br>7<br>306                | UND<br>R<br>448<br>0                                              | EAS1<br>L<br>587<br>0                                                            | FBOUND<br>T R<br>120 294<br>12 35                                                                                                                                                                                                 | W<br>L<br>22                                                                                                                                                                                                                                                                                                                  | <u>Т</u><br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | R296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| NORTI<br>L<br>0 9<br>0 4<br>ED: 0 3<br>NC<br>T 1<br>DF CAPACITY<br>IES                                                   | T R<br>973 32<br>41 0<br>368 0                                                         | L<br>153<br>4<br>30<br>ND  | T<br>505<br>7<br>306                | UND<br>R<br>448<br>0                                              | EAS1<br>L<br>587<br>0                                                            | FBOUND<br>T R<br>120 294<br>12 35                                                                                                                                                                                                 | W<br>L<br>22                                                                                                                                                                                                                                                                                                                  | <u>Т</u><br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | R296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| L<br>0 9<br>0 7<br>ED: 0 3<br>NC<br>DF<br>CAPACITY<br>IES                                                                | T R<br>973 32<br>41 0<br>368 0                                                         | L<br>153<br>4<br>30<br>ND  | T<br>505<br>7<br>306                | UND<br>R<br>448<br>0                                              | EAS1<br>L<br>587<br>0                                                            | FBOUND<br>T R<br>120 294<br>12 35                                                                                                                                                                                                 | W<br>L<br>22                                                                                                                                                                                                                                                                                                                  | <u>Т</u><br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | R296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <u></u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| L<br>0 9<br>0 7<br>ED: 0 3<br>NC<br>DF<br>CAPACITY<br>IES                                                                | T R<br>973 32<br>41 0<br>368 0                                                         | L<br>153<br>4<br>30<br>ND  | T<br>505<br>7<br>306                | R<br>448<br>0                                                     | 587<br>0                                                                         | T R<br>120 294<br>12 35                                                                                                                                                                                                           | L<br>22                                                                                                                                                                                                                                                                                                                       | <u>Т</u><br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | R296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <u> </u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| DF CAPACITY                                                                                                              | 973 32<br>41 0<br>368 0<br>IORTH BOU!<br>T TR                                          | 153<br>4<br>30<br>ND       | 505<br>7<br>306                     | 448<br>0                                                          | 587<br>0                                                                         | 120 294<br>12 35                                                                                                                                                                                                                  | 22                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 296                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <u> </u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| ED: 0 3<br>NC<br>DF CAPACITY                                                                                             | 41 D<br>368 O<br>ORTH BOUI<br>T TR                                                     | 4<br>30<br>ND              | 7<br>306                            | 0                                                                 | 0                                                                                | 12 35                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                               | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| ED: 0 3<br>NC<br>T<br>DF CAPACITY<br>IES                                                                                 | 368 0<br>ORTH BOUI<br>T TR                                                             | 30<br>ND                   | 306                                 |                                                                   |                                                                                  | 12 35                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| DF CAPACITY                                                                                                              | ORTH BOUI<br>T TR                                                                      | ND                         |                                     | 30                                                                | 10                                                                               |                                                                                                                                                                                                                                   | -                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| DF CAPACITY                                                                                                              | <u>T TR</u>                                                                            |                            |                                     |                                                                   |                                                                                  | 15 110                                                                                                                                                                                                                            | Ð                                                                                                                                                                                                                                                                                                                             | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 35                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| DF CAPACITY                                                                                                              | <u>T TR</u>                                                                            |                            |                                     |                                                                   |                                                                                  |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <del></del>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| DF CAPACITY<br>IES                                                                                                       | ········                                                                               |                            | SOUTI<br>L TT I                     | H BOUN                                                            |                                                                                  | east Boui<br>L ltr r                                                                                                                                                                                                              | ND                                                                                                                                                                                                                                                                                                                            | WEST B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | OUND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| IES                                                                                                                      | 1 20                                                                                   |                            |                                     |                                                                   |                                                                                  |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <u></u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                          | 1 1                                                                                    | ENARIO<br>2                | <u>VOLUM</u><br>3                   | <u>55</u><br>4                                                    |                                                                                  | 1 1                                                                                                                                                                                                                               | SCENARI<br>2                                                                                                                                                                                                                                                                                                                  | O V/C RATIO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| · · · o                                                                                                                  |                                                                                        |                            |                                     | т                                                                 |                                                                                  |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                               | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                          | 0                                                                                      | 0                          | O                                   | 0                                                                 |                                                                                  | -                                                                                                                                                                                                                                 | -                                                                                                                                                                                                                                                                                                                             | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4800                                                                                                                     | 973                                                                                    | 1014                       | 1341                                | 1382                                                              |                                                                                  | 0.20                                                                                                                                                                                                                              | 3 * 0.217 *                                                                                                                                                                                                                                                                                                                   | 0.285 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 0.294 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 0                                                                                                                        | 29                                                                                     | 29                         | 29                                  | 29                                                                |                                                                                  | -                                                                                                                                                                                                                                 | -                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 1600                                                                                                                     | 153                                                                                    | 157                        | 183                                 | - 187                                                             |                                                                                  | 0.096                                                                                                                                                                                                                             | * 0,098 *                                                                                                                                                                                                                                                                                                                     | 0.114 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 0.117 +                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3200                                                                                                                     | 505                                                                                    | 512                        | 811                                 | 818                                                               |                                                                                  | 0.158                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                               | 0.253                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0.256                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ļ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1680                                                                                                                     | 448                                                                                    | 448                        | 478                                 | 478                                                               |                                                                                  | 0.280                                                                                                                                                                                                                             | 0,280                                                                                                                                                                                                                                                                                                                         | 0.299                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0.299                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| O                                                                                                                        | 587                                                                                    | 587                        | 597                                 | 597                                                               |                                                                                  |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4800                                                                                                                     | 120                                                                                    | 132                        | 135                                 | 147                                                               |                                                                                  | 0.173                                                                                                                                                                                                                             | * 0.179 *                                                                                                                                                                                                                                                                                                                     | 0.188 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 0.193 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ľ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| ٥                                                                                                                        | 123                                                                                    | 138                        | 170                                 | 184                                                               |                                                                                  | -                                                                                                                                                                                                                                 | -                                                                                                                                                                                                                                                                                                                             | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 1600                                                                                                                     |                                                                                        | 20                         |                                     | 00                                                                |                                                                                  |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                          |                                                                                        |                            |                                     |                                                                   |                                                                                  | 0.014                                                                                                                                                                                                                             | 0.014                                                                                                                                                                                                                                                                                                                         | 0.014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0.014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | }                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1600                                                                                                                     | 139                                                                                    | 145                        | 158                                 | 161                                                               |                                                                                  | 0.087                                                                                                                                                                                                                             | * D.091 *                                                                                                                                                                                                                                                                                                                     | 0.098 +                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | D.101 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                          | ·                                                                                      |                            | <b>.</b>                            |                                                                   |                                                                                  |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                          |                                                                                        |                            |                                     |                                                                   |                                                                                  |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                          |                                                                                        |                            |                                     |                                                                   | LOST TI                                                                          | ME: 0.05                                                                                                                                                                                                                          | * 0.05 *                                                                                                                                                                                                                                                                                                                      | 0.05 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 0.05 *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                          | INTE                                                                                   | RSECTI                     | ON CAP                              | ACITY U                                                           | TILIZATIO                                                                        | ON: 0.62                                                                                                                                                                                                                          | 0.64                                                                                                                                                                                                                                                                                                                          | 0.74                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 0.76                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                          |                                                                                        |                            |                                     |                                                                   |                                                                                  |                                                                                                                                                                                                                                   | В                                                                                                                                                                                                                                                                                                                             | C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | }                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                          | 1600<br>0<br>1600                                                                      | 1600 22<br>0 0<br>1600 139 | 1600 22 22<br>0 0 0<br>1600 139 145 | 1600 22 22 22<br>0 0 0 0<br>1600 139 145 159<br>INTERSECTION CAP. | 1600 22 22 22 22<br>0 0 0 0 0<br>1600 139 145 159 161<br>INTERSECTION CAPACITY U | 1600         22         22         22         22           0         0         0         0         0           1600         139         145         159         161           LOST TI           INTERSECTION CAPACITY UTILIZATION | 1600         22         22         22         22         0.014           0         0         0         0         0         0         0         0.087           1600         139         145         155         161         0.087           LOST TIME:         0.05           INTERSECTION CAPACITY UTILIZATION:         0.62 | 1600         22         22         22         22         22         0.014         0.014           0         0         0         0         0         0         0         0.014         0.014         0.014         0.014         0.091 *           1600         139         145         159         161         0.05 *         0.05 *         0.05 *         0.05 *           INTERSECTION CAPACITY UTILIZATION:         0.62         0.64         0.64         0.64         0.65         0.65 | 1600       22       22       22       22       0.014       0.014       0.014         0       0       0       0       0       0       0.087       0.091       0.098       *         1600       139       145       159       161       0.057       0.055       0.05       *       0.055       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.05       *       0.74       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       * | 1600       22       22       22       22       22       0.014       0.014       0.014       0.014         0       0       0       0       0       0       0.014       0.014       0.014       0.014         1600       139       145       155       161       0.087 *       0.091 *       0.098 *       0.101 *         LOST TIME:       0.05 *       0.05 *       0.05 *       0.05 *       0.05 *         INTERSECTION CAPACITY UTILIZATION:       0.62       0.54       0.74       0.76 |

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|                              |                                       | UTILIZATION WO                        |                            | -        |           |                    |          |           |           |            |            |           | REF.#(  | )2AM     |
|------------------------------|---------------------------------------|---------------------------------------|----------------------------|----------|-----------|--------------------|----------|-----------|-----------|------------|------------|-----------|---------|----------|
| COUNT DATE                   |                                       | 03/06/2013                            |                            |          |           |                    |          |           |           |            |            |           | NLI . M | JZ/1191  |
| N/S STREET:                  |                                       | KANAN ROAD                            |                            |          |           |                    |          |           |           |            |            |           |         |          |
| E/W STREET:                  |                                       | ROADSIDE DR                           | IVE/U.S. HI                | GHWAY    | 7 101 SI  | B RAMF             | S (Sp    | olit-Pha  | sed)      |            |            |           |         |          |
| TIME PERIOD:                 | :                                     | A.M. PEAK HOL                         |                            |          |           |                    |          |           | ,         |            |            |           |         |          |
| CONTROL TYP                  | PE;                                   | SIGNAL                                |                            |          |           |                    |          |           |           |            |            |           |         |          |
|                              | ·····                                 | · · · · ·                             |                            | <u></u>  |           | TRAF               |          |           | SUMMA     | PV         |            | •         |         |          |
|                              |                                       | NORT                                  | H BOUND                    | sol      | JTH BO    |                    |          | ST BOL    |           |            | ST BOUN    | ٧D        |         |          |
| CONDITION                    |                                       | L                                     | <u>TR</u>                  | L        | <u> </u>  | R                  | L        | T         | R         | L          | T          | R         |         |          |
| (A) CUMULATI<br>(B) PROJECT: |                                       |                                       | 387 38<br>30 0             | 167<br>5 | 1022<br>9 | 1219<br>0          | 750<br>0 | 186<br>12 | 485<br>35 | 22<br>0    | 0          | 150<br>8  |         |          |
|                              | ·                                     |                                       | ORTH BOU                   | ND       |           | BOUN               | ۱D       |           | BOUND     |            | WEST       | BOUND     | -       | <u>-</u> |
| GEOMETRICS:                  | T                                     | T                                     | T TR                       |          |           | 2                  |          | L LTF     | R         |            | LR         |           | ·       |          |
| MOVEMENTS                    | # OF                                  | CAPACITY                              |                            |          | VOLUM     |                    |          |           | 1.        | SCENARIC   |            | <u>05</u> |         |          |
| u                            | LANES                                 |                                       | 1                          | 2        | . 3       | 4                  |          |           | 1         | 2          | <b>7</b> 3 | <u>4</u>  | 1       | 1        |
| NBL                          | 0                                     | 0                                     | 0                          | 0        | 0         | ۵                  |          |           | -         | -          | Λ.         | Λ.        | A       | Į.       |
| NBT                          | 3                                     | 4800                                  | 887                        | 917      | 1032      | 1062               |          |           | 0.192     | 0.198      | 0.222      | 0.228     |         |          |
| NBR <i>(a)</i>               | 0                                     | 0                                     | 33                         | 33       | 33        | 33                 |          |           | -         | -          | 11-        | /  - /    |         |          |
| SBL                          | 1                                     | 1600                                  | 167                        | 172      | 187       | 192                |          |           | 0.104     | 0.108      | 0.117      | 0 120     |         |          |
| SBT                          | 2                                     | 3200                                  | 1022                       | 1031     | 1172      | 1181               |          |           | 0.319 *   | 0.322 *    | 0 366 *    |           |         |          |
| SBR (b)                      | 1                                     | 1600                                  | 1219                       | 1219     | 1239      | 1239               |          |           | 0.762     | 0.762      | 0.774      | 0.774     |         | ļ        |
| BL                           | 0                                     | 0                                     | 750                        | 750      | 755       | 755                |          |           | _         |            |            | M         |         |          |
| BT                           | 3                                     | 4800                                  | 186                        | 198      | 196       | 208                |          |           | 0.240 *   | 0.246 *    | 0,240 *    | 0.254 *   |         | 1        |
| EBR (c)                      | D                                     | 0                                     | 218                        | 234      | 241       | 257                |          | [         | -         | -          | - Y        | - V       |         |          |
| VBL                          | 1                                     | 1600                                  | 22                         | 22       | 22        | 22                 |          |           | 0.014     | 0.014      |            |           |         |          |
| VBT                          | D                                     | 0                                     | 0                          | 0        | 0         | 0                  |          |           | -         | -          | 0.0/14     | D.044     |         |          |
| VBR (d)                      | 1                                     | 1600                                  | 47                         | 49       | 55        | 58                 |          |           | 0.029 *   | 0.031 *    | 0.034 *    | 0.936 *   | -       |          |
|                              |                                       |                                       | ·                          | <u> </u> |           |                    |          |           |           |            | +          | +++       |         |          |
|                              |                                       |                                       |                            |          |           |                    | LOST     | TIME:     | 0.05 *    | 0.05 *     | 0.05       | 0.05      |         |          |
|                              |                                       |                                       |                            |          |           |                    |          |           |           |            | /          |           | Ì       |          |
|                              |                                       |                                       | INTE                       | RSECTI   | ON CAP.   | acity u<br>Level c |          |           | 0.64<br>B | 0.65<br>B  | 0.70<br>B  | 0.71      |         |          |
|                              |                                       |                                       |                            |          |           | ~~~                |          |           |           | , ,        |            | C         |         |          |
|                              |                                       | · · · · · · · · · · · · · · · · · · · |                            |          |           |                    |          |           |           |            |            |           |         |          |
| CENARIO 1: CL                | IMULATIVE (<br>IMULATIVE+R            | A)<br>PROJECT (A+B)                   |                            |          |           |                    |          |           |           |            |            |           |         |          |
|                              |                                       |                                       |                            |          |           |                    |          |           |           |            |            |           |         |          |
|                              |                                       |                                       |                            |          |           |                    |          |           |           |            |            |           |         |          |
|                              |                                       |                                       |                            |          |           |                    |          |           |           |            |            |           |         |          |
|                              | -                                     |                                       |                            |          |           |                    |          |           | •         | •          | •          |           |         |          |
| DTES:                        | · · · · · · · · · · · · · · · · · · · |                                       | <u> </u>                   |          |           |                    |          | ·         |           | · <u>·</u> |            |           |         | · · ·    |
| (b)                          | ) 12% RTOR<br>) 0% RTOR<br>) 55% RTOR | Note: Right-<br>Note: Left-tu         | turn only la<br>Irn check. | ne to sc | outhboui  | nd on-ra           | mp. N    | o confli  | cting mov | ements.    |            |           |         |          |

|                                       |                          | UTILIZATION WO      |             | , <u>19 6 7</u> |           |               |           |          |             |           |            |               |               | REF.#                                 | 02PN     |
|---------------------------------------|--------------------------|---------------------|-------------|-----------------|-----------|---------------|-----------|----------|-------------|-----------|------------|---------------|---------------|---------------------------------------|----------|
| COUNT DATE:                           |                          | 03/06/2013          |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
| N/S STREET:                           |                          | KANAN ROAD          |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
| E/W STREET:                           |                          | ROADSIDE DRI        | VE/H        | S HIG           | HWAY      | 101 SB        | RAMP      | S (Sol   | it-Phas     | ed)       |            |               |               |                                       |          |
| TIME PERIOD:                          |                          | P.M. PEAK HOL       |             |                 |           |               |           | - 1-5.   |             | ,         |            | ·             |               |                                       |          |
| CONTROL TYP                           | <b>۲</b> ,               | SIGNAL              |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
|                                       |                          |                     |             |                 |           |               |           |          |             |           |            |               |               | ·····                                 |          |
|                                       |                          |                     |             |                 |           |               |           |          |             | SUMMA     |            |               | ~             |                                       |          |
| CONDITION                             |                          | NORT                |             |                 | L         | ЛТН ВО<br>Т   | UND<br>R  | EAS<br>L | ST BOL<br>T | R         | 1 VVE      | EST BOUN<br>T | D<br>R        |                                       |          |
| CONDITION                             |                          | <u> </u>            | <u>T</u>    | R               | <u> </u>  | . 1           | N.        | L        | . 1         | · ·       | . <u> </u> | 1             | <u></u>       |                                       |          |
| (A) CUMULATIN                         | /E:                      | 0 1                 | 515         | 38              | 210       | 901           | 558       | 702      | 156         | 456       | 36         | 0             | 384           |                                       |          |
| (B) PROJECT:                          |                          | 0                   | 41          | 0               | 4         | 7             | 0         | · O      | 12          | 35        | 0          | 0             | 12            |                                       |          |
|                                       |                          |                     |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
| · · · · · · · · · · · · · · · · · · · |                          | · · · · · · · · · · |             | <b>.</b>        |           |               |           |          |             | ····      |            |               | <u>.</u> .    |                                       | -        |
|                                       |                          |                     |             | BOUN            |           |               | H BOUN    | D        |             | BOUND     |            | WEST E        | BOUND         |                                       |          |
| GEOMETRICS:                           |                          | <u>۲</u>            | <u>T TR</u> | <u> </u>        |           | <u>L TT I</u> | <u>R</u>  |          | LLT         | <u>R</u>  | <u></u>    | <u>L</u> R    |               | · · · · · · · · · · · · · · · · · · · | <u> </u> |
| MOVEMENTS                             | # OF                     | CAPACITY            |             | SCH             | ENARIO    | VOLUM         | <u>ES</u> |          |             |           | SCENARIO   | VIC RATIC     | ) <u>S</u>    |                                       |          |
| ······                                | LANES                    |                     |             | 1               | 2         | 3             | . 4       | -        |             | 1         | 2          | 3             | 4             |                                       |          |
|                                       |                          |                     | - 1         | 0               |           | ٥             | · o       |          |             |           |            | ł             | ۸·            | l.                                    |          |
| NBL<br>NBT                            | 0<br>3                   | 0<br>4800           |             | 0<br>1515       | 0<br>1556 | 1883          | 1924      |          | •           | 0.323 *   | 0.331 *    | 0.400         | 0.408         |                                       |          |
| NBR (a)                               | 0                        | 0                   |             | 35              | 35        | 35            | 35        |          |             | ~         | -          | 1-            |               | $\Pi$                                 |          |
|                                       | •                        |                     |             |                 |           |               |           |          |             |           | 1          |               |               | <b> </b>                              |          |
| SBI.                                  | 1                        | 1600                |             | 210             | 214       | 240           | 244       |          |             | 0.131 *   | 0.134 *    | 0 150         | 0,153         | F                                     |          |
| SBT                                   | 2                        | 3200                |             | 901             | 908       | 1207          | 1214      |          |             | 0.282     | 0,284      | 0 377         | 0379          |                                       | Ì        |
| SBR (b)                               | 1                        | 1600                |             | 558             | 558       | 588           | 588       |          | :           | D.349     | 0.349      | 0.868         | 0.868         |                                       | 1        |
| EBL                                   | ٥                        | o                   |             | 702             | 702       | 712           | 712       |          |             | -         |            | M             | $  \Lambda  $ |                                       |          |
| EBT                                   | 3                        | 4800                |             | 156             | 168       | 171           | 183       |          |             | 0.219 *   | 0.224 *    | 0.284         | 0.289         | r                                     |          |
| EBR (c)                               | ۵                        | o                   |             | 192             | 206       | 238           | 252       |          |             | -         | -          | - Y           | - ¥           |                                       |          |
|                                       |                          | 1000                |             |                 | 00        | 20            | 00        |          |             | 0.000     | 0.000      |               |               |                                       |          |
| WBL<br>WBT                            | 1<br>D                   | 1600<br>0           |             | 36              | 36<br>0   | 36<br>0       | 36<br>0   |          |             | 0.023     | 0.023      | 0.023         | 0.028         |                                       | 1        |
| WBR (d)                               | 1.                       | 1600                |             | 180             | 186       | 197           | 203       |          |             | 0.113     | 0.116      | 0.23 *        | 0.27          |                                       | ſ        |
|                                       | -                        |                     |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
|                                       |                          |                     |             |                 |           |               |           |          |             |           | -          |               | 11 \          |                                       |          |
|                                       |                          |                     |             |                 |           |               |           | LOST     | TIME:       | 0.05 *    | 0.05 *     | 0.05          | 0.05          |                                       |          |
|                                       |                          |                     |             |                 |           |               |           |          |             |           |            |               |               |                                       | 1        |
|                                       |                          |                     |             | INTE            | RSECT     | ION CAF       | PACITY L  | ITILIZA  | TION:       | 0.84      | 0.86       | 0.96          | 0.98          |                                       |          |
|                                       |                          |                     | •           |                 |           |               | LEVEL     | OF SEF   | VICE:       | מ         | D          | E             | E             | V                                     |          |
| <u> </u>                              |                          |                     | <u></u>     |                 |           |               |           |          |             |           |            |               | ų.            |                                       | <u> </u> |
| SCENARIO 1: CL                        | MULATIVE                 | (A)                 |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
| SCENARIO 2: CL                        | IMULATIVE+               | PROJECT (A+B)       |             |                 |           |               | •         |          |             |           |            |               |               | •                                     |          |
|                                       |                          |                     |             | •               |           |               |           |          |             |           |            |               |               |                                       |          |
|                                       |                          |                     |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
|                                       |                          |                     |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |
|                                       | ·······                  |                     |             |                 |           | • .           |           |          |             |           |            | ·             |               |                                       |          |
| NOTES:                                |                          |                     |             |                 | •         |               |           |          |             |           |            |               |               |                                       |          |
|                                       | a) 9% RTOR<br>a) 0% RTOR | Note: Righ          | t-turn      | oniv la         | ne to so  | outhbou       | nd on-re  | ump. N   | lo confi    | cting mov | ements.    |               |               |                                       |          |
|                                       |                          |                     |             |                 |           |               |           |          |             |           |            |               |               |                                       |          |

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## INTERSECTION CAPACITY UTILIZATION WORKSHEET CORNERSTONE MIXED-USE PROJECT - #13070 COUNT DATE: 10/03/2013 N/S STREET: KANAN ROAD E/W STREET: AGOURA ROAD TIME PERIOD: A.M. PEAK HOUR CONTROL TYPE:

(d) 50% RTOR

SIGNAL

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REF. #03AM

CONDITION	NOR	TH BO	UND R	SOL	ЛТН ВС Т	TRAF DUND R	FIC VC EAS L	DLUME ST BOU T	SUMM ND R			) P	<u></u>	
<ul> <li>(A) EXISTING:</li> <li>(B) PROJECT:</li> <li>(C) CUMULATIVE - ADDED:</li> </ul>	51 0 0	452 0 50	23 7 10	135 44 110	651 0 40	217 0 50	92 0 40	64 7 10	66 0 0	27 4 0	67 4 30	48 30 55		

-	GEOMETRICS:		NORT	TH BOUND	SOUT	HBOUND EA			WEST BO	DUND		
	MOVEMENTS	# OF LANES	CAPACITY	SCENARI 1 2			1	SCENARIO	V/C RATIOS			
~	NBL NBT NBR (a)	1 2 0	1600 3200 0	51 51 452 452 23 30	502	51 502 40	0.032 *	2 0.032 * 0.151	3 0.032 * 0.167	4 0.032 * 0.169		
-	SBL SBT SBR <i>(b)</i> EBL	1 1 1	1600 1600 1600 1600	135 179 651 651 171 171	245 691 211	289 691 211	0.084 0.407 * 0.107	0.112 0.407 * 0.107	0.153 0.432 0.132	0.181 01432 * 0.1132		
	EBT EBR (c)	1 0	1600 0	92 92 64 71 50 50	132 74 50 .	132 81 50	0.058 * 0.071 -	0.058 * 0.076 -	111	0.083 * 0.082 -		
-	WBL WBT WBR (d)	1 1 1	1600 1600 1600	27 31 87 71 24 39	27 97 52	31 101 67	0.017 0.042 * 0.015	0.044 *	0.001 *   1	0.019 0.063 * 0.042		
		•		INTERSECTI	ON CAPA	RANCE INTERVAL: CITY UTILIZATION: EVEL OF SERVICE:	0.05 * 0.59 A		0.66	0.05 0.66 B		
	SCENARIO 1: EXIS SCENARIO 2: EXIS SCENARIO 3: EXIS SCENARIO 4: EXIST	TING+PROJE	ATIVE	+B∓C)					······*[	- <u>¥</u>	<u></u>	
7	(b) 21 (c) 24	% RTOR % RTOR % RTOR % RTOR		1	<u></u>				<u> </u>		<del></del>	

COUNT DATE: N/S STREET: E/W STREET: TIME PERIOD: CONTROL TYP		rm L I V + U + + V + − 1 * 1	#13070	1					•					REF. #03PM
N/S STREET: E/W STREET: TIME PERIOD:		10/03/2013	#10010	,										REF. #03PM
E/W STREET: TIME PERIOD:		KANAN ROA	D											
TIME PERIOD:		AGOURA RC								·				-
		P.M. PEAK H												
		SIGNAL	CON											
				<u> </u>										·····
										SUMMA				
CONDITION		NOF L	RTH BO T	DUND R		ЛТН ВО Т			T BOL			EST BOUN		
CONDITION		<b></b>		ĸ	<u> </u>	T	R	L	T	R	<u> </u>	<u> </u>	R	
(Å) EXISTING:		95	628	23 .	119	465	121	197	123	70	60	144	141	
(B) PROJECT:		0	0	5	35	0	Û	0	5	0	6	6	41	
(C) CUMULATIN	VE - ADDED:	0	150	20	160	100	156	140	15	0	Û	50	78	
														····· · · · · ·
GEOMETRICS:			LTT	h Boun B		SOUTH L T R	I BOÛN	1D	EAST L TR	BOUND		WESTE LTR	OUND	
	# 05						=0		- 11		005145			
MOVEMENTS	# OF LANES	CAPACIT	Y	<u>501</u> 1	<u>2 NARIO</u>	<u>VOLUM</u> 3	<u>=5</u> 4			1	SCENARI 2	O V/C RATIO	<u>)s</u> 4	
		<u> </u>								- <del>-</del> '		<u> </u>	Ā.	-
NBL	1	1600		95	95	95	95			0.059 *	0.059 *	0.059	0.059	ΛΙ
NBT	2	3200		628	628	778	778			0.203	0,205	0.257 *	0.258 *	
NBR <i>(a)</i>	0	Ð		23	28	43	48			-	- 1	11- 1	' \- <i> </i>	
SBL	1	1600		119	154	279	314		i	0.074	0.000	1 Land		
SBT	1	1600		465	465	565	565			0.074 0.291 *	0,096 0.291 *	0.174 0353	0.196	
SBR (b)	1	1600		88	88	202	202			0.055	0.055	0.126	0.126	
													$\left  T \right $	
EBL	1	1600		197	197	337	337			0.123 *	0.123 *	0.211	0.211 *	
EBT EBR (c)	1 0 ·	1600		123	128	138	143			0.114	0,117	0.12	0.126	
-DK [6]	U	. 0		59	59	59	59			-	-	- Y		
NBL	1	1600		60	66	60	66			0.038	0.041	0.08	0.04	
VBT	1	1600		144	150	194	200			0.090 *	0,094 *	0.12	0. 28	
VBR (d)	1	1600 '		65	109	131	156			0.053	0.068	0.082	0.098	
													$\uparrow$	
						CLE	ARANCI	INTER	VAL:	0.05 *	0.05 *	0.05	0.05	
					Decorr							1		
					KOECII	ON CAP.	LEVEL C			0.61	0.62 B	0.81 10	0.84 D	
								n oen		B				

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	······															
	INTERSECTIO														DEE 40	
	CORNERSTON		SE PROJECT - # 10/03/2013	13070											REF. #03	3AIVi
	N/S STREET:		KANAN ROAI	<b>٦</b>												
	EW STREET:		AGOURA RO													
	TIME PERIOD:		A.M. PEAK H													
	CONTROL TYP		SIGNAL													
			NOT	RTH BO	בואוזר	വേ	JTH BO			ST BOU			EST BOUN	<b>`</b>		
	CONDITION		L	Т	R	L	T	R	ե. ե	T	R	L	231 BOON	R		
				<u> </u>						·						•••••••••••••••••••••••••••••••••••••••
	(A) EXISTING:		- 51	452	23	135	651	217	92	64	66	27	67	48		
	(B) PROJECT: (C) NEAR TERN		0	0 50	7 10	44 110	0 40	0 50	0 40	7 10	0 0	4 0	4 30	30 55		
		N - ADDED.	U	50	10	110	40		70		v	Ū	50	90		
							0.01/7	10010			201112					
	GEOMETRICS:			NORT L T T	H BOUI R	ND	LLTT	H BOUN ' R	טו	LLTF	BOUND		WEST B L T R	OUND		
1		# 05	1		····	ENIARIO	VOLUM				<u>`</u>	SCEMAR	D V/C RATIC	<u> </u>		<u> </u>
	MOVEMENTS	# OF LANES	CAPACITY	,	<u>50</u>		3	<u>=0</u> 4			1	2	<u>3</u>	<u>s</u> 4		
-			1									1		1	1	
j	NBL	1	1600				51	51					0.032	0.032		
1	NBT NBR (a)	2	3200				502 33	502 40					0.167 *	0.169 *		
-	INDR (0)	U	0				00	τv				1	-	-		
	SBL	2	2880				245	289					0.085 *	0.100 *		
	SBT	2 ·	3200				691	691					0.216	0.216		•
_	SBR (b)	1	1600				211	211					0.132	0.132	ļ	
1	EBL	2	2880				132	132		ĺ		1	0.046 *	0.046 *		
1	EBT	2 1	1600				74	81		4		1	0.078	0.082		
-	EBR (c)	0	0				50	50					-			
													]			
	W/BL	1	1600				27	31				1	0.017	0.019		
	VVBT VVBR (d)	1	1600 1600				97 52	101 67					0.061 *	0.063 * 0.042		
Ì								•,						01012		
Ľ													1	1		
ĺ							CIE	ARANCE	INTE	. 1410		í .	0.05 *	0.05 *		
							ULL	ARANG	- 114 1	VAL.		ļ	0.05	0.05 *		
					INTE	RSECT		ACITY U					0.41	0,43	Į	
						•		LEVEL C	OF SER	VICE:			A	A		
-					·····							l	t		L	
																1
	SCENARIO 3: EX. SCENARIO 4: EX	ISTING+NEA ISTING+PRC	NR-TERIX (A+C)	ERM (	4+B+C)	i.										
				_, v	02.0/											
	NOTES:						,									
		) 0% RTOR														
	(b	) Eastbound Le	eft-Turn Overlap													
		) 24% RTOR	off Turn Ounder													
_	{d	j sournbound L	_eft-Turn Overlap													

			2001/01												
INTERSECTION CORNERSTON		UTILIZATION W		1 <u>1111</u>										REF.#	03PM
		10/03/2013	13010							•				,	
COUNT DATE:		KANAN ROAD	h												
N/S STREET: E/W STREET;		AGOURA ROAL													
TIME PERIOD:		P.M. PEAK HO												•	
CONTROL TYP	'E:	SIGNAL													
	<u> </u>									SUMMA				<u>.</u>	
CONDITION		NOR L	TH BOU	JND R	SOI L	UTH BOU	UND R	EAS L	ST BOU T	IND R	L W	EST BOUNI T	R R		
(A) EXISTING:		95	628	23	119	465	121	197	123	70	60	144	141		
(B) PROJECT:		0	0	5	35	0	0	0 4 4 0	5	0	6 0	6 50	41 78		
(C) NEAR TERM	A - ADDED:	0	150	20	160	100	156	140	15	0	·	50	10		
			NORTH L T TR		ID	SOUTH		١D	EAST L L TI	BOUND		WEST B	OUND		
GEOMETRICS:	#0F	1									SCENARI	O V/C RATIO	s		
MOVEMENTS	LANES	CAPACITY		1	2		4			1	2	3	4	1	
NBL	1	1600				95	95					0.059	0.059		
NBT	2	3200	1			778	778				]	0.257 *	0.258 *		
NBR <i>(a)</i>	0	0				43	48			1			-		
SBL	2	2880				279	314					0.097 *	0.109 *		
SBT	2	3200	1			565 202	565 202					0.177 0.126	0.177 0.126		
SBR (b)	1	1600				ZUZ	ZUZ					0.120			
BL	2	2880				337	337					0.117 *	0.117 *	1	
EBT	1	1600				138 59	143 59				1	0.123	0.126		
EBR (c)	0	) 0 ·.				00	55						.		
WBL	1	1600	ļ			60	66				İ	0.038	0.041 0.125 *		1
NBT NBR (d)	1 1	1600 1600				194 131	200 156					0.121 *	0.125		
					<u></u>										
						CLE	ARANC	E INTE	RVAL:			0.05 *	0.05 *		
												•			
				INTE	RSECT	TION CAP	LEVEL					0.64 B	0,66 B		
····				· · · · · ·					<u> </u>		<u> </u>	<u> </u>		<u></u>	<u> </u>
CENARIO 3: EX CENARIO 4: EX	(ISTING+NE/ (ISTING+PR)	AR-TERM (A+C) DJECT+NEAR-T	ERM (A	+B+C)											
			-											•	
												•	•		
OTES:															
	a) 0% RTOR b) Eastbound L	eft-Tum Overlap													
(0	c) 16% RTOR	Left-Trun Overlap				<u></u>									
					_										

	MIXED-USI	E PROJECT - # 10/03/2013	13070											REF. #03AM
OUNT DATE:		KANAN ROAE	<b>\</b>											
I/S STREET:		AGOURA ROAL					;							
E/W STREET:		AGOURA NO					;							
TIME PERIOD:		SIGNAL												
CONTROL TYPE				······································										
		NOT	тн во		60H	тн воі			T BOUI	SUMMAR	WES		<b>)</b>	
		NOR 1	лаво Т	R	L 300	T	R	L,	T	R	L	T	R	
CONDITION												10#	450	
(A) CUMULATIVI	Ξ:	60	552	43	269	731	306 0	172 0	84 7	78 0	32 4	127 4	158 30	
(B) PROJECT:		0	0	7	44	0	U	U	I	Ŭ	7	-		
									EAST	BOUND		WEST B		
OF ONETRIOS.			LTT	H BOUN R		SOUTH		Ð				LTR		
GEOMETRICS:						VOLUM					SCENARIC	V/C RATIC	<u>)S</u>	
MOVEMENTS	# OF LANES	CAPACIT	Y	1	2	3	4			1	2	3	4	<b>P</b> 1
		1800		60	60	60	60			0.038	0.038	0.038	0.038	
NBL	1 2	1600 3200		552	552	602	602			0.173 *	0.173 *	0.188	0.188	
NBT NBR (a)	∠ 1	1600		43	50	53	60			0.027	0.031	0.033	0.038	
	•	1								- +		1		
SBL	2	3200		269	313	379	423			0.084	0.098	0.118	0132	
SBT	2	3200		731	731	771	771 281			0.228 *	0.228 *	0.241	0.176	
SBR (b)	1	1600		242	242	281	201						$\pm VT$	
	2	3200		172	172	212	212			0.054 *	0.054	0.066	0.066	
EBL EBT	2	1600		84	91	94	101			0.053	0.057 *	0.065	0.068	
EBR (c)	1	1600		59	59	59	59			0.037	0.037	0.037	0.037	
···· ,-/										0.000	0.000		0.023	
WBL	1	1600		32	36	32	36 161			0.020	0.023	0.020 0.098	0.023	
WBT	1	1600		127 79	131 94	157 107	161 122			0.079	0.059	0.067	0 076	
WBR (d)	1	1600	_	19	34	107	,			ļ	L	$\downarrow \downarrow \downarrow$	+++	
	<u> </u>	<u> </u>						_						
						CI	EARAN	CE INT	ERVAL:	0.05 *	0.05 *	0.05	0.05	
				16.00	repeto	TION CA	νρασιτν	1111 17	ATION	0.58	0,59	0.05	0.05	\
	-			114 :	LIGEU				RVICE:		A	A	V A	
										<u> </u>	<u> </u>	1	1	
		- (A)	_											
SCENARIO 1: C SCENARIO 2: C		= (A) =+PROJECT (A	+B)											
SCENARIO Z. C														
NOTES:	. <u></u>		<u></u>								<u></u>	· · · · · · · · · · · · · · · · · · ·	<u></u>	
	(a) 0% RTOR													
	(b) 21% RTO	R												
	(c) 24% RTO													

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NTERSECTION	CAPACITY		WORKS	HEET										R	EF. #03PM
ORNERSTONE	E MIXED-USI		-#13070												
COUNT DATE:		10/03/2013							•						
N/S STREET:		KANAN RO													
E/W STREET:		AGOURA R													
TIME PERIOD:		P.M. PEAK	HOUR												
CONTROL TYPE	Ξ.	SIGNAL								<u></u>					
					201	TH BOL		IC VO	LUME T BOUN	SUMMAR	Y WE	ST BOUN	٧D		
		L	DRTH BC		<u>·L</u>	T	<u>R</u>	L, C	T	<u>R</u>	L	<u> </u>	R		
A) CUMULATIV B) PROJECT:	E:	112 0	2 928 0	63 5	439 35	665 0	433 0	477 0	153 5	82 0	78 6	244 6	297 41		
			NORT	TH BOUN		SOUTH		ID	EAST I			WEST	BOUNI	) 	······································
<u>GEOMETRICS:</u>		1			<u> </u>	VOLUM					SCENARIO	V/C RAT	IOS		
MOVEMENTS	#OF	CAPAC	SITY	1 1	<u>2004610</u>	<u>vocom</u> 3	<u>4</u>			1	2	3	4		<u></u>
	LANES			<u> </u>								Π	Ν.,	_ 1	
NBL	1	160	00	112	112	112	112			0.070	0.070	0.070			
NBT	2	320	00	928	928	1078	1078			0.290 *	0.290 *	0.337	0.3		ļ
NBR (a)	1	160	00	63	68	83	88			0.039	0.043	1	$I   \Lambda$	- <b> </b>	
SBL	2	320	00	439	474	599	634			0.137	0.148	<b>d</b> 187			
SBT	2	320	00	665	665	765	765			0.208 *	0.208 *	01239		239	
SBR (b)	1	16		316	316	430	430			0.198	0.198	0.269	1.01	269	
- 1.1		1				o	647			0.149 *	0.149 *	0.193	0.1	93	
EBL	2	32		477	477	617	617 173			0.096	0.099	0.105			
EBT	1	16		153	158 69	168 69	69			0.043	0.043	0.043	0.0	108 043	ł
EBR (c)	1	16	00	69	09	03	00					1 A		ΛL	
		16	nn	78	84	78	84			0.049	0.053	0.049	0.0	<b>≱</b> ₹	
WBL WBT		16		244	250	294	300			0.153 *	0.156 *	0.184		88	
WBR (d)	1	16		178	203	225	250			0.111	0.127	0.141	$ \begin{bmatrix} 0 \\ 1 \end{bmatrix} $	156	
	<u> </u>											$\square$	$\mathbb{N}$		
						C	LEARAN	CE INT	ERVAL:	0.05 *	0.05 '	0.05	110	.05	
							4 D A CIT	/ 1 <b>111</b> 10-15		0.85	0.85	0.05	. \ / ₀	.05	
				IN	ERSEC	TION C	LEVE	LOFSE	ERVICE:	D	D	A	111	A	
		ν= (Δ)								<u> </u>	<u>l</u>		<u> </u>	<u></u>	<u>.                                    </u>
SCENARIO 1: ( SCENARIO 2: (	CUMULATIV	E (A) E+PROJECT	(A+B)												
									_						
NOTES:					<u> </u>		. <u></u>								
	(a) 0% RTO (b) 27% RTC														
	(c) 16% RTC														
	(d) 40% RTC												·	·	

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				Site Inform	ation			
General Information				Intersection			ide Drive/Comell I	Road
Analyst	Darryl N ATE	Velson	<u></u>	Jurisdiction			Agoura Hills	
Agency/Co. Date Performed	1/06/20	14		Analysis Year			lý Obhaniono	1996 - 1996 - 1997 <mark>- 1997 - 1</mark> 997 - 1997 -
Analysis Time Period	the second s	eak Hour						
Project ID CORNERSTONE MD	XED-USED PROJE	CT #13070		h	reet: Comell Roa	od and		
East/West Street: Roadside Dr	1ve			North/South St	eer. Comen Roa	10		
Volume Adjustments a	und Site Chara	acteristics	and the second secon	s Anticia de la companya de la company A companya de la comp		We	estbound	
Approach			astbound	nound R			T	R
Movement			176	33	6		60	0
/olume (veh/h)				Anning - Colling				
%Thrus Left Lane		N	orthbound			So	uthbound	R
Approach Movement	L			R	L		T	0
/olume (veh/h)	8		0	8	0		0	
%Thrus Left Lane	·						<u> </u>	
	Easi	ibound	Wes	stbound	Nort	hbound	Sout	hbound
en e	L1	L2	L1	L2	L1	. L2 <sup>.</sup>	· L1	12
		R	LT		LR			
Configuration	<u> </u>	1.00	1.00		1.00			
PHF	1.00	33	66		16			
Flow Rate (veh/h)	176 4	4	4		4		· [	and the second
% Heavy Vehicles		2		1		1		0
Vo, Lanes		5		3a		1		
Geometry Group				1	.00			
Duration, T	-timetra nt 10/	orkeheet						
Saturation Headway A	ajustinent w		0.1	I	0.5			
Prop. Left-Turns	0.0		0.0		0.5			
Prop. Right-Turns	0.0	<u>1.0</u> 0.0	0.0		0.0			
Prop. Heavy Vehicle	0.0	0.0	0.2	0.2	0.2	0.2		
ıLT-adj	0.5		-0.6	-0.6	-0.6	-0.6		
nRT-adj	-0.7	-0.7	-0.0	1.7	1.7	1.7		
nHV-adj	1.7	1.7			-0.1			
nadj, computed	0.1	-0.6	0.1	1				
Departure Headway an	nd Service Tir	ne			1 0.00		- <u></u>	T
hd, initial value (s)	3.20	3.20	3.20		<u>3.20</u> 0.01			<u>+</u>
x, initial	0.16	0.03	0.06		4.38			
hd, final value (s)	4.65	3.95	4.33		0.02			
c, final value	0.23	0.04	0.08	2.0	and the second sec	2.0		
Viove-up time, m (s)	2	.3		2.0				
Service Time, t <sub>s</sub> (s)	2.3	1.6	2.3	<u> </u>	2.4			L
Capacity and Level of	Service							
oupdoily and		Eastbound		stbound	Norl	thbound		hbound
	L1	1.2	L1	L2	L1	L2		L2
		283	316		266	· · · ·		
Capacity (veh/n)	426	6.80	7.70	-	7.47			
)elay (s/veh)	8.72				A			
LOS	<u>A</u>	<u> </u>	<u> </u>			.47		
Approach: Delay (s/veh)		8.41	and the second se	.70				
				A A				
LOS		Α			.20			

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General Information				Site Infor	mation		8	
Analyst	Dəm	/I Nelson		Intersection			fside Drive/Come	ll Road
Agency/Co.	ATE			Jurisdiction			of Agoura Hills	
Date Performed		Perak Hour	an a	Analysis Yea	l ( 	=x/SI	ing Conditions	
Analysis Time Period				<u> </u>		~/~~~,~~~,~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
Project ID CORNERSTONE M East/West Street: Roradside	the state of the s	NEGT #13070		North/South 9	Street: Comell Ro	he		
				Provinsound a			and a second	<u></u>
Volume Adjustments Approach	and Site Cha		Eastbound		Westbound			
Approach Movement		L <u> </u>	T	R	L		T	R
Volume (veh/h)		0	209	79	29		188	0
%Thrus Left Lane								
Approach			Northbound		1	S	outhbound	
Movement /olume (veh/h)		30	T	R 24				<u> </u>
antes en la construction de la cons			<u> </u>	<u> </u>	- <b> </b>		<u> </u>	<u></u>
%Thrus Left Lane	<u> </u>		<u> </u>			<u> </u>		
any ny amin'ny	Ea	stbound		stbound		hbound		Ithbound
	L1	∟2	LI	. L2	L1	L2	L1	L2
Configuration	Т	R	LT		LR			
PHF	1.00	1.00	1.00		1.00	<u> </u>		
low Rate (veh/h)	209	79	217		54			
Heavy Vehicles	<u> </u>	4	4	<u> </u>	4	Ļ		1
lo. Lanes		2		1		1		0
eometry Group		5	<u> </u>	<u>3a</u>	1.00	<u> </u>	<u> </u>	
uration, T	diverse 4 141	arkahar4		 				
aturation Headway A			0.1	1	0.6	F	1	
rop. Left-Turns	0.0	0.0		+				-
rop. Right-Turns	0.0	1.0	0.0	<u> </u>	0.4	<u> </u>		
rop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0		
T-adj	0.5	0.5	0.2	0.2	0.2	0.2		
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
IV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
dj, computed	0.1	-0.6	0.1	<u>I</u>	-0.1			<u> </u>
eparture Headway an		and the second						· · ·
, initial value (s)	3.20	3.20	3.20	<u> </u>	3.20			
initial	0.19	0.07	0.19		0.05			
, final value (s)	4.87	4.17	4.53	<u> </u>	4.92 0.07			
final value	0.28	0.09 .3	0.27	0	0.07	<u>````</u>		1
ove-up time, m (s)				Í				T
rvice Time, t <sub>s</sub> (s)	2.6	1.9	2.5	L	2.9	· · ·	1	<u>L</u>
apacity and Level of S		the subjective of the	•			<del></del>		. <u></u> .
· · ·	East	bound	West	bound	Northi	ound	South	ibound
	L1	L2	L1	L2	L1	L2	L1	L2
pacity (veh/h)	459	329	467		304			
sound (sound)	9.49	7.29	9.23		8.31		]	
ay (s/veh)					A			
ay (s/veh)	A	and a state of the second s						
ay (s/veh) S	A			3	83	1		
ay (s/veh)	8	.89 A	9.2 A	• • • • •	8.3 A	1	· · · · · · · · · · · · · · · · · · ·	

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General Information	. <u> </u>			Site Information						
	JJK			Intersection			SIDE DRIVE/C			
Analyst Agency/Co.	ATE			Jurisdiction			F AGOURA H			
Date Performed	1/06	2014		Analysis Year	• 	EXISTI	NG + PROJEC	<u>il</u>		
Analysis Time Period		PEAK HOUR						610000 generation mont		
Project ID CORNERSTONE I		DJECT #13070	·····	history and		2040		1115		
East/West Street: ROADSID				North/South S	treet: CORNELL	RUAD				
Volume Adjustments	and Site Cha	racteristics		•••••••••••••••••••••••••••••••••••••••	Westbound					
Approach Movement		1	Eastbound T	R	. L	VVes	T I	R		
Volume (veh/h)		0	176	50	6		60	0		
%Thrus Left Lane				<u>in 1999 - ann an Amhailtin, 90167 - 77 76790</u>			1			
Approach	Ī		Northbound		<u> </u>	Sout	hbound			
Movement	L	L	1 7	R	L		T	R		
Volume (veh/h)	C10 - D	18	0	8	0		0	0		
%Thrus Left Lane										
	Ea	stbound	We	stbound	Nort	hbound	So	uthbound		
	L1	L2	L1	L2	L1	L2	L1	L2		
Configuration		R	LT	. <i>.</i>	LR			-		
PHF	1.00	1.00	1.00		1.00					
Flow Rate (veh/h)	176	50	66	1	26	1				
% Heavy Vehicles	4	4	4	<b>.</b> ,	4					
No. Lanes	· · · ·	2		1	· ·	1		0 .		
Seometry Group		5		3a		1				
Duration, T			an a	1	.00	······				
Saturation Headway A	Adjustment W	orksheet								
Prop. Left-Turns	0.0	0.0	0.1		0.7	1		[		
Prop. Right-Turns	0.0	1.0	0.0	· ·	0.3	1				
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0					
ILT-adj	0.0	0.5	0.2	0.2	0.2	0.2	- Versen and a second			
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		~		
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7				
	0.1	-0.6	0.1		0.0					
adj, computed			1. 9.7	1	1	<u> </u>		.1		
eparture Headway ar			T 2.00	1	9.00	r		1		
d, initial value (s)	3.20	3.20	3.20		3.20 0.02	<u>├</u>	· · · ·			
, initial	0.16	0.04	0.06	<u> </u>	4.56	├ <b>├</b>				
l, final value (s)	4.68	3.98	0.08		4.50 0.03	<b>  </b>				
final value	0.23	0.06	2.	0	0.03	h	ulla de la constanti de constanti de la consta	<u> </u>		
ove-up time, m (s)				-	2.6			<u> </u>		
ervice Time, t <sub>s</sub> (s)	2.4	1.7	2.4		2.0			1		
apacity and Level of	Service					3				
	East	bound	West	bound	Northb	ound	Souti	hbound		
	L1	L2	L1	L2	L1	L2	L1	L2		
pacity (veh/h)	426	300	316		276			1		
alay (s/yah)	8.76	6.91	7.75	ala mining mangana para sa	7.72					
S '	A	A	A	مى تىكى يەرىپىر ئېر ئىرىكى شەر سەر سويىلەر ئەتلەر تەكەر يەرىپى تەكەر تەكەر تەكەر تەكەر تەكەر تەكەر تەكەر تەكەر تەكەر ئەتلەر بىرى ئېرىكى ئەر ئەتلەر تەكەر بىرى يەكەر تەكەر	A	<u> </u>	· .	<u> </u>		
· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	7.7	75	7.7	<del>,</del>		L		
proach: Delay (s/veh)		.35				۷				
LOS		A	A		A	l_				
ersection Delay (s/veh)				8.1		· •		•		
ersection LOS	<u> </u>			A						

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General minorination         Product of the convertee of th	General Information		<u>یہ میں اور میں اور میں اور میں میں اور /u>	<u></u>	Site Informa	ation			
Approx/0.         //TE         Difference         Differenc					And a second				
Date Streamed         1992/011         Party Bit Term         Decision           Project ID CORNERSTONE MICEO USED PROJECT # 3070         North/South Street:         CORNERSTONE MICEO USED PROJECT # 3070           Traded ID CORNERSTONE MICEO USED PROJECT # 3070         North/South Street:         CORNERSL ROAD           Columon Adjustments and Stite Characteristics         North/South Street:         CORNERSL ROAD           System         North/South Street:         CORNERSL ROAD           Columon Adjustment         L         T         R         L         T         R           System         North/South Street:         CORNERSL ROAD         South/South Street:         CORNERSL ROAD         O         O           System         North/South         R         L         T         R         C         T         R           System         North/South         ROAD         Columon         North/South         South/South         O <td< td=""><td></td><td></td><td><u> Andrea an Andrea an Andrea an Andrea</u> a</td><td><u></u></td><td></td><td></td><td>CITY</td><td>OF AGOURA HI</td><td><u>ILS</u></td></td<>			<u> Andrea an Andrea an Andrea an Andrea</u> a	<u></u>			CITY	OF AGOURA HI	<u>ILS</u>
Dample Time Period         IP.M. #RAX HOUR           Decision D Conference Microbiols Proceeding History         North/South Struet: CORVELL ROAD           State ROADSIDE DRIVE         North/South Struet: CORVELL ROAD           State ROADSIDE DRIVE         Easthourid         R         L         T         R           System State:         ROADSIDE DRIVE         Resthourid         T         R         Control         T         R           Movement         L         T         R         L         T         R         Control         T         R           Movement         L         T         R         L         T         R         Control         T         R         Control         D		1/06/2	2014		<u>Analysis Year</u>		EXISI	MNG + PROJEC	1
Constrained Site Characteristics           Approach         Eathorn         R         L         T         R         L         T         R           Approach         L         T         R         L         T         R         L         T         R           Approach         L         T         R         L         T         R         L         T         R           Approach         L         T         R         L         T         R         L         T         R           Approach         L         T         R         L         T         R         L         T         R           Approach         L         T         R         L         T         R         L         T         R           Approach         L         12         L1         L2         L1 <thl2< th="">         L1         L2</thl2<>	Analysis Time Period							-	
EaseWest Street:         ROMB/South Street:         CONVECT ROAD           Volume Adjustments and Site Characteristics         Easilound         Nethodation         Westionant           Image: Street and Site Characteristics         Easilound         R         L         T         S.           Movement         L         T         R         L         T         S.         S.         S.           Movement         L         T         R         L         T         S.         S.         S.           Movement         L         T         R         L         T         S.         S. <th< td=""><td></td><td>MIXED-USED PRO.</td><td>JECT #13070</td><td></td><td></td><td></td><td></td><td></td><td></td></th<>		MIXED-USED PRO.	JECT #13070						
Approach         L         Destine is in the second	East/West Street: ROADSID	DE DRIVE		· · · · · · · · · · · · · · · · · · ·	North/South Stre	eet: CORNELL	ROAD		
Approach         Image: Constraint of the section	Volume Adjustments	and Site Char	racteristics				14		
Movement         L         1         R         29         188         0           Withins Left Lane         Nucrhbound         R         Southbound         Southbound         R           Approach         L         T         R         L         T         R           Valum (whith)         42         0         24         0         0         0           Valum (whith)         42         0         24         0         0         0         0           Strinus Left Lane         L1         L2         L1 <td< td=""><td>Approach</td><td></td><td>E</td><td></td><td></td><td></td><td>· · ·</td><td>and the second secon</td><td>·R</td></td<>	Approach		E				· · ·	and the second secon	·R
Value (veh)         0         209         02         02         02         02         02         02         02         02         02         02         02         02         02         02         02         02         02         02         02         03	Movement		<u></u>	the second s	Contraction of the last of the second particular second se	the second s	· <u>····································</u>		
Approach         Northbound         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L <thl< th="">         L         L</thl<>			<u>'</u>		VA				
Approach         L         T         R         L         T         R           Volume (volum)         42         0         24         0         0         0         0           %Thus Left Lane         Eastbound         Westbound         Northbound         Southbound         Southbound           L1         12         L1         L2         L1	The second se		<u> </u>	Inthound			Sc	outhbound	
Non-With State         42         0         24         0         0         0         0         0           %Thus Left Lane            Northbound         Northbound         Southbound         Southbound           L1         L2         L1         L1		1						Т	
% Timus Left Lane         Eastbound         Weatbound         Northbound         Southbound           L1         L2         L1 <td< td=""><td>Volume (veh/h)</td><td></td><td>and the second /td><td>0</td><td>24</td><td>0</td><td></td><td>0</td><td>0</td></td<>	Volume (veh/h)		and the second	0	24	0		0	0
Eastbound         Westbound         Northbound         Southbound           L1         L2         L1			<u> </u>		<u> </u>				
Lin         Li         Li <thli< th="">         Li         Li         Li</thli<>		T Ear	sthound	T Wer	*thound	Norf	thbound	So	uthbound
Lin         L2         L1         L3         L1         L1         L1         L1         L1         L1         L1         L1         L1         L1 <thl1< th="">         L1         L1         L1</thl1<>	n a statistic second					+	L2	L1	L2
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	allen et en en en el al la fait de la fait de la fait en								
Her         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         0.0		Concession of the local division of the loca	A DESCRIPTION OF THE OWNER OF THE			The second s	-		
How value (with) $203$ $02$ $4$ $4$ $4$ $4$ $1$ $0$ We Lawy Vehicles $4$ $4$ $4$ $1$ $0$ $0$ Beometry Group $5$ $3a$ $1$ $0$ $0$ $0$ Duration, T $1.00$ $0.0$ $0.1$ $0.6$ $1$ $0$ Saturation Headway Adjustment Worksheet $0.0$ $0.0$ $0.1$ $0.6$ $1$ $0$ Prop. Left-Turns $0.0$ $1.0$ $0.0$ $0.4$ $1$ $1$ $1$ Prop. Right-Turns $0.0$ $1.0$ $0.0$ $0.4$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $0.4$ $1$ </td <td></td> <td>the second s</td> <td>the second s</td> <td>Sector Sector Se</td> <td></td> <td></td> <td></td> <td></td> <td></td>		the second s	the second s	Sector Se					
% Halky Venicies         7         1         1         1         0           Beometry Group         5         3a         1         0           Seturation Headway Adjustment Worksheet         1.00         1.00         0.0         0.1         0.6         1         0           Saturation Headway Adjustment Worksheet         1.00         0.0         0.4         1         1         0           Song Right-Turns         0.0         1.0         0.0         0.4         1	والمستحد والمستحد والمتحد		and the second secon	and the second		and the second			
No. Lanes         2         3a         1           Geometry Group         5         3a         1           Saturation Headway Adjustment Worksheet         1.00           Saturation Headway Adjustment Worksheet         0.0         0.1         0.6	the second s			·Ţ .	1		1		0
Geometry Group         D         D         I         I           Duration, T         1.00         1.00         Saturation Headway Adjustment Worksheet         Image: Control of the adjustment         Image: Contro of the adjustment         Image: Contro of					<u>1</u> 20				
Saturation Headway Adjustment Worksheet           Saturation Headway Adjustment Worksheet         0.0         0.1         0.6         Image: Colspan="4">Image: Colspan="4"/#""""""""""""	and the second		5		and the second		1 		
Prop. Left-Turns $0.0$ $0.1$ $0.6$ $$ Prop. Right-Turns $0.0$ $1.0$ $0.0$ $0.4$ $$ Prop. Right-Turns $0.0$ $0.0$ $0.0$ $0.0$ $0.0$ $0.0$ Prop. Heavy Vehicle $0.0$ $0.0$ $0.0$ $0.0$ $0.0$ $0.0$ $0.0$ ItT-adj $0.5$ $0.5$ $0.2$ <									
Prop. Right-Turns       0.0       1.0       0.0       0.4       Image: constraint of the state of				1 01	<del></del>	106	<del>] ·</del>	T	T
Implementation       0.0       1.0       0.0       0.0       0.0       0.0       0.0         Prop. Heavy Vehicle       0.0		and the second sec		and the second se					~ <u> </u>
Prop. Heavy Venicie         0.0         0.0         0.0         0.0         0.2 <th0.2< th="">         0.2         <th0.2< th=""></th0.2<></th0.2<>	and the second se	No. of Concession, name of	and the second	and the second		and the second se			
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		and the second		1. Contraction of the local division of the	+		1 12		
Initial       Initia       Initial       Initial	nLT-adj				and the second	Contraction of the local division of the loc			
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	nRT-adj	The second se	and the second se	and the second se	the second s			_ <u>_</u>	
Day, toinputed       C.1       Conc       Conc<	nHV-adj		1.7	- Contraction of the second se	1.7	and the second se	1.7		
Departure Headway and Service Time           Id, initial value (s) $3.20$ $3.20$ $3.20$ $3.20$ $a.c.$ id, initial value (s) $0.19$ $0.08$ $0.19$ $0.06$ $a.c.$ id, final value (s) $4.91$ $4.21$ $4.58$ $5.01$ $a.c.$ if inal value $0.29$ $0.11$ $0.28$ $0.09$ $a.c.$ $Aove-up time, m (s)$ $2.3$ $2.0$ $2.0$ $a.c.$ Capacity and Level of Service           Eastbound         Westbound         Northbound         Southbound           L1         L2         L1 <th< td=""><td></td><td>the second se</td><td></td><td>0.1</td><td></td><td>-0.0</td><td><u> </u></td><td></td><td><u> </u></td></th<>		the second se		0.1		-0.0	<u> </u>		<u> </u>
ad, initial value (s) $3.20$ $a.20$ <		nd Service Tir	ne	······································					
$c_{i}$ initial $0.19$ $0.08$ $0.19$ $0.06$ $and constraints         id_{i} final value       0.29 0.11 0.28 5.01 and constraints         i_{i} final value       0.29 0.11 0.28 0.09 and constraints         i_{i} final value       0.29 0.11 0.28 0.09 and constraints         i_{i} final value       0.29 0.11 0.28 0.09 and constraints         i_{i} final value       0.29 0.11 0.28 0.09 and constraints         i_{i} final value       2.3 2.0 2.0 and constraints       and constraints         i_{i} final value       2.6 1.9 2.6 3.0 and constraints         i_{i} final value       2.6 1.9 2.6 3.0 and constraints         i_{i} constraints       2.6 1.9 2.6 3.0 and constraints         i_{i} constraints       i_{i} i_{i} i_{i} i_{i} i_{i} i_{i} constraints       i_{i} i_{i} i_{i} i_{i}$	nd, initiai value (s)		3.20						
hd, final value (s) $4.91$ $4.21$ $4.58$ $5.01$ $1.01$ $1.58$ $1.01$ $1.028$ $0.09$ $1.01$ $1.028$ $0.09$ $1.01$ $1.028$ $0.09$ $1.01$ $1.028$ $0.09$ $1.01$ $1.028$ $0.09$ $1.01$ $1.028$ $2.0$ <	and the second secon	the second se	0.08						
$d_{0}$ (s) $0.29$ $0.11$ $0.28$ $0.09$ $0.09$ $d_{0}$ (s) $2.3$ $2.0$ $2.0$ $2.0$ $d_{0}$ (s) $2.6$ $1.9$ $2.6$ $3.0$ $2.0$ Capacity and Level of Service       Eastbound       Westbound       Northbound       Southbound         L1       L2       L1       L2       L1       L2       L1       L2         Capacity (veh/h) $459$ $342$ $467$ $316$ $ance       ance         OS       A       A       A       A       A       ance       a$	nd, final value (s)	the second s					<u> </u>		_ <b>_</b>
Aove-up time, m (s)2.32.02.0Service Time, $t_s$ (s)2.61.92.63.0Capacity and Level of ServiceEastboundWestboundNorthboundSouthboundL1L2L1L2L11.2L14593424673161.1Ietay (s/veh)9.577.429.338.521.1OSAAAAALOSAAAA			the subscription of the su	the second se		and the second			
Capacity and Level of ServiceEastboundWestboundNorthboundSouthboundL1L2L1L2L1L2L1459342467316	/love-up time, m (s)	2			<u>,0</u>		.0	<u> </u>	
ServiceEastboundNorthboundSouthboundLi1L2L1L2L1L2L1L2Lapacity (veh/h)459342467316IIIIIIDelay (s/veh)9.577.429.338.52IIIIIIOSAAAAIIIIIIIIIILOSAAAAAIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Service Time, t <sub>s</sub> (s)	2.6	1.9	2.6		3.0			
EastbundWestbundNorthbundSouthboundL1L2L1L2L112L112Lapacity (veh/h)45934246731611elay (s/veh)9.577.429.338.5211OSAAAAA11pproach: Delay (s/veh)8.929.338.5211LOSAAAA00					<u></u>				
L1         L2         L1         L2<	apavity and	and the second	thound	West	ibound	North	nbound	Sou	thbound
L1         L2         L1         L2         L1         L1<								LI	1.2
Hapacity (verifit)         405         612         812           velay (s/veh)         9.57         7.42         9.33         8.52           OS         A         A         A         A           pproach: Delay (s/veh)         8.92         9.33         8.52           LOS         A         A         A         A									+
OS     A     A     A       pproach: Delay (s/veh)     8.92     9.33     8.52       LOS     A     A     A	apacity (veh/h)		and the second design of the s		ļ′		+		
pproach: Delay (s/veh)         8.92         9.33         8.52           LOS         A         A         A	elay (s/veh)				<u> </u> /		<u> </u>	<u> </u>	
pproach: Delay (siven)     0.92       LOS     A     A       A     A	05	<u> </u>	<u>A</u>	And the other designment of the local division of the local divisi	<u> '</u>				<u> </u>
LOS A A A	noroach: Delay (s/veh)	ε	3.92	9.3	33	8.5	52		and the state of the
	the second se	and the second se		· /	<u>ا</u>	A	1		
				·	and the second	)2	·····		
tersection LOS A	puright @ 2010 Liniversity of F			HCS+ <sup>TM</sup> Version 5.6 Generated: 1/16/2014 10					6/2014 10:03

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Darryl F. Nelson

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General Information		<u></u>	······	Site Information						
		8.1-1		Intersection			lside Drive/Com	ell Road		
Analyst	ATE	Nelson		Jurisdiction			of Agoura Hills	,		
Agency/Co. Date Performed	1/06/2	2014		Analysis Year		Near	-Term			
Analysis Time Period	A.M. I	Peak Hour								
Project ID CORNERSTONE M	IXED-USED PRO	IECT #13070								
East/West Street: Roadside I				North/South S	treet: Comell Ro	ad				
Volume Adjustments		racteristics								
Approach			Eastbound			V	Vestbound			
Movement		the second s	T	R	L			R		
Volume (veh/h)	(	)	206	33	26		88	0		
%Thrus Left Lane										
Approach		Northbo				Si I	outhbound	R		
Novement	l.	and the second	<u> </u>	R	L 0		0	0		
/olume (veh/h)		3	0	<u>43</u>			0	<u> </u>		
%Thrus Left Lane						<u> </u>				
	Eas	stbound	We	stbound	Nor	hbound	. So	uthbound		
n an	L1	L2	L1	L2	L1	L2	L1	L2		
Configuration .	<u>.</u>	R	LT		LR	1				
	1.00	1.00	1.00	a se	1.00					
flow Rate (veh/h)	206	33	114		51					
6 Heavy Vehicles	4	4	4		4	······································				
		2		1		1		0		
lo. Lanes		5		3a		1				
Beometry Group		<u> </u>			.00					
Duration, T	11 4			-						
aturation Headway A			1 00	I	0.2	T		T		
rop. Left-Turns	0.0	0.0	0.2							
rop. Right-Turns	0.0	1.0	0.0		0.8			_		
rop. Heavy Vehicle	0.0	0.0	0.0		0.0		~			
LT-adj	0.5	0.5	0.2	0.2	0.2	0.2				
RT-adj	-0.7	-0.7	-0.6	-0,6	-0.6	-0.6				
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7				
adj, computed	0.1	-0.6	0.1	· ·	-0.4					
eparture Headway ar					<u></u>					
		3.20	3.20	1	3.20		. [			
d, initial value (s)	<u>3.20</u> 0.18	0.03	0.10	1	0.05			1		
initial	4.77	4.07	4.48	1	4.29					
i, final value (s)	0.27	0.04	0.14	1	0.06			<u> </u>		
final value		.3	and the second se	.0	and the second	0				
ove-up time, m (s)		······································	2.5	T	2.3	[				
ervice Time, t <sub>s</sub> (s)	2.5	1.8		<u> </u>	4.0	<u> </u>				
apacity and Level of	Service			<u></u>						
·····	East	bound	Wes	thound	North	bound	Sou	ithbound		
a da an ang ang ang ang ang ang ang ang ang	L1	L.2	L1	L2	L1	L2	L1	L2		
pacity (veh/h)	456	283	364	1	301		1			
and the second		6.93	8.22	1	7.57	· ·				
lay (s/veh)	9.26			<del> </del>			·			
S	A	<u>A</u>	A	L	A 7.5	L	-{	<u> </u>		
proach: Delay (s/veh)	8	.94	8.	22						
LOS		A	F F	1	A		1			
ersection Delay (s/veh)			<b></b>	8.	56					
				the second s	- ,					

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<b>General Information</b>		,		Site Infor	mation			
Analyst	<b>I</b> Dan	yl Nelson		Intersection			dside Drive/Come	l Road
Agency/Co.	ATE			Jurisdiction			of Agoura Hills	
Date Performed		/2014		Analysis Yea	r	Nea	r-Term	
Analysis Time Period		Peak Hour						
Project ID CORNERSTONE		DJECT #13070						
East/West Street: Roadside				North/South :	Street: Cornell Ro	ad		
Volume Adjustments	and Site Ch	aracteristics						
Approach			Eastbound	27		<u> </u>	Vestbound T	<u> </u>
Movement Volume (veh/h)		0	254	<u>R</u> 79	<u> </u>		223	R 0
Withner (Venni) %Thrus Left Lane		<u> </u>	2.54	79				<u>v</u>
		<u> </u>	Northbound				outhbound	
Approach Movement		L	T I	R	L		T	R
Volume (veh/h)		30	0	54	0		0	0
%Thrus Left Lane				· · · · · · · · · · · · · · · · · · ·				
		istbound	10/0	sibound	Nod	hbound		thbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R			LR	ļ		
PHF	1.00	1.00	1.00		1.00			
low Rate (veh/h)	254	79	280	<u>.</u>	84			
6 Heavy Vehicles	4	4	• 4		4		·····	
lo. Lanes		2		1		1		0
Beometry Group		5		3a		1		
Juration, T					.00			
aturation Headway A	Adjustment M	orksheet						
rop. Left-Turns	0.0	0.0	0.2		0.4			
rop. Right-Turns	0.0	1.0	0.0		0.6			
rop. Heavy Vehicle	0.0	0.0	0.0		0.0			
LT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
IV-adj	1.7	1.7	1.7	1.7	1.7	1.7		<u> </u>
idj, computed	0.1	-0.6	0.1		-0.2			
	1			1	1 0.1	<u> </u>		1.
eparture Headway ar			1 0.00	1			T	T
l, initial value (s)	3.20	3.20	3.20	<u> </u>	<u>3.20</u> 0.07			
initial	0.23	0.07	0.25	<u> </u>				<b> </b>
, final value (s)	5.02	4.32	4.70		5.03			
final value	0.35	0.09	0.37	<u> </u>	0.12	0		I
ove-up time, m (s)		.3			2.	<u> </u>		J
rvice Time, t <sub>s</sub> (s)	2.7	2.0	2.7	<u> </u>	3.0		1	<u> </u>
apacity and Level of s	Service							
	East	bound	West	bound	North	ound	South	bound
	L1	L2	L1	L2	L1	L2	L1	L2
pacity (veh/h)	504	329	530	<b></b>	334			
		<u> </u>			······		┨────┤	
a <b>y (</b> s/veh)	10.48	7.47	10.39	<u></u>	8.70			ويعتبسه والتؤثيري ويتلف
S ·	В	A	В		A		<u> </u>	
proach: Delay (s/veh)	9	,77	10.	39	8.7	0		<u> </u>
LOS		A	В		A			1
				9.89				
rsection Delay (s/veh)	1				59			

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General Information				Site Information						
Analyst	Damvi	Nelson		Intersection			side Drive/Comell	Road		
Agency/Co.	ATE			Jurisdiction		City o	f Agoura Hills Term + Project			
Date Performed	1/06/2			Analysis Year	• •	yvear-	тенн <del>т</del> глојеса			
Analysis Time Period		eak Hour				in an				
Project ID CORNERSTONE I		ECT #13070		Marth 10 1 - 0	treet: Cornell Ro					
East/West Street: Roadside				Inonin/South S	treet: Comen Ru	080				
Volume Adjustments	and Site Chai	acteristics		and a static proposition prime and a second		a cha sun d				
Approach			Eastbound T	R		V	estbound T	R		
Movement Volume (veh/h)		,	206	50	26		88	0		
%Thrus Left Lane										
Approach		I	Jorihbound		- <u>-</u>	So	uthbound			
Movement	L	L		R	L		Т	R		
Volume (veh/h)	1	6	0	43	0		0	0		
%Thrus Left Lane										
and the second	Fac	tbound	We	stbound	Nor	thbound	Sout	ihbound		
na ya na mana ana ana ang ini dan manimaka ni mbahati di panganana na yana di sa ini a		L2	L1	L2	L1	L2	L1	L2		
	<u>L1</u>			L4						
Configuration	<u>T</u>	<u>R</u>	<u>LT</u> 1.00		LR 1.00					
	1.00	1.00	114		59	_		-		
low Rate (veh/h)	206	<u>. 50</u> 4	4		4					
6 Heavy Vehicles	4		4	1		1		0 .		
lo. Lanes	and the second	2		 За		1 1		·		
Beometry Group		5	<u></u>		.00	I				
Juration, T				; ;		<u></u>				
Saturation Headway A				• 1				T		
rop. Left-Turns	0.0	0.0	0.2		0.3		<u> </u>			
rop. Right-Turns	0.0	1.0	0.0		0.7			<u> </u>		
rop. Heavy Vehicle	0.0	0.0	0.0	1	0.0			<u> </u>		
LT-adj	0.5	0.5	0.2	0.2	0.2	0.2		<u> </u>		
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	· · · ·	ļ		
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7		L		
adj, computed	0.1	-0.6	0.1		-0.3					
eparture Headway a										
I, initial value (s)	3.20	3.20	3.20		3.20	T	1	ſ		
initial	0.18	0.04	0.10	1	0.05					
l, final value (s)	4.79	4.09	4.52		4.42	1	1			
final value	0.27	0.06	0.14		0.07					
ove-up time, m (s)	2.	and the second		.0		.0				
	2.5	1.8	2.5	T	2.4		T			
ervice Time, I <sub>s</sub> (s)		,.0		<u> </u>		1	1			
apacity and Level of								hound		
	Eastb			tbound		bound	South			
	L1	L2	L.1	L2	L1	L2	L1	L2		
pacity (veh/h)	456	300	364		309					
lay (s/veh)	9.30	7.04	8.27		7.76					
S	A	A	A	1	A			<sup>1</sup> - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		
				<b>1</b> 27	7.7	76				
proach: Delay (s/veh)		86								
LOS		4	A	<u>A</u> <u>A</u>						
ersection Delay (s/veh)				8.55						
ersection LOS	1			A						

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General Information				Site Inform	nation					
······································		Nalaon	سسی <u>ہو میں والے سامی السمی میں اصح</u> 	Intersection Roadside Drive/Cornell Road						
Analyst Agency/Co.	ATE	Nelson		Jurisdiction			City of Agoura Hills			
Agency/co. Date Performed	1/06/2	014		Analysis Year		Near- I	erm + Project			
Analysis Time Period	P.M. F	Peak Hour			•					
Project ID CORNERSTONE MI	XED-USED PRO.	ECT #13070					in the second			
East/West Street: Roadside D	nive			North/South St	reet: Cornell Roa	d				
Volume Adjustments :	and Site Chai	acteristics				Ma	stbound			
Approach		<u>i</u>	Eastbound	R			T	R		
Movement		)	254	92	57		223	0		
Volume (veh/h)						······································				
%Thrus Left Lane	Northbound					Sou	thbound			
Approach Movement	L		T	R.	L		T	R		
/olume (veh/h)	4	2	0.	54	0		0	0		
%Thrus Left Lane								and and the first state of the latest state		
an a	Eas	tbound	Wes	stbound	North	bound	So	uthbound		
ananya ang ang ang ang ang ang ang ang ang an	L1	L2	L1	L2	L1	L.2	L1	L2		
Configuration		R	LT	·	LR					
20miguration PHF	1.00	1.00	1.00		1.00					
flow Rate (veh/h)	254	92	280	· · · · · · · · · · · · · · · · · · ·	96					
6 Heavy Vehicles	4	4	4		4					
lo, Lanes	2			1	1	ſ.		0		
Beometry Group		5		За	1	1				
Duration, T				1.	.00	· · · · · · · · · · · · · · · · · · ·				
Saturation Headway A	diustment W	orksheet								
Prop. Left-Turns	0.0	0.0	0.2	T T	0.4		:			
	0.0	1.0	0.0		0.6		1			
Prop. Right-Turns	0.0	0.0	0.0		0.0		1			
rop. Heavy Vehicle	0.5	0.5	0.2	0.2	0.2	0.2				
LT-adj	and the second	-0.7	-0.6	-0.6	-0.6	-0.6	<u> </u>			
RT-adj	-0.7		1.7	1.7	1.7	1.7	<u> </u>			
HV-adj	1.7	1.7	0.1	1.1	-0.2		[	-		
adj, computed	0.1	-0.6	1 0.7	<u>I</u>	0.2		<u></u>			
eparture Headway an					3.20	1	1			
d, initial value (s)	3.20	3.20	<u>3.20</u> 0.25		0.09		<u> </u>			
initial	0.23	0.08	4.75		5.12			-		
d, final value (s)	5.07	4.37	0.37		0.12		<u> </u>	1		
final value	0.36	0.11	the second se	.0	2.	0				
ove-up time, m (s)		.3		<u></u>	3.1			1		
ervice Time, t <sub>s</sub> (s)	2.8	2.1	2.8	<u>I</u>	<u> </u>	- <u></u>	<u>I</u>			
apacity and Level of S					· · · ·			thbound		
	East	bound		lbound	North					
	L1	L2	L1	12	L1	L2	L.1	L2		
apacity (veh/h)	504	342	530		346					
elay (s/veh)	10.59	7.62	10.53	· ,	8.93					
DS	B	A	В		A					
				53	8.9	3				
pproach: Delay (s/veh)	9.80 1									
LOS	-T	Α	1 1	B A 9.97						

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General Information			<u> </u>	Site Inform	nation			
Analyst	JJK		······································	Intersection			SIDE DRIVE/CC	
Agency/Co.	ATE	<u></u>		Jurisdiction			OF AGOURA HIL	
Date Performed	1/06/	2014		Analysis Year	-	COMO	ILATIVE CONDI	NUNS
Analysis Time Period		PEAK HOUR		4		·····	•	
Project ID CORNERSTONE M		JECT #13070				DOAD		
East/West Street: ROADSIDE				North/South S	treet: CORNELL	ROAD		
Volume Adjustments :	and Site Cha	racteristics			Westbound			
Approach			Eastbound	R	1	vve	T	R
Movement Volume (veh/h)		0	237	39	27	<u></u>	99	0
%Thrus Left Lane								<u>//</u>
	Northbound					Sou	thbound	
Approach Movement		. I	T	R	L		Т	R
Volume (veh/h)		9	0	44	0		0	0
%Thrus Left Lane								
	Ea	stbound	Wes	stbound	North	nbound	Sou	thbound
<u>,</u>	L1	L2	L1	L2	L1	L.2	L1	L2
Configuration	$\tau$	R			LR			1
Jonniguration PHF	1.00	1.00	1.00		1.00			
-hi- Flow Rate (veh/h)	237	39	126		53			1
Heavy Vehicles	4	4	4	· · · · · · · · · · · · · · · · · · ·	4	<b>1</b> 100,000000000000000000000000000000000		
% Heavy venicies		2	+	1		1		0
vo. Lanes Seometry Group		<u>2</u> 5		' la		 		
Seometry Group Duration, T	-	<u> </u>			.00			1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -
	divetment M	orkeheet		·····				
Saturation Headway A			0.2	T T	0.2		1	1
Prop. Left-Turns	0.0	0.0						
rop, Right-Turns	0.0	1.0	0.0		0.8			+
rop. Heavy Vehicle	0.0	0.0	0.0		0.0			
LT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	<b></b>	<u> </u>
HV-adj	1.7	1.7	1.7	1.7	1.7 .	1.7		<b>_</b>
adj, computed	0.1	-0.6	0.1		-0.4		<u> </u>	1
eparture Headway and	d Service Tir	ne						
d, initial value (s)	3.20	3.20	3.20		3.20			
initial	0.21	0.03	0.11		0.05			
i, final value (s)	4.79	4.09	4.53		4.41			<u> </u>
final value	0.32	0.04	0.16		0.06			<u> </u>
ove-up time, m (s)	2	.3	2.	0	2.0	0		
ervice Time, t <sub>s</sub> (s)	2.5	1.8	2,5		2.4			· · ·
apacity and Level of S	<u> </u>							
aparty and actor of a	the second se	bound	West	ound	Northb	ound	South	bound
	Lasi L1	L2	L1	1.2	1.1	L2	L1	L2
	L L L		376	Jafa	303			<u> </u>
		1 000	1 3/0		505			
pacity (veh/h)	487	289			1 770 I			2
npacity (veh/h) Iay (s/veh)		6.98	8.38		7.72			
and the second	487				7.72 A			
lay (s/veh) S	487 9.69 A	6.98	8.38	8		2		
ilay (s/veh) IS proach: Delay (s/veh)	487 9.69 A 9	6.98 A .30	8.38 A 8.3		A	2		
lay (s/veh) S	487 9.69 A 9	6.98 A	8.38 A		A 7.72 A	2		

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arryl F. Nelson

General Information				Site Inform	nation				
	Dama	Nelson		Intersection	n a tha ann an Aonaichte a		DSIDE DRIVE/CC		
Analyst Agency/Co.	ATE	Nelson		Jurisdiction		CITY	TY OF AGOURA HILLS		
Date Performed	1/06/2			Analysis Year CUMULATIVE CONDITION					
Analysis Time Period	P.M. I	PEAKHOUR			·····		i		
Project ID CORNERSTONE M	IXED-USED PRO	JECT #13070							
EastWest Street: ROADSIDE	DRIVE			North/South S	treet: CORNELL	ROAD			
Volume Adjustments	and Site Cha	racteristics							
\pproach			Eastbound	<b>D</b>		<u> </u>	/estbound	R	
Aovement			т 291	<u>R</u> 93	62		257	0	
/olume (veh/h)		)	291	30			207		
%Thrus Left Lane		<u> </u>	lorthbound			Sc	uthbound		
Approach Movement		<u>r</u>	Т	R	L ·	1	Т	R	
/olume (veh/h)	3	5	0	58	0		0	0	
%Thrus Left Lane	Ĭ							``````````````````````````````````````	
	<u>_</u>	tbound	<u>۱۸/۵</u>	stbound	Norfl	nbound	· Sol	uthbound	
nenny/herr an ennyapter en en er en byggan i saardij						L2	L1	L2	
	L.1	L2	L1	L2				<u>ب</u>	
Configuration	Т	R				<u> </u>			
ΉF	1.00	1.00	1.00		1.00				
low Rate (veh/h)	291	93	319		93	<u> </u>	_ <u>_</u>		
6 Heavy Vehicles	4	4	4		4	<u> </u>			
lo. Lanes		2		1		1		0	
eometry Group		5		3a		1			
uration, T				1	.00				
aturation Headway A	djustment W	orksheet							
rop. Left-Turns	0.0	0.0	0.2		0.4				
rop. Right-Turns	0.0	1.0	0.0		0.6				
rop. Heavy Vehicle	0.0	0.0	0.0		0.0			· ·	
LT-adj	0.5	0.5	0.2	0.2	0.2	0.2			
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6			
	1.7	1.7	1.7	1.7	1.7	1.7		•	
HV-adj		-0.6	0.1		-0.2				
idj, computed	0.1		0.1			<u> </u>	1		
eparture Headway an			1 0.00	1	1 2 00	<u></u>		Ť	
l, initial value (s)	3.20	3.20	<u>3.20</u> 0.28		3.20 0.08		<u></u>		
initial	0.26	0.08	and the second se	<u> </u>	5.25	·	_ <u>`</u>	+	
l, final value (s)	5.10	4.40	4.79 0.42		0.14				
final value	0.41	0.11		.0	2.	۱ <u>ــــــــــــــــــــــــــــــــــــ</u>		4	
ove-up time, m (s)		3						1	
ervice Time; t <sub>s</sub> (s)	2.8	2.1	2.8	<u>]</u>	3.2		<u> </u>	1	
apacity and Level of S	Service								
	East	bound	Wes	tbound	Northi	ound	Sout	hbound	
•	L1	L2	L1	L2	L1	L.2	L1	L2	
nooiby (unh/h)	541	343	569	1	343	·····	1	T	
pacity (veh/h)			11.31		9.07			1	
lay (s/veh)	11.38	7.66						┨╌────	
S	<u> </u>	<u>A</u>	В	<u> </u>	A	<u> </u>		1	
proach: Delay (s/veh)	10	).48	11.	31	9.0	7	<u></u>		
LOS		В	E	3	A				
			<u> </u>	10.65					

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General Information				Site Information							
Analyst		ryl Nelson	······································	Intersection		ROAL	SIDE DRIVE/C	ORNELL ROA			
Agency/Co.	Dar ATE			Jurisdiction	Jurisdiction CITY OF AGOURA HILLS						
Date Performed	1/06	/2014		Analysis Yea	1		ILATIVE + PRO				
Analysis Time Period		. PEAK HOUR				· · · · · · · · · · · · · · · · · · ·					
Project ID CORNERSTONE		OJECT #13070				·····					
East/West Street: ROADS/				North/South \$	Street: CORNEL	L ROAD					
Volume Adjustment	s and Site Ch	aracteristics	the second s								
Approach Movement			Eastbound T	6		We	stbound				
Volume (veh/h)			<u>T R</u> 237 56		2	7		<u>R</u>			
%Thrus Left Lane		<u> </u>	201	00		( <u> </u>	99	0			
Approach	1	<u> </u>	Northbound				thbound	·····			
Movement		L	T	R	L.	500	T T	R			
/olume (veh/h)		17	0	44		,	0	0			
6Thrus Left Lane	······							·			
	Fi	stbound	We	stbound	Nn	rthbound	l Sou	thbound			
- are a minimal de la seconda de la secon	L1	L2	L1	L2							
Antiquistion					L1	L2	L1	L2			
Configuration	T	<u>R</u>			LR						
HF	1.00	1.00	1.00		1.00						
low Rate (veh/h)	237	56	126		61			<u> </u>			
Heavy Vehicles	4	4	4	<u> </u>	4	1	· · · · ·	1			
ومقود ويتواذرون والجريب والمتقاع المتاريخ المكال		2		1		1		0			
eometry Group		5		3a		1					
uration, T		[]		1	.00						
aturation Headway											
op. Left-Turns	0.0	0.0	0.2		0.3		hiji				
op, Right-Turns	0.0	. 1.0	0.0		0.7						
op. Heavy Vehicle	0.0	0.0	0.0		0.0						
T-adj	0.5	0.5	0.2	0.2	0.2	0.2					
T-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		1			
V-adj	1.7	1.7	1.7	1.7	1.7	1.7	······································	1			
dj, computed	0.1	-0.6	0.1		-0.3		· ·	1			
eparture Headway a				<u></u>	- <u></u>			<u> </u>			
initial value (s)	3.20	3.20	3.20		3.20	1					
nitial	0.21	0.05	0.11	1	0.05	<del>                                     </del>	· · · · · · · · · · · · · · · · · · ·				
final value (s)	4.81	4.11	4.56		4.53	<u>†</u> ł					
nal value	0.32	0.06	0.16		0.08	1					
ve-up time, m (s)	No. of Concession, Name of Con	.3	2.	0		.0	- Vyrastanas (Salaraa				
vice Time, t <sub>s</sub> (s)	2.5	1.8	2.6		2,5	1 1		r			
pacity and Level of		<u>I</u>	L ~		<u> </u>	<u> </u>					
pacity and Level Of			l'		1	·····					
		Eastbound		bound		bound	South	oound			
M-1	L1	L2	L1	L2	L.1	L2	L1	L2			
acity (veh/h)	487	306	376		311		T				
y (s/veh)	9.74	7.09	8.43		7.91			······································			
······································	A	A	А		A						
oach: Delay (s/veh)		24	8.4	2	7.9	14					
				<u> </u>			· · · ·	• •			
LOS	-	Α	A	l	A						
section Delay (s/veh)				8.86							

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<b>General Information</b>				Site Infor	mation			
Analyst	Dar	ryl Nelson		Intersection		RO,	ADSIDE DRIVE/C	ORNELL ROA
Agency/Co.	ATE			Jurisdiction		CIT	Y OF AGOURA H	ILLS
Date Performed Analysis Time Period		5/2014 . PEAK HOUR		Analysis Ye	ar	CUI	MULATIVE + PRO	JECT
Project ID CORNERSTONE			· · · · · · · · · · · · · · · · · · ·					
East/West Street: ROADSIE		OJECT #13070		North/South	Street: CORNEL	1.0040		•*** <u></u>
		atastasiatia		Notarout	Sireer: CURIVEL	L ROAD		
Volume Adjustments		aracteristics	Eastbound		<u> </u>		Ala ath ann d	
fovement		L	T	R	L.		Vestbound T	R
/olume (veh/h)		0	291	106	62	2	257	0
6Thrus Left Lane								
pproach			Northbound			S	outhbound	
fovement			T	R	L_		T	R
olume (veh/h)	47		0	58	0			0
Thrus Left Lane		<u> </u>					<u> </u>	
	E	astbound	We	stbound	No	rthbound	Sol	ithbound
	L1	L2	L1	L2	L1	L2	L1	L2
onfiguration	Т	R	LT		LR			
-F	1.00	1.00	1.00		1.00			1
ow Rate (veh/h)	291	106	319		105	a postanta de postante de la composición		
Heavy Vehicles	4	4	4		4			
o. Lanes		2		1.		1		0
eometry Group		5		la		1		
iration, T	<u> </u>			1	1.00			
aturation Headway A	djustment V	orksheet						
op. Left-Turns	0.0	0.0	0.2		0.4			1
p. Right-Turns	0.0	1.0	0.0		0.6	]	1	1
op. Heavy Vehicle	0.0	0.0	0.0		0.0	]	1	
「-adj	0.5	0.5	0.2	0.2	0.2	0.2		1
F-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		1
/-adj	1.7	1.7	1.7	1.7	1.7	1.7		1
j, computed	0.1	-0.6	0.1		-0.2	1	1	<u>†</u>
parture Headway an	d Service Ti	ne			-		<u> </u>	J
initial value (s)	3.20	3.20	3.20		3.20	1	1	ļ
itial	0.26	0.09	0.28		0.09		<b>†</b>	· ·
final value (s)	5.15	4.45	4.85		5.33		1	
nal value	0.42	0.13	0.43		0.16	1	1	
e-up time, m (s)	· 2	.3	2.1	0	2.	0	1	•
rice Time, t <sub>s</sub> (s)	2.9	2.1	2.8		3.3		1.	
pacity and Level of S		<u></u>			<u></u>	L		
		bound	Westb	ound	North	aund	<b>A</b> 100	
		r					South	
·····	L1	L2	L1	L <b>2</b>	L1	L2	L.1	L2
icity (veh/h)	541	356	569	· · · · · · · · · · · · · · · · · · ·	355			
/ (s/veh)	11.52	7.82	11.48	····	9.31			
· · · · · · · · · · · · · · · · · · ·	В	A	В		A			
oach: Delay (s/veh)	10	0.53	11.4	8.	9.3	1		
LOS		B	В		A			· · · · · · ·
ection Delay (s/veh)				10.				-
ection LOS				B		·····		
ection LOS								

General Information				Site Infor	nation			
Analyst	Dem	l Nelson		Intersection			ra Road/Cornell R	oad
Agency/Co.	ATE	110/30/1		Jurisdiction			f Agoura Hills	
Date Performed	1/06/2			Analysis Year	<u> </u>	L:xisti	ng Conditions	
Analysis Time Period		Peak Hour			والمراجع والمتحجين والمتحجين والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع	······································		
Project ID CORNERSTONE MI		JECT #13070	<u>.</u>	March 10	ten als Orace # P			
East/West Street: Agoura Roa		·····		North/South S	treet: Cornell Roa	20		
Volume Adjustments a	and Site Cha		E - the sum of				estbound	
Approach Movement			Eastbound T	R	L		T I	R
/olume (veh/h)	the state of the s	9	161	3	23		91	5
%Thrus Left Lane								
Approach			Northbound			So	uthbound	
lovement			T	R	L		T	R 14
/olume (veh/h)		2	3	32	10		2	14
6Thrus Left Lane						<u> </u>	<u></u>	
	Ea	stbound	We	stbound	North	nbound	Sout	ihbound
	L1	·L2	L1	L2	L1	1.2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
HF	1.00		1.00		1.00		1.00	<u> </u>
low Rate (veh/h)	173		119		37	ļ	26	
Heavy Vehicles	4		4	1	4	<u> </u>	4	<u> </u>
o. Lanes		1		1				1
eometry Group		1	<u> </u>	1	1	1		1
uration, T				7	.00			
aturation Headway Ac		orksheet	1	1		1		1
rop. Left-Turns	0.1	<u> </u>	0.2	<u> </u>	0.1		0.4	<u></u>
rop. Right-Turns	0.0		0.0	<u> </u>	0.9		0.5	
rop. Heavy Vehicle	0.0		0.0	<b> </b>	0.0		0.0	<u> </u>
.T-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
RT-adj	-0.6	-0,6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
IV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
dj, computed	0.1	<u></u>	0.1	<u> </u>	-0.4		-0.2	<u> </u>
eparture Headway and	d Service Tin	ne			·····			
, initial value (s)	3.20		3.20		3.20	·······.	3.20	<b> </b>
initial .	0.15		0.11	· · · · · · · · · · · · · · · · · · ·	0.03		0.02	
, final value (s)	4.23	ļ	4.30		4.14		4.41	<b> </b>
final value	0,20	<u> </u>	0.14	L	0.04	<u></u>	0.03	L
ove-up time, m (s)	2.	<u>u</u>	2.		2.0	<u>ر ا</u>	2.	
rvice Time, t <sub>s</sub> (s)	2.2	<u> </u>	2.3		2.1		2.4	L
apacity and Level of S	ervice				<u>.</u>			
	East	oound	West	bound	Northb	ound	South	bound
······································	L1	L2	L1	L2	L1	1.2	L1	L2
pacity (veh/h)	423		369		287		276	
ay (s/veh)	8.31		8.01		7.32		7.56	
S	A		A			<u></u>	A	•
the second se		94	8.0	)1	7.3	2		6
proach: Delay (s/veh)		.31		· · · · · · · · · · · · · · · · · · ·	A		7.0 A	
LOS	A				I A			

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General Information				Site Infor	mation			
Analyst	Dam	/I Nelson		Intersection		Ago	ura Road/Cormell	Road
Agency/Co.	ATE			Jurisdiction			of Agoura Hills	
Date Performed		2014		Analysis Yea	ar	Exis	ting Conditions	
Analysis Time Period	P.M.	Peak Hour						
Project ID CORNERSTONE		JECT #13070						
East/West Street: Agoura F	Road		·	North/South	Street: Comell Ro	ad		
Volume Adjustment	s and Site Cha	racteristics	5					1
Approach			Eastbound			<u> </u>	Vestbound	
Movement		25	т 172	R 5	L 29		<u>т</u> 234	<u>R</u>
Volume (veh/h)	2	:0	1/2	5	29		234	22
%Thrus Left Lane			No. the second					
Approach Movement			Northbound	R		<u> </u>	outhbound	R
/olume (veh/h)		5	12	19	19		8	30
67 Thrus Left Lane				<u> </u>				~~
			· · · · ·		1		<u> </u>	
With a Mitchey		stbound		stbound		hbound		lhbound
	L1	L2	L1	L2	L1	L2	<u> </u>	L2
Configuration	LTR		LTR		LTR		LTR	
hf	1.00		1.00	Ref distance of the	1.00		1.00	
low Rate (veh/h)	202		285		36		57	
Heavy Vehicles	4		4		• 4	•	4	
o, Lanes		1		1.	and a second	1		1
eometry Group		1		1		1		1
uration, T				1	1.00	···· ···		
aturation Headway	Adjustment W	orksheet						
rop. Left-Turns	0.1	1	0.1	1	0.1	1	0.3	Ι.
op. Right-Turns	0.0		0.1	1	0.5	1	0.5	+
op. Heavy Vehicle	0.0		0.0	<u></u>	0.0	<u> </u>	0.0	
T-adj	0.0	0.2	0.2	0.2	0.0	0.2	0.0	0.2
						<u>}</u>		CONTRACTOR OF THE OWNER.
(T-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
IV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	• 1.7
dj, computed	0.1		0.0		-0.2		-0.2	
eparture Headway a	nd Service Tin	ne						
initial value (s)	3.20		3.20		3.20		3.20	
nitial	0.18		0.25		0.03		0.05	
final value (s)	4.53		4.41		4.88		4.88	
inal value	0.25		0.35		0.05		0.08	
ve-up time, m (s)	2.	0	2.	0	2.0	2	2.	0
vice Time, t <sub>s</sub> (s)	2.5		2.4		2.9		2.9	
pacity and Level of	I	L		<u>.</u>	<u> </u>		- <del>I </del>	
WHOILY AND LEVELUE			West	aund	۱۰. ۴۲۲	aund		aund
		ound			Northb		South	
	L1	L2	L1	L2	L1	L2	L1	L2
acity (veh/h)	452		535		286		307·	•
ay (s/veh)	9.07		9.77		8.13		8.29	
	A			*****	A		A	
a second and the second se		07	9.7	7	8.1	2		'n
roach: Delay (s/veh)		07		<i>I</i>			8.2	7
LOS		4	A	-154-14-14-14-14-14-14-14-14-14-14-14-14-14	A		<u> </u>	
section Delay (s/veh)	1			9.28				

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General Information				Site Infor	nation				
	T			Intersection		AGC	URA ROAD/COR	NELL ROAD	
Analyst Agency/Co.	ATE			Jurisdiction		CITY	OF AGOURA HIL	LS	
Date Performed	1/06/2			Analysis Year		EXIS	STING + PROJECT	Γ	
Analysis Time Period	A.M. I	PEAK HOUR							
Project ID CORNERSTONE	MIXED-USED PRO.	IECT #13070							
East/West Street: AGOURA	the second s			North/South S	treet: CORNELL	ROAD			
Volume Adjustments	and Site Cha	racteristics		n felanda kakar-ar yan ya karang di karang da na sakaran sakaran sa					
Approach	1		Eastbound			V	Vestbound		
Movement	1	and the second se	Т	R	<u>l</u>		T	R	
/olume (veh/h)	6		212	10	30	a na mana na mangangangangangangangangan na mangangangangan na mangangangangangangan na mangangangangangangang	121	10	
%Thrus Left Lane					<u> </u>	<u> </u>			
\pproach	· · ·		Northbound			S	outhbound	~	
Aovement	L	the second s		R				R	
/olume (veh/h)	1	0		36	25		4	14	
Thrus Left Lane							<u> </u>		
y de mand y ang y de gran y de	Eas	tbound	· We	stbound	Nort	hbound	Sou	thbound	
a y ara a a a anna a a a a a a a a a a a a	L1	L2	L1	L2	` L1	L2	L1	12	
opfiguration					LTR		LTR		
Configuration			1.00		1.00	·	1.00		
HF	1.00		161		51		43		
low Rate (veh/h)	231				4		<u>43</u> 4	+	
Heavy Vehicles	4	<u> </u>	4	1			and the second	<u> </u> 1	
o. Lanes		1		1		1		1	
eometry Group		1.		1		1		1	
uration, T				1	.00				
aturation Headway A	djustment Wo	orksheet			<u> </u>				
op. Left-Turns	0.0	1	0.2		0.2		0.6		
op. Right-Turns	0.0	1	0.1		0.7		0.3		
op. Heavy Vehicle	0.0	1	0.0	1	0.0		0.0		
T-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0,6	
	and the second	-0.0	1.7	1.7	1.7	1.7	1.7	1.7	
IV-adj	1.7	1.7		1 1.1		1./	Carl State of the Owner of the	1.1	
dj, computed	0.0	<u> </u>	0.1		-0.3	Į	-0.0	<u> </u>	
eparture Headway ar	nd Service Tim	e							
, initial value (s)	3.20		3.20		3.20		3.20		
nitial	0.21		0.14		0.05		0.04		
final value (s)	4.36		4.45		4.53		4.85		
inal value	0.28	,	0.20		0.06	· · · · · · · · · · · · · · · · · · ·	0.06		
ve-up time, m (s)	2.	0	2	0	2.	0	2.	0	
vice Time, t <sub>s</sub> (s)	2.4		2.4	T	2.5		2.8		
		<u> </u>	<u>1</u>	I	<u> </u>			L	
pacity and Level of			T		1				
	Eastb	ound	West	bound	Northt	ound	South	bound	
	L1	L2	L1	L2	L1	L2	L1	L2	
pacity (veh/h)	481		411		301		293		
	9.05		8.55		7.85				
ay (s/veh)					<u> </u>				
3	A		A		A		A COLORED AND A		
roach: Delay (s/veh)	9.	05	· 8.5	55	7.85		8.15		
Tuduit. Delay (Siveri)	A								
LOS	/	4	A		A		A	0.04 4.85 0.06 2.0 2.8 Southbound 1.1 293 8.15 A	

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General Information				Site Inform	ation			
				Intersection			RA ROAD/CORN	
Analyst	ATE			Jurisdiction		CITY	OF AGOURA HILI	_S
Agency/Co. Date Performed	1/06/2	014		Analysis Year		EXIST	ING + PROJECT	
Analysis Time Period		EAK HOUR			•			
Project ID CORNERSTONE M		ECT #13070						
ast/West Street: AGOURA				North/South Str	eet: CORNELL F	ROAD		
/olume Adjustments	and Site Char	acteristics						
pproach			Eastbound			We	stbound	R
lovement			212	R 10	34		275	31
folume (veh/h)	2	2	414	10				
6Thrus Left Lane			Northbound			I	ithbound	
pproach Iovement			Т	R	· L		Т	R
olume (veh/h)	1	7	15	25	29		11	30
Thrus Left Lane					1			
		tbound	Wee	tbound	North	bound	Sout	hbound
				1.2	L1	L2	L1	1.2
	L1	L2	L1			L.C.		
onfiguration	LTR		<u>LTR</u>		<u> </u>		<u>LTR</u> 1.00	
HF	1.00		1.00		1.00		70	
low Rate (veh/h)	247	<u>.</u>	340		57		4	
Heavy Vehicles	4		4	<u></u>	4			<u> </u>
o. Lanes		1		1				1
eometry Group		1		7	1		<u>.t</u>	I
uration, T					00			
aturation Headway A	djustment Wo	orksheet		1				7
rop. Left-Turns	0.1		0.1	Į	0.3		0.4	<u> </u>
op. Right-Turns	0.0		0.1		0.4		0.4	<b> </b>
op. Heavy Vehicle	0.0		0.0		0.0	L	0.0	
.T-adj	0.2	0.2	0.2	0.2	0.2	. 0.2	0.2	0.2
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
iV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
dj, computed	0.1		0.0	1	-0.1		-0.1	
eparture Headway an		<u>.                                    </u>						
	3,20	<u> </u>	3.20	1	3.20		3.20	
, initial value (s)	0.22		0.30	1	0.05		0.06	
initial ; final value (s)	4.72		4.58	1	5.27	<u></u>	5.27	
, mai value (s)	0.32		0.43	1	0.08		0.10	
ove-up time, m (s)	2.	0	2.	0	2.0	)	2.	0
	2.7	-	2.6	I	3.3		3.3	
rvice Time, t <sub>s</sub> (s)		<u> </u>		<u>I.                                    </u>	<u> </u>		J	
apacity and Level of								bound
	Eastt	ound		bound	Northt			· · · · · · · · · · · · · · · · · · ·
	L1	L2	L1	L2	L1	L2	L1	1.2
pacity (veh/h)	497		590		307		320	
lay (s/veh)	9.97	<u>-</u>	11.07		8.75		8.88	
	A		В		A		А	
S			<u> </u>	07	8.7	5	8.8	8
proach: Delay (s/veh)		97						
LOS		A	B		<u>A</u>		A	
ersection Delay (s/veh)				10.2	20			

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Seneral Information	فتجمع والبران والإقامين والزور			Site Inform	ation				
		Neloon		Intersection			Road/Cornell Ro	ad	
Analyst	Darryl ATE	velSON		Jurisdiction			Agoura Hills		
Igency/Co. Date Performed	1/06/20			Analysis Year		Near-T	erm	<u></u>	
nalysis Time Period		eak Hour		_ <u></u>					
roject ID CORNERSTONE MIX	ED-USED PROJ	ECT #13070	تو ب ا		<u> </u>				
ast/West Street: Agoura Road	1			North/South St	reet; Cornell Roa				
olume Adjustments a	nd Site Char	acteristics		<u></u>		We	stbound		
pproach		E	astbound	R			T	R	
lovement	14	<u>(</u>	186	3	23		111	35	
olume (veh/h)									
Thrus Left Lane		N	orthbound			Sou	thbound		
pproach Iovement	L		Т	R	L		T	R	
olume (veh/h)	2		3	32	25		2		
Thrus Left Lane								· · · · · · · · · · · · · · · · · · ·	
	Eas	ibound	We	stbound	Nort	hbound		nbound	
and a second	L.1	L2	L1	L2	Ľ1	L2	L1	L2	
onfiguration	LTR		LTR		LTR		LTR	<u> </u>	
HF	1.00		1.00		1.00		1.00	<u> </u>	
low Rate (veh/h)	203		169		37		27	<u> </u>	
Heavy Vehicles	4	1	4		4		4	<u> </u>	
o, Lanes		1		1		1		1	
eometry Group		1		1		1		1	
uration, T				1	.00	·		·····	
aturation Headway Ad	ljustment Wo	orksheet							
rop. Left-Turns	0.1		0.1		0.1		0.9		
op. Right-Turns	0.0		0.2		0.9		0.0	ļ	
op. Heavy Vehicle	0.0	1	0.0		0.0		0.0	<b></b>	
J-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
T-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
iV-adj	1.7	1.7	1.7	1.7	1.7	· 1.7	1.7	1.7.	
	0.1		-0.0		-0.4		0:3	<u> </u>	
dj, computed eparture Headway and		<u>1</u> 16		,					
	3,20	i <u>x</u>	3.20	T	3.20		3.20		
, initial value (s)	0.18	<u> </u>	0.15	1	0.03		0.02		
initial	4.30		4.24	1	4.32		5.03		
, final value (s) final value	0.24		0.20		0.04		0.04		
nnar value ove-up time, m (s)	2.	0		2.0	2.	.0	2.	0	
rvice Time, t <sub>s</sub> (s)	2.3		2.2	T	2.3		3.0		
		1	<u> </u>						
apacity and Level of S		ound	11/00	stbound	North	bound	South	bound	
	j		L1	L2	L1	L2	L1	1.2	
	L1	L2		L£	287		277		
pacity (veh/h)	453		419			· · · · ·	8.22		
lay (s/veh)	8,68		8.29	-	7.52				
S ,	A		A	<u> </u>	A	<u> </u>	A	L	
proach; Delay (s/veh)	<sup>)</sup> 8	.68	8.	.29	7.8	52	8.2		
		A	•	A	A	۱	A		
LOS									

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General Information				Site Inform	nation			·
	Darryl	Nelson		Intersection			a Road/Cornell Ro	oad
Analyst Agency/Co.	ATE	40/00/1		Jurisdiction			Agoura Hills	
Date Performed	1/06/20			Analysis Year	<u></u>	Near-1	etill.	
Analysis Time Period		eak Hour						
Project ID CORNERSTONE M		ECT #13070						
East/West Street: Agoura Roa	ad			North/South S	treet: Cornell Roa	a		<u> </u>
Volume Adjustments	and Site Char	acteristics	·····		· · · · · · · · · · · · · · · · · · ·	10/20	stbound	
Approach			Eastbound	R	L	VVC	T	R
Movement Volume (veh/h)		;	222	5	29		269	47
Wolume (ven/n) WThrus Left Lane				<u></u>				
% I nrus Len Lane Approach			Vorthbound			Sot	Ithbound	
Movement	L		Т	R	L		T	R
Volume (veh/h)	5		· 12	19	42		8	35
%Thrus Left Lane	·			· ·				
	Easi	bound	Wes	stbound	Norti	ibound	Sout	hbound
and the second	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00	1	1.00		1.00	
Flow Rate (veh/h)	257		345		36	· · · · · · · · · · · · · · · · · · ·	85	
% Heavy Vehicles	4		4		4		4	
vo. Lanes		1 1		1 .		1		1
Geometry Group		1	1	1		1		1.
Duration, T				1	.00			
Saturation Headway A	diustment Wo	orksheet						
Prop. Left-Turns	0.1	T	0.1		0.1	T T	0.5	
	0.0	<u> </u>	0.1	1	0.5	1	0.4	
Prop. Right-Turns	0.0		0.0	1	0.0		0.0	
Prop. Heavy Vehicle	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2
LT-adj		-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
RT-adj	-0.6	-0.6	-0.0	1.7	1.7	1.7	1.7	1.7
HV-adj	1.7	1.1	0.0		-0.2		-0.1	1
adj, computed	0.1	<u> </u>	1	1		L	,	Lawrence
Departure Headway an				1	3.20		3.20	<u> </u>
d, initial value (s)	3.20		3.20		0.03		0.08	<u> </u>
, initial	0.23	·	0.31		5.24		5.29	
d, final value (s)	4.72		4.55 0.44		0.05		0.12	1
, final value	0.34	<u> </u>		.0	2.	0	2.	0
love-up time, m (s)	2.			Ť	3.2		3.3	
ervice Time, t <sub>s</sub> (s)	2.7		2.5	<u>L</u>	5.2		0.0	I
apacity and Level of	Service						<u>r</u>	
	Easti	iound '	West	bound	Northi	oound	South	bound
	L1	L <b>2</b>	L1	L2	L1	L2 ·	L1	L2
apacity (veh/h)	507		595		286		335	
elay (s/veh)	10.10	·	11.05		8.53		9.04	
	B	¥/	B	1.	A		A	
DS		40	<u>В</u> 11.	<u>μ</u> Ω5	8.5	3	9.0	)4
oproach: Delay (s/veh)		.10 *					A	
LOS		B	<u> </u>		<u> </u>		A	·
ersection Delay (s/veh)	1			10.35				

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				ONTROL /	and the second secon			
General Information				Intersection	auon	Ageur	a Road/Comell Ro	ad
Analyst	Darryl	Velson		Jurisdiction	<u></u>	City o	f Agoura Hills	
Agency/Co.	ATE 1/06/20	14.4	<u></u>	Analysis Year		Near-	Term + Project	
Date Performed Analysis Time Period		eak Hour						
Project ID CORNERSTONE M								
East/West Street: Agoura Rol				North/South St	eet: Comell Roa	d		
Volume Adjustments	the second s	acteristics						
Approach		E	Eastbound			W	estbound	R
Movement	L		T	R			т 141	40
Volume (veh/h)	1-	1	237	10	· 30			TU
%Thrus Left Lane							uthbound	
Approach		N	orthbound	R	- <u>}</u>		T	R
Movement			<u> </u>	36	40		4	19
Volume (veh/h)	1	<u></u>	<u> </u>		-			
%Thrus Left Lane					No.44	bound	Sout	hbound
	Eas	tbound		stbound		3		L2
	L1	L2		L2	L1	L2		<u> </u>
Configuration	LTR		LTR		<u>LTR</u>	<u> </u>	<u>LTR</u>	<u> </u>
PHF	1.00		1.00	<u> </u>	1.00	<b></b>	1.00	<u> </u>
Flow Rate (veh/h)	261		211		51	<u> </u>	<u>63</u> 4	+
% Heavy Vehicles	4		4.		• 4	<u> </u>		1
No. Lanes		1		1			The second s	1
Geometry Group	-	1		1		1		1
Duration, T				1.	.00			
Saturation Headway A	djustment W	orksheet						1
Prop. Left-Turns	0.1		0.1		0.2		0.6	<u></u>
Prop. Right-Turns	0.0		0.2		0.7		0.3	<u> </u>
Prop. Heavy Vehicle	0.0		0.0		0.0	L	0.0	<u> </u>
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
nRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
HV-adj	0.1	<u>                                      </u>	-0.0		-0.3		0.0	<u> </u>
ad], computed		<u>1</u>	<u>·1</u>		<u></u>			
Departure Headway al			3.20		3.20	[	3.20	
nd, initial value (s)	<u>3.20</u> 0.23		0.19	1	0.05		0.06	
, initial	the second se		4.47		4.77		5.07	
d, final value (s)	4.49 0.33		0.26	1	0.07		0.09	
, final value		.0		2.0	2.	0	2	0
Nove-up time, m (s)		Ť	2.5	1	2.8		3.1	
Service Time, t <sub>s</sub> (s)	2.5	<u></u>		<u> </u>	<u> </u>	<u> </u>	L	<u>.</u>
Capacity and Level of						bound	Court	bound
	East	bound		tbound				L2
	L1	L2	L1	L2	L1	L2	L1	
apacity (veh/h)	511		461	1	301	·	313	<b> </b>
elay (s/veh)	9.65	<u>_</u>	9.06	1 .	8.11		8.57	L
	A	<u> </u>	A	1	A		A	
os		L		06	8.1	11	8.	57
pproach: Delay (s/veh)		.65			A			
LOS		<u>A</u>		A0	19		<u> </u>	
tersection Delay (s/veh)				and the second	4		÷	

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General Information				Site Inform	nation					
	Darryl	Nelson	······································	Intersection			a Road/Cornell Ro	bad		
Analyst Agency/Co.	ATE	Nelabri		Jurisdiction			Agoura Hills			
Date Performed	1/06/20			Analysis Year		Near-1	erm + Project			
Analysis Time Period		eak Hour								
Project ID CORNERSTONE M	IXED-USED PROJ	ECT #13070								
East/West Street: Agoura Roa	and the second se			North/South St	reet: Cornell Roa	d				
Volume Adjustments	and Site Char	acteristics					- (1			
Approach			Eastbound T	R	L	vve	stbound	R		
Movement	L 		262	10	34		310	56		
Volume (veh/h)		<u> </u>	202					· · · · · · · · · · · · · · · · · · ·		
%Thrus Left Lane		Northbound Southbound								
Approach Movement			T T	R	L		Т	R		
Volume (veh/h)	17	7	15	25	52		11	35		
%Thrus Left Lane		· ·						· · · · ·		
		bound	We	stbound	North	ibound	Sout	hbound		
an a		L2	L1	L2		1.2	L1	L2		
	<u>L1</u>		LTR		LTR		LTR			
Configuration			1.00		1.00		1.00			
PHF	1.00		400		57		98			
Flow Rate (veh/h)	302		4		4		4 .			
% Heavy Vehicles	4	<u> </u>		1		1		1		
No. Lanes		1		1		1		1		
Geometry Group			1		.00					
Duration, T		whete								
Saturation Headway A		orksneel	0.1		0.3	1	0.5	Γ		
Prop. Left-Turns	0.1	ļ			0.3	<b></b>	0.0	<u> </u>		
Prop. Right-Turns	0.0		0.1	·			0.0	<u> </u>		
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.2		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0,2				
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7		
adj, computed	0.1		0.0		-0.1		-0.0	[		
eparture Headway an	d Service Tim	ie								
d, initial value (s)	3.20		3.20		3.20		3.20			
, initial	0.27		0.36		0.05		0.09			
d, final value (s)	4.93		4.76		5.67		5.67			
, final value	0.41		0.53		0.09		0.15			
love-up time, m (s)	. 2.	0	2	.0.	2.	0	2.	<u>0 ·</u>		
ervice Time, t <sub>s</sub> (s)	2.9		2.8		3.7		3.7			
apacity and Level of S										
apacity and rever of a	Eastb	ound	Wes	tbound	North	ound	South	bound		
		L2	L1	L2	L1	L2	L1	L2		
	Ĺ1	L.C.		<u></u>	307		348			
apacity (veh/h)	552		650	<b></b>	+					
ela <b>y (</b> s/veh)	11.40		13.05	<u> </u>	9.23		9.71			
DS	. B		В	L	A		A			
pproach: Delay (s/veh)	11	.40	13	.05	9.2	3	9.7	1		
LOS			1	3	A		, A			
	<u> </u>			В		11.84			·	

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General Information	1			Site Infor	mation					
Analyst		**	· · · · · · · · · · · · ·	Intersection		AG	OURA ROAD/COR	NELL ROAD		
Agency/Co.	ATE			Jurisdiction	Thidean	CIT	Y OF AGOURA HI	ĽLS		
Date Performed	1/06	/2014		Analysis Yea	ar		MULATIVE CONDI			
Analysis Time Period		PEAK HOUR								
Project ID CORNERSTONE		OJECT #13070	)							
East/West Street: AGOUR				North/South	Street: CORNEL	L ROAD		-70-19-19-19-19-19-19-19-19-19-19-19-19-19-		
Volume Adjustment	s and Site Ch	aracteristic	S ·							
Approach			Eastbound			. V	Vestbound			
Movement /olume (veh/h)			<u> </u>	R			T	R		
670 Thrus Left Lane		16	215	4	27		127	36		
			1		<u>.  </u>					
pproach Aovement	<u> </u>	L	Northbound	R		<u> </u>	outhbound	2000 (1000)		
/olume (veh/h)		3	4	38	L 27	7	т 3			
Thrus Left Lane	······	ř.	-7				3	21		
					<u> </u>					
a a sa		stbound		stbound	Nor	thbound	Sou	ihbound		
	L1	L2	L1	L2	L1	L2	L1	L2		
onfiguration	LTR		LTR		LTR		LTR			
ŀF	1.00		1.00		1.00		1.00			
ow Rate (veh/h)	235		190		45		51			
Heavy Vehicles	4		· 4		4		4	1		
o. Lanes		1		1		1		1		
eometry Group		1		1		1	1	36         R         21         Southbound         12         1         1         1         1         0.2         -0.6         1.7         2.0         0.2         2.0         0.17		
iration, T				1	.00	<u></u>				
aturation Headway /	Adjustment W	orksheet	····					9 h l m m m m m m m m m m m m m m m m m m		
op. Left-Turns	0.1	1	0.1	T	0.1	1	0.5	1		
op. Right-Turns	0.0	***	0.2		0.8		0.4			
op. Heavy Vehicle	0.0	1	0.0	1	0.0		0.4	· · ·		
T-adj	0.0	0.2	0.2	0.2	0.2	0.2	0.0	0.0		
T-adj	-0.6	-0.6	-0.6	-0.6						
V-adj	the second s			the second s	-0.6	-0.6	-0.6	<u> </u>		
	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7		
lj, computed	0.1	L	-0.0	<u> </u>	-0.4	<u> </u>	-0.1	<u> </u>		
parture Headway a		ne	·····							
initial value (s)	3.20		3.20		3.20		3.20			
uitial	0.21		0.17		0.04		0.05			
final value (s)	4.42		4.38		4.51		4.85	· · · · · · · · · · · · · · · · · · ·		
nal value	0.29		0.23		0.06		0.07			
re-up time, m (s)	2.	0	2.	0	2.	0	2.0	2		
∕ice Time, t <sub>s</sub> (s) .	2.4		2.4		2.5		2.9			
pacity and Level of	Service						<u></u>			
		ound	Westb	ound	North		0	aund		
								2000.01-0		
	L1	L2	L1	L2	L1	L2	L1	L2		
acity (veh/h)	485	l	440		295		301			
y (s/veh)	9.20		8.69		7.78		8.21			
an a	A		A	and a second	A		A	hidepingen af the second second		
oach: Delay (s/veh)		20	8.6	9	7.7	8	8.21	1 · ;		
LOS					ويبنوه وينوا والمتحد والمتح	~ 		· · · · · · · · · · · · · · · · · · ·		
	<u> </u>	4	A		<u>A</u>		A			
ection Delay (s/veh)	J			8.7	Э					

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General Information			• •	Site Inform	nation			
		Alalaan		Intersection		AGO	URA ROAD/CORN	IELL ROAD
Analyst Agency/Co.	Darry ATE	Nelson		Jurisdiction		CITY	OF AGOURA HIL	LS
Date Performed	1/06/2			Analysis Year		CUM	ULATIVE CONDIT	IONS
Analysis Time Period	P.M. I	PEAKHOUR						
Project ID CORNERSTONE M	IXED-USED PRO	JECT #13070						
East/West Street: AGOURA				North/South S	treet: CORNELL	ROAD		
Volume Adjustments	and Site Cha	racteristics						
Approach			Eastbound			<u></u>	estbound	R
Movement			<u> </u>	R 6	34		311	54
Volume (veh/h)	3	4	203		<u></u>			
%Thrus Left Lane			Northbound			<u> </u>	uthbound	
Approach Movement		sector and the sector of the s	T	R	L		Т	R
/olume (veh/h)		6	14 .	22	45		9	40
%Thrus Left Lane	· · · · · · · · · · · · · · · · · · ·							·
/0 111105 LCR LOUD		thourd		stbound	Nort	hbound	Sout	hbound
		stbound		L2	L1	L2	L1	12
	L1	L2	L1					
Configuration	LTR		LTR		<u>LTR</u>	1927	<u>LTR</u> 1.00	
эн <b>г</b>	1.00		1.00		1.00		94	
low Rate (veh/h)	293		399		42		4	
% Heavy Vehicles	4		· 4		4	4		1
lo. Lanes		1		1		1		1
Geometry Group		1	and the gate of the second		.00	<u> </u>		
Duration, T	<u></u>			1	.00			
Saturation Headway A	Adjustment W	orksheet				1	0.5	T
Prop. Left-Turns	0.1		0.1		.0.1		0.5	
rop. Right-Turns	0.0		0.1		0.5		0.4	
rop. Heavy Vehicle	0.0		0.0		0.0		0.0	
LT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.1	· ·	0.0		-0.2	·	-0.1	<u> </u>
eparture Headway a		<u></u> ne		<u> </u>	•		•	
d, initial value (s)	3.20	<u> </u>	3.20		3.20	T	3.20	
, initial	0.26		0.35		0.04		0.08	
d, final value (s)	4.86		4.67		5.52		5.53	
final value	0.40	1	0.52		0.06		0.14	
ove-up time, m (s)		.0		.0	2.	0	2:	0
	2.9	1	2.7		3.5		3.5	
ervice Time, t <sub>s</sub> (s)		<u> </u>				<u>I</u>		
apacity and Level of			T		N141-	bound	Couth	bound
and the second	East	bound		lbound				ويعدد والمحادث والمحادث
· · · · · · · · · · · · · · · · · · ·	L1	L2	L1	L2	L1	L2	L1	L2
pacity (veh/h)	543		649		292		344	
elay (s/veh)	11.02		12.65		8.90		9.47	
)S	B	1	В	· ·	A		A	
المتوجيرين والمستحد والمتحد والمتحد والمتحد والمتحد والمحافظ والمحاف		1.02	and the second se	65	8.9	0	9.4	17
proach: Delay (s/veh)	- <u> </u>	1.02	12. E		A		A	
LÓS		В			.52		1	
ersection Delay (s/veh)	<u> </u>			E	and the second			·····

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General Information				Site Inform	nation			
	Darryl	Velsor		Intersection		AGOL	IRA ROAD/CORN	IELL ROAD
Analyst Agency/Co.	ATE	1010011		Jurisdiction		CITY	OF AGOURA HIL ILATIVE + PROJE	LS
Date Performed	1/06/20			Analysis Year		CUMU	LATIVE + PROJ	
Analysis Time Period		EAK HOUR	وروار المراجعة والمراجعة والمراجع والمراجع والمراجع والمراجعة والمراجعة والمراجعة والمراجع والمراجع والمراجع و					<u>`````````````````````````````````````</u>
Project ID CORNERSTONE I		CT #13070				040		
East/West Street: AGOURA				North/South St	reet: CORNELL F	RUAD		
Volume Adjustments	and Site Char	acteristics				102	estbound	<u></u>
Approach			Eastbound T	R		1	T	R
Movement	16		266	11	34		157	41
Volume (veh/h)		<u></u>						
%Thrus Left Lane		<u>}</u> }	Northbound			. Soi	uthbound	
Approach Movement	L	<u> </u>	T	R	L		T	R
/olume (veh/h)	1:		6	42	42		5	21
%Thrus Left Lane							<u> </u>	
	Easi	bound	We	stbound	North	bound	Sout	hbound
	L1	L2		L2	L1	L2	L1	L2
		, , , , , , , , , , , , , , , , , , ,	LTR		LTR		LTR	
Configuration	<u>LTR</u> 1.00		1.00		1.00		1.00	
HF	293		232		59		68	
low Rate (veh/h) Heavy Vehicles	4	<u> </u>	4	· ·	4		4	
lo. Lanes		1		1	1			1
eometry Group		1		1	1			1
Juration, T			<u></u>	1.	.00			
aturation Headway	Adjustment We	rksheet						<u> </u>
rop. Left-Turns	0.1		0.1		0.2		0.6	
	0.0		0.2	1	0.7		0.3	
rop. Right-Turns	0.0		0.0	1	0.0		0.0	Γ
rop. Heavy Vehicle	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2
LT-adj		-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
RT-adj	-0.6		1.7	1.7	1.7	1.7	1.7	1.7
IV-adj	1.7	1.7	-0.0	+'·'	-0.3		0.0	1
adj, computed	0.1			<u> </u>				<u></u>
eparture Headway a				T			3.20	<u></u>
l, initial value (s)	3.20		3.20		<u>3.20</u> 0.05		0.06	<u> </u>
initial	0.26		0.21	+	4.91		5.22	<u>                                      </u>
i, final value (s)	4.57		0.29		<i>4.91</i> 0.08		0.10	<del> </del>
final value	0.37		the second se	2.0	A CONTRACTOR OF	j .	2.	0
ove-up time, m (s)	2.	<i>v</i>		<u> </u>	2.9		3.2	Ţ
ervice Time, t <sub>s</sub> (s)	2.6		2.6	<u> </u>	2.3		<u> </u>	<u>I</u>
apacity and Level of	Service							
•	Easth	ound	Wes	tbound	Northb	·		bound
· · · · · · · · · · · · · · · · · · ·	L1	L2	L1	L2	L1	L2	L1	L2
pacity (veh/h)	543		482		309		318	<u> </u>
lay (s/veh)	10.26		9.48		8.35		8.80	<u> </u>
S	B		A	1	A	······································	Α.	
		26		48	8.3	5	8.8	30
proach: Delay (s/veh)		.26			A		· A	
LOS		3	/	4	····		<i>/</i> /	<u>.</u>
ersection Delay (s/veh)				9.1	00			

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General Information		······································		Site Infor	mation			
	Darryl	Nelson		Intersection			URA ROAD/CORI	
Analyst Agency/Co.	ATE			Jurisdiction		CITY	OF AGOURA HIL	LS
Date Performed	1/06/20			Analysis Yea	r	CUM	ULATIVE + PROJ	
Analysis Time Period		EAK HOUR		_ <u> </u>				
Project ID CORNERSTONE I		ECT #13070		North 10 - 14 - 5		0040		
East/West Street: AGOURA				North/South S	Street: CORNELL			
Volume Adjustments	and Site Char	acteristics	ria a la avecari	a fa yang ang ang ang ang ang ang ang ang ang	1	14/	estbound	
Approach Movement			Eastbound T	R	L	<u> </u>	T	R
Movement Volume (veh/h)	34		293	11	. 39		352	63
%Thrus Left Lane								
Approach			Northbound			So	uthbound	
Movement	L		Ţ	R	L		T	R
Volume (veh/h)	18	3	17	28	55		12	40
%Thrus Left Lane								
	East	bound	We	estbound	Norti	nbound	Soul	thbound
inner and in a second size of the print of the second second size and the second size of the second size of the	L.1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR	·····	LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	338		454		63		107	
% Heavy Vehicles	4		4		4		4	
Vo. Lanes		1		1		1		1
Geometry Group	1			1 .		1		1
Duration, T				1	1.00			
Saturation Headway /	Adjustment Wo	rksheet						
Prop. Left-Turns	0.1		0.1		0.3		0.5	
Prop. Right-Turns	0.0		0.1		0.4		0.4	
rop. Heavy Vehicle	0.0		0.0		0.0		0.0	
LT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
RT-adj	-0.6	-0.6	<i>-:0.6</i>	-0.6	-0.6	-0.6	-0.6	-0.6
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.1		0.0		-0.1		-0.1	
eparture Headway a	فسننصب والمستحد والمسالي	e						
d, initial value (s)	3.20		3.20		3.20		3.20	
, initial	0.30		0.40		0.06		0.10	
d, final value (s)	5,10		4.90		5.97		5.94	
final value	0.48	•	0.62		0.10		0.18	
love-up time, m (s)	2.0	)	2	2.0	2.	0	2.	0
ervice Time, t <sub>s</sub> (s)	3.1		2.9		4.0		3.9	]
apacity and Level of	الاستىيە ئىستىسىسىلىپ		<u></u>					
apacity and Level Of	Eastb	aund	14/00	tbound	North	กมาต์	South	bound
				L2	L1	12	L1	L2
	L1	L2		L.4		L.G.		
apacity (veh/h)	588		704		313		357	
lay (s/veh)	12.76		15.73		9.67		10.22	
)S	В		С		A		В	
proach: Delay (s/veh)	12.	76	15	.73	9.6	7	10.:	22
LOS	E			5	A		B	
ersection Delay (s/veh)		ىلەر بەر يېرىكى بىلەر بەر يېرىكى تەر تەرىپى بىلەر تەرىپى بىلەر تەرىپى بىلەر تەرىپى بىلەر تەرىپى بىلەر تەرىپى ب		13	.68			·
						in the second		

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				Site Inform	ation				
General Information				Intersection	allun	Road/Chesebro Road			
Analyst Darryl Nelson				Lurisdiction City of			f Agoura Hills		
Agency/Co. ATE Date Performed 1/06/2014			<u> </u>	Analysis Year Exis			ing Conditions		
Date Performed Analysis Time Period									
Project ID CORNERSTONE M	IXED-USE - #1307	Ō-							
East/West Street: Agoura Roa				North/South St	eet: Chesebro R	load			
Volume Adjustments		acteristics		-		مراجع المحمد المراجع المحمد المحم محمد المحمد ا	-Ab arread	<u></u>	
Approach		]	astbound T R		L		T R		
Movement	66		76 2		1		108 115		
/olume (veh/h)									
%Thrus Left Lane	·	<u>I</u>	lorthbound			Sol	thbound		
Approach Aovement	L		T R				T R		
/olume (veh/h)		)	5	1	110		11	86	
%Thrus Left Lane						<u> </u>			
	Eastbound		Westbound		Northbound		Southbound		
Mary oppose <del>the part of the standard and an an an and the standard standard standard standard standard standard s</del>	· L1	L2	L1	L2	L1	L2	L1	L2	
	LTR		LT	R	LTR		LTR		
Configuration	1.00		1.00	1.00	1.00		1.00		
PHF Flow Rate (veh/h)	144		109	115	6		207		
N Heavy Vehicles	4		4	4	4		4		
% Heavy vencies		1		2		1	1		
Geometry Group	4a			5 2				2	
Duration, T				1.	.00			· · · · · · · · · · · · · · · · · · ·	
Saturation Headway A	diustment W	orksheet							
Prop. Left-Turns	0.5	1	0.0	0.0	0.0		0.5		
the second se	0.0		0.0	1.0	0.2		0.4		
Prop. Right-Turns	0.0		0.0	0.0	0.0		0.0		
Prop. Heavy Vehicle	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2	
nLT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	
nRT-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
HV-adj	0.2		0.1	-0.6	-0.0		-0.1		
adj, computed					<u></u>				
Departure Headway ar			3.20	3.20	3.20	<u> </u>	3.20		
d, initial value (s)	<u> </u>		0.10	0.10	0.01		0.18		
, initial	4.96		5.26	4.55	5.03		4.70		
d, final value (s)	0.20		0.16	0.15	0.01		0.27		
, final value love-up time, m (s)	and the second se	2.0		2.3	2.	.0	2	.0	
	3.0	<u> </u>	3.0	2.3	3.0		2.7		
ervice Time, t <sub>s</sub> (s)		<u> </u>							
Capacity and Level of		······································	LAP	thound	Morth	hound	South	bound	
	Eastbound		Westbound		Northbound		L1 L2		
	L1	1.2	· L1	L2	L1	L <u>4</u>			
apacity (veh/h)	394	<u> </u>	· 359	365	256	<u> </u>	457	<u> </u>	
elay (s/veh)	9.18	1	8.95	8.02	8.08		9.44		
os	A		А	A	A		Α	L	
pproach: Delay (s/veh)	9.18		8.48		8.08		9.44 ·		
and the second distance of the second distanc	<u>9.10</u>		A		A	A		A	
LOS		73			99				
tersection Delay (s/veh)				in a state of the second s	4				

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General Information				Site Inform	nation			
	Dorrd	Nelson		Intersection			a Road/Chesebro	Road
Analyst Agency/Co.	ATE	IVelSOI		Jurisdiction			Agoura Hills	
Date Performed	1/06/2			Analysis Year		Existin	g Conditions	
Analysis Time Period	P.M. P	eak Hour						
Project ID CORNESTONE MD	(ED-USE - #13070							
East/West Street: Agoura Ro	ad			North/South St	reet: Chesebro	Road		<u> </u>
Volume Adjustments	and Site Char	acteristics						
Approach			Eastbound T	R		Ve	stbound	R
Movement	<u>L</u> 8	and the second se	146	1	0		139	103
Volume (veh/h)		·		<u></u>				
%Thrus Left Lane			Northbound			Sou	Ithbound	
Approach Novement			T I	R	L		Т	R
Volume (veh/h)			12	1	241	1	1	102
%Thrus Left Lane						·		
10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		tbound	We	stbound	Nor	thbound	Sout	hbound
ang		L2	L1	L2	L1	L2	L1	L2
		LZ	LT	R	LTR		LTR	<u>†</u>
Configuration	LTR		<u> </u>	1.00	1.00		1.00	
PHF	1.00	<u> </u>	139	103	1.00		344	
Flow Rate (veh/h)	236	<u> </u>	4	4	4		4	1
% Heavy Vehicles	4	1		2		1	and the second s	1
No. Lanes		1 la		5		2		2
Geometry Group		a		1 million 100	.00		<u>.</u>	<u> </u>
Duration, T	1							
Saturation Headway A		T	0.0	0.0	0.1	1	0.7	1
Prop. Left-Turns	0.4	╂─────	0.0	1.0	0.1		0.3	
Prop. Right-Tums	0.0			0.0	0.0	<u> </u>	0.0	<u> </u>
Prop. Heavy Vehicle	0.0	<u> </u>	0.0	0.0	0.0	0.2	0.2	0.2
nLT-adj	0.2	0.2	0.5			-0.6	-0.6	-0.6
nRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6			1.7
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	0.0	<u>''</u>
adj, computed	0.1		0.1	-0.6	0.0		0.0	<u> </u>
Departure Headway ar	nd Service Tin	ne						
id, initial value (s)	3.20		3.20	3.20	3.20		3.20	<b></b>
, initial	0.21		0.12	0.09	0.01		0.31	<b> </b>
d, final value (s)	5.52		5.91	5.20	5.82		5.21	Į
, final value	0.36		0.23	0.15	0.02		0.50	L
love-up time, m (s)	2.	0		2.3		.0	2.	
ervice Time, t <sub>s</sub> (s)	3.5		3.6	2.9	3.8		3.2	<u> </u>
apacity and Level of	Service							*
		bound	We	stbound	North	bound	South	bound
	L1	L2	L1	L2	. L1	L2	L1	. L2
		<u> </u>	389	353	264	ŀ	594	
apacity (veh/h)	486			8.81	8.96	+	13.34	
elay (s/veh)	11.63		10.35				B	
DS	В	L	В	<u> </u>	A	<u> </u>		24
pproach: Delay (s/veh)	1:	1.63	9.	.69		96	13.	
LOS		В		A	/	4	E	}
tersection Delay (s/veh)				11	11.73			

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General Information				Site Inform	ation			
	Darryl (	lelson		Intersection			Road/Chesebro	Road
Analyst Agency/Co.	ATE			Jurisdiction		City of	Agoura Hills g + Project	
Date Performed	1/06/20		· · · · · · · · · · · · · · · · · · ·	Analysis Year		CAISUI	y • F (Ujeta	
Analysis Time Period		ak Hour						
Project ID CORNERSTONE M	IXED-USE - #13070	)			anti Ohanahar 5	lood		
East/West Street: Agoura Roa				North/South St	reet: Chesebro R	080		
Volume Adjustments	and Site Char	acteristics					stbound	
Approach			Eastbound	R		- Vie	T	R
Movement	102	5	78	2 ·	1		111	115
Volume (veh/h)		۷						
%Thrus Left Lane		<u> </u>	lorthbound			Sou	thbound	
Approach Movement	L		T	R	L		T	R
volume (veh/h)	0		5	1	110		11	144
%Thrus Left Lane								
ACTING FOR LANG	Fact	bound	We	stbound	North	bound	Sout	hbound
and along a character of a contract of grapping and and grapping and a contract of a contract of the second sec		L2	L1	L2	L1	L2	L1	L2
				R	LTR		LTR	
Configuration	<u>LTR</u>		1.00	1.00	1.00		1.00	989
	1.00		112	115	6		265	
Flow Rate (veh/h)	182		4	4	4		4	
% Heavy Vehicles	4	<u></u>	7	2	and the second	1	an a	1
No. Lanes	the second s	1		5		2		2
Geometry Group	• • 4	đ	1	Contraction of the local data	.00	ana		
Duration, T		rkehaet						
Saturation Headway A		I	0.0	1 0.0	0.0	1	0.4	1
Prop. Left-Turns	0.6			1.0	0.0	<del> </del>	0.5	
Prop. Right-Turns	0.0		0.0	and the second se	0.2	1	0.0	
Prop. Heavy Vehicle	0.0	L	0.0	0.0		0.2	0.0	0.2
ıLT-adj	0.2	0.2	0.5	0.5	0.2		and the second se	-0.6
RT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.2		0.1	-0.6	-0.0		-0.2	L
Departure Headway an		10		······································	·····			r
d, initial value (s)	3.20		3.20	3.20	.3.20		3.20	<u></u>
, initial	0.16		0.10	0.10	0.01		0.24	<u> </u>
d, final value (s)	5.16		5.47	4.76	5.27		4.74	
, final value	0.26		0.17	0.15	0.01		0,35	<u> </u>
, mar value love-up time, m (s)	2,	0	and the second se	2.3	2.	0	2.	.0 .
	3.2		3.2	2.5	3.3		2.7	<u>`</u>
ervice Time, t <sub>s</sub> (s)		<u> </u>						
Capacity and Level of			1Mor	stbound	North	bound	South	bound
		ound		L2	L1	L2	L1	L2
	L1	L2	L1			· · · · · · · · · · · · · · · · · · ·	515	
apacity (veh/h)	432		362	365	256	· · ·		<u> </u>
elay (s/veh)	9.98		9.30	8.32	8.32		10.27	
OS	A		A	A	A	L	В	<u> </u>
<u>نف من المحكمة في طبيع من من المحكم من معام المحكم المحكم المحكم المحكم المحكم المحكم المحكم المحكم المح</u> كم الم		.98	and the second sec	.80	8.3	32	10.	27
pproach: Delay (s/veh)		.90 A		A	A		E	3
LOS		<u> </u>	<u> </u>		68		<u> </u>	
tersection Delay (s/veh)								

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General Information				Site Inforn	nation		the second s	<u> </u>	
	Darrel	Velson ·	agaan 1000 ay 1	Intersection			a Road/Chesebro	o Road	
Analyst Agency/Co.	ATE			Jurisdiction		City o	f Agoura Hills ng + Project		
Date Performed	1/06/20			Analysis Year		Existit			
Analysis Time Period		eak Hour		<u></u>					
Project ID CORNERSTONE M	the second s	)		North Couth C	treet: Chesebro F	Road			
East/West Street: Agoura Rol			ot,						
Volume Adjustments	and Site Char	acteristics	Eastbound			\W/	estbound		
Approach Movement		<u> </u>	T I	· R	L		T	R	
Volume (veh/h)	13	9	148	. 1	0		141	103	
%Thrus Left Lane						·			
Approach		Ň	lorthbound			So	uthbound	~	
Movement	Ľ		T	<u>R</u> .				R 148	
Volume (veh/h)	1		12	1	241		1	140	
%Thrus Left Lane			and the second					<u></u>	
······································	East	bound	We	estbound		nbound		thbound	
الماريني ويست مسترية المراجع والمنتخب من من المراجع الماريني والمراجع المراجع المراجع المراجع المراجع المراجع ا المراجع المراجع	L1	_L2	L1	L2	L1 .	L2	L1	L2	
Configuration	LTR		LT	R	LTR		LTR	<u> </u>	
PHF	1.00	·	1.00	1.00	1.00		1.00		
Flow Rate (veh/h)	288		141	103	14		390		
% Heavy Vehicles	4		4	4	4		4	<u> </u>	
No. Lanes	1	1		2		1		1	
Geometry Group	4	a		5.		2	L	2	
Duration, T				1	.00				
Saturation Headway A	djustment Wo	rksheet						1	
Prop. Left-Turns	0.5		0.0	0.0	0.1		0.6	<u> </u>	
Prop. Right-Turns	0.0		0.0	1.0	0.1		0.4	<u> </u>	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0		
nLT-adj	0.2	0.2	0.5	0.5	0.2	. 0.2	0.2	0.2	
ıRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	0.6	-0.6	-0.6	
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
adj, computed	0.2		0.1	-0.6	0.0		-0.0	<u> </u>	
Departure Headway an		e							
d, initial value (s)	3.20		3.20	3.20	3.20		3.20		
, initial	0.26		0.13	0.09	0.01		0.35	<u> </u>	
d, final value (s)	5.73		6.18	5.47	6.17		5.34	<b>_</b>	
, final value	0.46		0,24	0.16	0.02		0.58	<u> </u>	
love-up time, m (s)	2.0	0	2	2.3	2.	U		.0	
ervice Time, t <sub>s</sub> (s)	3.7		3.9	3.2	4.2		3.3	<u> </u>	
apacity and Level of S	Service			<u>.</u>					
	Eastb	ound	Wes	stbound	North	oound	South	nbound	
	L1	L2	L1	L2	L1	L2	L1	. L2	
<u></u>		L4	391	353	264		640		
apacity (veh/h)	538		and the second sec			**************************************	15.59	<b> </b>	
elay (s/veh)	.13.56		10.86	9.19	9.33				
DS	В		В	A	A		C	<u> </u>	
oproach: Delay (s/veh)	13.	.56		.15	9.33		15.59		
LOS	L	3		В	<u>A</u>		0	<u>}</u>	
tersection Delay (s/veh)	1	فالإمرية ويستعدن والمتكر فيترج والمتحد والمتحد		13	13.46				

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O				Site Informa	ation	<u></u>		
General Information				Intersection		Agou	ra Road/Chesebro	Road
Analyst	Darryl . ATE	Nelson		Jurisdiction		City c	f Agoura Hills	
Agency/Co. Date Performed	1/06/20	014		Analysis Year		Near-	Term	
Analysis Time Period		eak Hour		]				
Project ID CORNERSTONE MIX	XED-USE - #1307	0						
ast/West Street: Agoura Road				North/South Stre	et: Chesebro Ro	bad		- 1. Say
/olume Adjustments a		acteristics						
pproach		E	astbound			N	estbound	R
Novement	L		<u>T</u>	R			110	122
/olume (veh/h)	72	<u></u>		2			110	
6Thrus Left Lane	<u>l</u>		<u> </u>				outhbound	
pproach			orthbound T	R			T	R
Aovement		No. of Concession, Name of Street, or other Designation, or other Designation, or other Designation, or other D	5	1	112		11	136
/olume (veh/h)								
6Thrus Left Lane	<u></u>		l	stbound	Marth	bound	Sout	hbound
<u></u>		tbound				L2	L1	L2
····	L1	L2	L1	L2	LÍ			
Configuration	LTR		<u>LT</u>	R	LTR	<u> </u>	1.00	
PHF	1.00	<u> </u>	1.00	1.00	1.00		259	
low Rate (veh/h)	151		111	122	6		4	-
6 Heavy Vehicles	4	<u> </u>	4	4	4			1
lo. Lanes		1		2	2	)		2
Beometry Group		4a		5	<u>4</u> 00			
Duration, T					00			
Saturation Headway A	djustment W	orksheet						<b>T</b>
Prop. Left-Turns	0.5		0.0	0.0	0.0	-	0.4	
Prop. Right-Turns	0.0		0.0	1.0	0.2		0.5	<u></u>
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
LT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
IRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.2		0.1	-0.6	-0.0		-0.2	
Departure Headway an		ne						
d, initial value (s)	3.20	T	3.20	3.20	3.20		3.20	
, initial	0.13		0.10	0.11	0.01		0.23	
d, final value (s)	5.12		5.41	4.70	5.18		4.68	
, final value	0.12		0.17	0.16	0.01		0.34	
Aove-up time, m (s)		2.0		2.3	2.	0	2	2.0
	3.1		3.1	2.4	3.2		2.7	
Service Time, t <sub>s</sub> (s)		<u>.                                    </u>			<u> </u>			
Capacity and Level of			1 ,		North	bound	Sout	thbound
		tbound		stbound			L1	L2
	L1	L2	L1	L2	L1	L2		
apacity (veh/h)	401		361	372	256	<u> </u>	509	<u> </u>
elay (s/veh)	9.52		9.19	8.29	8.22		10.04	
os	A		A	A	A		В	
pproach: Delay (s/veh)				.72	8.2	22	10	).04
				A	- A			В
LOS		A			43			
tersection Delay (s/veh)	1			9.				

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General Information				Intersection			a Road/Chesebro R	load
Analyst	Darryl Ne ATE	ison		Jurisdiction			Agoura Hills	
Agency/Co. Date Performed	1/06/201-	4		Analysis Year	n in antippe in the	Near-T	erm	
Analysis Time Period	P.M. Pea			J				
Project ID CORNERSTONE MIX	ED-USE - #13070					<u></u>		
East/West Street: Agoura Road	/			North/South Stree	et: Chesebro Ro	ad		
/olume Adjustments ar	nd Site Chara	cteristics				\N/c	estbound	
Approach		Ea	astbound	R	- <b>I</b>		T	R
Novement	104	<b>_</b>	148	1	0		142	110
/olume (veh/h)		<del>_</del>	170					
%Thrus Left Lane		No	orthbound			Sou	uthbound	
Approach Movement			Т	R	Ĺ			R 202
/olume (veh/h)	1		12	1	244	<del></del>	1	202
%Thrus Left Lane							<u> </u>	
	T Easti	pound	Wes	stbound	North	oound	South	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
			LT	R	LTR		LTR	
Configuration	<u>LTR</u> 1.00		1.00	1.00	1.00		1.00	
	253		142	110	14		447	
Flow Rate (veh/h)	255		4	4	4		4	
% Heavy Vehicles	+	<u> </u>		2	1		1	<u> </u>
No. Lanes Geometry Group	48	a		5	2	,		2
Duration, T	+	<u>×</u>		1.0	20			
Saturation Headway Ac	Justment Wc	rksheet						
			0.0	0.0	0.1		0.5	
Prop. Left-Turns	0.4	<b></b>	0.0	1.0	0.1		0.5	<u> </u>
Prop. Right-Turns	0.0	<b> </b>	0.0	0.0	0.0		0.0	
Prop. Heavy Vehicle		0.2	0.5	0.5	0.2	0.2	0.2	0.2
hLT-adj	0.2	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hRT-adj	-0.6	-0.6	1.7	1.7	1.7	1.7	1.7	1.7
hHV-adj	1.7	1.7	0.1	-0.6	0.0		-0.1	<u>├</u> ──
hadj, computed	0.1	<u> </u>	0.1	-0.0				
Departure Headway an		<u>ie</u>	<del></del>		3.20		3.20	T
hd, initial value (s)	3.20		3.20	<u>3.20</u> 0.10	0.01	<u> </u>	0.40	1
x, initial	0.22		0.13	5.59	6.21	┣━━━━━	5.23	<u> </u>
hd, final value (s)	5.89	<u></u>	6.30 0.25	0.17	0.02		0.65	1
x, final value	0.41	<u> </u>		2.3	and the second s	.0		2.0
Move-up time, m (s)		.0		3.3	4.2	ř———	3.2	1
Service Time, t <sub>s</sub> (s)	3.9	1	4.0	3.5	<u> </u>			<u></u>
Capacity and Level of	Service		<u></u>					
		bound	We	stbound	North	nbound		ihbound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	503		392	360	264		666	
	13.03	<u> </u>	11.08	9.44	9.36		17.79	
Delay (s/veh)		<u> </u>	B	A	A		С	T
LOS	В					36	and the second se	7.79
Approach: Delay (s/veh)	1	3.03		0.36				<u>с</u>
LOS		<u>B</u>	<u> </u>	B	1.48	A		<u> </u>

General Information	, namena and any part of the second state			Site Inform	ation			
and the second		A ! - !		Intersection		Agoura	Road/Chesebro	Road
Analyst	Darryl ATE	Nelson		Jurisdiction			Agoura Hills	
Agency/Co. Date Performed	1/06/20	014		Analysis Year		Near-T	erm + Project	
Analysis Time Period		eak Hour						
Project ID CORNERSTONE MI	XED-USE - #1307	0						
East/West Street: Agoura Roa				North/South Str	reet: Chesebro F	Road		····.
Volume Adjustments a		acteristics						
Approach			Eastbound			We	stbound	
Vovement	L		Т	R			T	R
Volume (veh/h)	11	3	78	2	1		113	122
%Thrus Left Lane								
Approach		1	forthbound			Sou	thbound	R
Novement	L		T	R	112		11	194
/clume (veh/h)	0		5	1	112			104
%Thrus Left Lane			<u> </u>		<u></u>			
	Eas	tbound	We	stbound	Nort	hbound	South	nbound
	L1	L2	L1	L2	L.1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
low Rate (veh/h)	193	1	114	122	6		317	
6 Heavy Vehicles	4		4	4	4		4	
No. Lanes		1	1	2		1		1
Beometry Group	4	la		5		2		2
Duration, T				1.	00			
Saturation Headway A	diustment W	orksheet						
Prop. Left-Turns	0.6	T	0.0	0.0	0.0	1	0.4	
· · · · · · · · · · · · · · · · · · ·	0.0	+	0.0	1.0	0.2		0.6	1
Prop. Right-Turns			0.0	0.0	0.0		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.5	0.0	0.2	0.0	0.2
LT-adj	0,2	0.2				-0.6	-0.6	-0.6
RT-adj	-0.6	-0.6	-0.7	-0.7	-0.6			-0.0
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.2		0.1	-0.6	-0.0	<u> </u>	-0.2	
Departure Headway an	d Service Tir	ne						
id, initial value (s)	3.20		3.20	3.20	3.20		3.20	
, initial	0.17		0.10	0.11	0.01		0.28	<u> </u>
d, final value (s)	5.33	T	5.65	4.94	5.45		4.76	
, final value	0.29		0.18	0.17	0.01		0.42	
love-up time, m (s)		.0	2	2.3	2	.0	2.	0
ervice Time, t <sub>s</sub> (s)	3.3		3,3	2.6	3.4		2.8	
Capacity and Level of S								<u> </u>
apacity and Level of			1		k 1 47.	abound	Court	ibound
		bound		stbound	-	bound		1
· · · · · · · · · · · · · · · · · · ·	L1	L2	L1	L2	L.1	L2	L1	1.2
apacity (veh/h)	443		364	372	256		567	
elay (s/veh)	10.47		9.58	8.63	8.50		11.18	
OS	В		A	A	A		В	
		0.47		.09		50	11.	18
pproach: Delay (s/veh)	1	0.47					E	
LOS		В		<u>A</u>		4		,
tersection Delay (s/veh)				10	.32			-

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General Information				Site Inform	ation					
	Darryl I	Vielson	· · · · · · · · · · · · · · · · · · ·	Intersection			Road/Chesebro I	Road		
Analyst Agency/Co.	ATE	18/30/1		Jurisdiction			Agoura Hills			
Date Performed	1/06/20			Analysis Year		Near-T	erm + Project			
Analysis Time Period	P.M. Pe	eak Hour								
Project ID CORNERSTONE MI.	XED-USE - #13070	)								
ast/West Street: Agoura Roa				North/South Str	eet: Chesebro F	load	·····			
/olume Adjustments a	and Site Char	acteristics								
\pproach			astbound			We	stbound	R		
Novement	15	A	т 150	R1	0		143	110		
/olume (veh/h)	15	4	150		<u> </u>					
6Thrus Left Lane		<u>, I., , , , , , , , , , , , , , , , , , </u>	lorthbound			Sou	thbound			
Approach Aovement		<u>-</u>	T	R	L.		T	R		
/olume (veh/h)	1		12	1	244		.1	248		
%Thrus Left Lane										
	Fast	bound	We	stbound	Norti	nbound	South	ibound		
	L1	L2	L1	L2	L1	L2	L1	L2		
	LTR		LT	R	LTR		LTR	·····		
Configuration	1.00		1.00	1.00	1.00		1.00			
PHF	305		143	110	14		493	<u> </u>		
Flow Rate (veh/h) % Heavy Vehicles	4		4	4	4		4			
leavy venicles		<u> </u>		2		1		1		
Geometry Group		la		5		2	2	2		
Duration, T		<u></u>			00					
Saturation Headway A	diustment We	orksheet								
	0.5	1	0.0	0.0	0.1	T	0.5	<u> </u>		
Prop. Left-Turns	0.0		0.0	1.0	0.1		0.5			
Prop. Right-Turns		· · · · · · · · · · · · · · · · · · ·	0.0	0.0	0.0		0.0			
Prop. Heavy Vehicle	0.0	<u> </u>	0.0	0.5	0.0	0.2	0.2	0.2		
LT-adj	0.2	0.2		-0.7	-0.6	-0.6	-0.6	-0.6		
RT-adj	-0.6	-0.6	-0.7				1.7	1.7		
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7		1.1		
adj, computed	0.2	<u> </u>	0.1	-0.6	0.0		-0.1	<u> </u>		
Departure Headway an	d Service Tin	ne				1		1		
id, initial value (s)	3.20		3.20	3.20	3.20		3.20			
, initial	0.27		0.13	0.10	0.01	L	0.44			
id, final value (s)	6.12		6.62	5.91	6.61	<u> </u>	5.40			
, finai value	0.52	<u> </u>	0.26	0.18	0.03		0.74	0		
love-up time, m (s)	2	.0		2.3		.0	2.	r <u> </u>		
Service Time, t <sub>s</sub> (s)	4.1		4.3	3.6	4.6		3.4			
Capacity and Level of	Service							<u> </u>		
		bound	Wes	stbound	North	bound	South	bound		
	L1	L2	L1	L2	L1	L2	L1	L2		
apacity (veh/h)	555	<b>†</b>	393	360	264		649			
	15.68		11.68	9.91	9.78	<b>İ</b> —	23.25			
oelay (s/veh)							C			
OS	С	<u> </u>	B	<u>A</u>	A	70		25		
pproach: Delay (s/veh)	1.	5.68		0.91		78		23.25		
LOS		С		B	/	4	<u> </u>	<u>;                                    </u>		
tersection Delay (s/veh)				17	.97					

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General Information	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -			Site Inform	ation			
				Intersection		AGOL	IRA ROAD/CHESE	BRO ROAD
Analyst	Darryl I ATE	Velson		Jurisdiction		CITY	OF AGOURA HILL	S
Agency/Co. Date Performed	1/06/20	14		Analysis Year		CUMU	JLATIVE CONDITION	ONS
Analysis Time Period	A.M. PL	AK HOUR			•			
Project ID CORNERSTONE MI	XED-USE - #13070	)	······································					
East/West Street: AGOURA R				North/South Str	eet: CHESEBRO	ROAD		·····
/olume Adjustments a	and Site Chara	acteristics						
Approach		E	astbourid			W	estbound	R
lovement	L		T	R	2		129	142
/olume (veh/h)	84		91	3	<u> </u>		12.3	172
6Thrus Left Lane						50	uthbound	
pproach	1	N	orthbound	R			T	R
lovement /olume (veh/h)	1		6	2	132		13	151
							·····	
6Thrus Left Lane		<u> </u>	1	athound	hiard	nbound	South	ibound
		bound		stbound		1		L2
	L1	L.2	L1	L2	L1	L2	L1	
Configuration	LTR		LT	R	LTR		<u>L</u>	<u>TR</u>
PHF	1.00	<u> </u>	1.00	1.00	1.00		<u> </u>	<u>1.00</u> 164
low Rate (veh/h)	178	·	131	142	9			0
6 Heavy Vehicles	4	<u></u> .	4	4	4	<u> </u>	4	<u> </u>
lo. Lanes		1		2		1		5
eometry Group	4	b .	<u> </u>	5		b		
Duration, T				1.	.00			
Saturation Headway A	djustment Wo	orksheet						
rop. Left-Turns	0.5		0.0	0.0	0.1		1.0	0.0
rop. Right-Turns	0.0		0.0	1.0	0.2		0.0	0.9
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	<u> </u>	0.0	0.0
LT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
RT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
iHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	0.2		0.1	-0.6	-0.0		0.6	-0.6
Departure Headway an	and the second second second second second second second second second second second second second second second	<u></u>		<u></u>				
d, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
, initial	0.16		0.12	0.13	0.01		0.12	0.15
, innal d, final value (s)	5.81		5.64	4.93	6.10		6.27	5.05
, final value	0.29		0.21	0.19	0.02		0.23	0.23
love-up time, m (s)		.3		2.3		3	2.	3
	3.5		3.3	2,6	3.8		4.0	2.7
Service Time, t <sub>s</sub> (s)				1				<u></u>
apacity and Level of			1			ala a ca al	Conth	nbound
· · · · · · · · · · · · · · · · · · ·		bound		stbound		1bound		1
	L1	L2	L1	L2	£.1	L2	L1	L2
apacity (veh/h)	428		381	392	259	<u> </u>	382	414
elay (s/veh)	10.84		9.80	8.82	8.90		10.83	9.25
OS	В	1	A	A	A		В	A
		0.84		.29		90	9.9	96
pproach: Delay (s/veh)			°	A				
LOS	B A A A 9.91							
tersection Delay (s/veh)					.91 A			

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General Information	and a state of the second	-//		Site Inform	ation				
				Intersection		AGOL	JRA ROAD/CHESE	BRO ROAD	
Analyst Agency/Co.	Darryl ATE	veison		Jurisdiction			OF AGOURA HILL		
Date Performed	1/06/20	)14		Analysis Year		CUML	JLATIVE CONDITI	ONS	
Analysis Time Period	P.M. P	EAK HOUR							
roject ID CORNERSTONE MI	XED-USE - #1307	2							
ast/West Street: AGOURA R	OAD			North/South Str	eet: CHESEBRC	ROAD			
olume Adjustments a	and Site Char	acteristics		· · · · · · · · · · · · · · · · · · ·					
pproach			Eastbound			W	estbound	R	
lovement	L		T	<u>R</u> 2	L		166	128	
/olume (veh/h)	12	0	174	<u> </u>	_ <del>′_</del> _		100	J LO	
Thrus Left Lane							uthbound	<u> </u>	
pproach			lorthbound	R	L		T	R	
lovement 'olume (veh/h)	2		14	2	287		2	220	
SThrus Left Lane	<i></i>						·····		
JILIUS LEIL LAIIE	<u>_</u>	the und	10/~	stbound	North	ibound	South	hbound	
and the second second second second second second second second second second second second second second second		tbound			L1	L2			
····	L.1	L2	L1	L2			1		
Configuration	LTR		LT	<u>R</u>	LTR	<u> </u>			
PHF	1.00		1.00	1.00	1.00 18				
low Rate (veh/h)	296		167	128			and the second se		
6 Heavy Vehicles	4	<u> </u>	4	4	4	<u> </u>			
lo. Lanes		1		2		b			
Seometry Group		4b		51	.00	D		<u> </u>	
Duration, T				1.	.00			<u></u>	
Saturation Headway A		orksheet				Т	1 40		
Prop. Left-Turns	0.4		0.0	0.0	0.1	·			
rop. Right-Turns	0.0		0.0	1.0	0.1				
rop. Heavy Vehicle	0.0		0.0	0.0	0.0				
LT-adj	0.2	0.2	0.5	0.5	0.2	0.2			
nRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6			
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7		
adj, computed	0.1		0.1	-0.6	0.0		0.6	-0.7	
Departure Headway ar	d Service Tir	ne							
id, initial value (s)	3.20	T	3.20	3.20	3.20	<u> </u>	3.20	3.20	
, initial	0.26	+	0.15	0.11	0.02		0.26	0.20	
d, final value (s)	6.56		6.64	5.92	7.29		6.88	5,60	
, final value	0.54	1	0.31	0.21	0.04		0.55	0.35	
/ove-up time, m (s)		.3		2.3		3	2	.3	
	4.3		4.3	3.6	5.0		4.6	3.3	
Service Time, t <sub>s</sub> (s)		<u> </u>				I		<u></u>	
Capacity and Level of		<u></u>						abound	
		bound		stbound		bound			
	L1	L2	L1	L2	L1	L2			
apacity (veh/h)	534		417	378	268				
elay (s/veh)	16.87		12.28	10.20	10.26		17.84	11.25	
OS	С		В	В	В		С	В	
pproach: Delay (s/veh)		6.87		1.38	10	26	14	.97	
				B		3			
LOS		С	<u> </u>		.45	-		Southbound           L1         L2           L         TR           1.00         1.00           287         222           4         0           2         5           1.0         0.0           0.0         1.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.5         0.5           -0.7         -0.7           1.7         1.7           0.6         -0.7           3.20         3.20           0.26         0.20           6.88         5.60           0.55         0.35           2.3         4.6           3.3         3.3           Southbound           L1         L2           510         472           17.84         11.25	
tersection Delay (s/veh)	1			14	. +				

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General Information				Site Informa	ation			
	Darryl Ne	Jeon		Intersection			RA ROAD/CHESE	
Analyst Agency/Co.	ATE			Jurisdiction			F AGOURA HILL ATIVE + PROJE	
Date Performed	1/06/201			Analysis Year		0000	AINL FROM	
Analysis Time Period		AK HOUR		<u></u>				
Project ID CORNERSTONE MIX				North/South Str	eet: CHESEBRO	ROAD		
ast/West Street: AGOURA R				Notti // South She	Set. Oneoebro			
/olume Adjustments a	nd Site Chara	cteristics	Eastbound			Wes	stbound	
Approach Aovement	1		T	R	L.		T	R
/olume (veh/h)	120		93	3	2		132	142
6Thrus Left Lane								
Approach		Ņ	lorthbound			Sou	thbound	B
Aovement	L		T	R 2	132		т 13	R 209
/olume (veh/h)	1		6		132			
6Thrus Left Lane			<u></u>		1	<u> </u>		-hau-d
· · ·	Eastb	ound	We	stbound		hound		nbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR	<u> </u>	L	TR
PHF	1.00		1.00	1.00	1.00	<u> </u>	1.00	1.00 222
low Rate (veh/h)	216		134	142	9		132 4	0
6 Heavy Vehicles	4		4	4	4	1		2
lo. Lanes	1			2		1 !b		<u> </u>
Geometry Group	4b			5	<u> </u>	<u>.</u>	~``	
Duration, T				·····	00		· · · · · · · · · · · · · · · · · · ·	
Saturation Headway A		rksneet			0.1		1.0	0.0
Prop. Left-Turns	0.6		0.0	0.0	0.7		0.0	0.9
Prop. Right-Turns	0.0		0.0	1.0	0.2	· · · · · · · · · · · · · · · · · · ·	0.0	0.0
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.2	0.0	0.5
LT-adj	0.2	0.2	0.5	0.5	-0.6	-0.6	-0.7	-0.7
RT-adj	-0.6	-0.6	-0.7	-0.7		-0.0	1.7	1.7
HV-adj	1.7	1.7	1.7	1.7	1.7	1.1	0.6	-0.7
adj, computed	0.2		0.1	-0.6	-0.0	<u> </u>	0.0	-0.7
Departure Headway an		e				<del></del>	0.00	2.00
id, initial value (s)	3.20		3.20	3.20	3.20		3.20	<u>3.20</u> 0.20
, initial	0.19	·····	0.12	0.13	0.01	<u> </u>	0.12 6.42	5.19
d, final value (s)	6.00		5.88	5.16	6.37 0.02	<u> </u>	0.42	0.32
, final value	0.36	2	0.22	0.20		.3		.3
/love-up time, m (s)	2.3	5		2.3		. <u>.</u>	4.1	2.9
Service Time, t <sub>s</sub> (s)	3.7		3.6	2.9	4.1	<u> </u>	4.1	<u> </u>
Capacity and Level of S	Service				······			
	Eastb	ound	We	stbound	North	nbound		nbound
·····	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	466		384	392	259		382	472
Delay (s/veh)	12.06	<u></u>	10.22	9.18	9.17		11.10	10.32
.OS	B		B	A	A		В	В
and the second second second second second second second second second second second second second second second		06		.68		17	the second second second second second second second second second second second second second second second se	.61
opproach: Delay (s/veh)								3
LOS	B A A B 10.66							

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				Site Inform	nation			
General Information				Intersection	lation	AGOU	RA ROAD/CHESE	BRO ROAD
Analyst	Darryl N ATE	lelson		Jurisdiction	· · · · · · · · · · · · · · · · · · ·	CITY	OF AGOURA HILL	S
Agency/Co. Date Performed	1/06/20	14		Analysis Year		CUMU	ILATIVE + PROJE	СТ
Analysis Time Period		AK HOUR						
Project ID CORNERSTONE MD	XED-USE - #13070	······						
East/West Street: AGOURA R				North/South St	reet: CHESEBRO	ROAD		
/olume Adjustments a	nd Site Chara	cteristics						· · · · · · · · · · · · · · · · · · ·
\pproach			Eastbound	······································		We	stbound	R
/lovement	L (T		T	R2	<u>L</u> 1		168	128
/olume (veh/h)	17(	<u> </u>	176	Z			100	120
%Thrus Left Lane			Marthhound		<u> </u>	Sol	uthbound	
\pproach			Northbound T	R	· · L		Т	R
/lovement /olume (veh/h)	2		14	2	287		2	266
%Thrus Left Lane								
UTINUO LOIL LAISC		<u>L</u>	10/2	stbound	North	bound	Sout	bound
<u></u>		bound			L1	L2	L1	L2
	L1 <sup>.</sup>	L2		L2				TR
Configuration	LTR		<u>LT</u>	R 1.00	<u>LTR</u> 1.00		1.00	1.00
PHF	1.00		<u> </u>	<u>1.00</u> 128	18	<u> </u>	287	268
low Rate (veh/h)	348		4	4	4	<u> </u>	4	0
6 Heavy Vehicles	4	ļ	4	2		1		2
lo. Lanes	4			5		b		5
Geometry Group	4	0			.00	<u></u>		
Duration, T	divetment M/c	rkehoót						<u> </u>
Saturation Headway A		INSILEEL	0.0	0.0	0.1	1	1.0	0.0
Prop. Left-Turns	0.5			1.0	0.1	<u> </u>	0.0	1.0
rop. Right-Turns	0.0		0.0		0.0	·	0.0	0.0
rop. Heavy Vehicle	0.0		0.0	0.0		0.2	0.5	0.5
LT-adj	0.2	0.2	0.5	0.5	0.2		-0.7	-0.7
RT-adj	0.6	-0.6	-0.7	-0.7	-0.6	-0.6	1.7	-0.7
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7		-0.7
adj, computed	0.2		0.1	-0.6	0.0	<u>l</u>	0.6	-0.7
Departure Headway an	d Service Tin	10						
nd, initial value (s)	3.20		3.20	3.20	3.20		3,20	3.20
, initial	0.31		0.15	0.11	0.02		0.26	0.24
d, final value (s)	6.70		6.89	6.17	7.65		7.09	5.81
, final value	0.65		0.32	0.22	0.04	<u> </u>	0.56	0.43
/love-up time, m (s)	2.	3		2.3		.3	2.	T
Service Time, t <sub>s</sub> (s)	4.4		4.6	3.9	5.3		4.8	3.5
Capacity and Level of	Service	<u></u>			-			
and a second of the		ound	We	stbound	North	bound	South	bound
	L1	L2	L1	12	L1	L2	L1	L2
				378	268		497	518
apacity (veh/h)	526		419				18.88	12.92
Delay (s/veh)	21.52		12.87	10.60	10.65			
OS	С	L	В	В	В	<u> </u>	<u> </u>	B
pproach: Delay (s/veh)	2	1.52	1	1.89		.65		.00
LOS		С		В		3		2
ntersection Delay (s/veh)					6.50			
itersection LOS					С		Generated: 12/2	

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General Information	n		Site	Informat	tion				
			Inter	section			A ROAD/I	PROJEC	
Analyst	DFN	a for a first of the second second second second second second second second second second second second second				DRIVEN		λμιτο	
Agency/Co.	<u>ATE</u>	genne ann a stadim agenn - an aitean giri a thiangapan ga	Juris	diction		CITY OF AGOURA HILLS CUMULATIVE+PROJECT			
Date Performed		IK DOUID	Ana	ysis Year		CONDL		COLOI	
Analysis Time Period	A.M. PEA	AK HOUR				00/10/1	10/10		
Project Description CC	DENERSTONE A	NIXED-USE PRO.	IECT #130	70				-	
East/West Street: AGO			Norti	/South Stre	et: PROJE	CT DRIVEN	/AY		
Intersection Orientation:			Stud	y Period (hr	s): 1.00				
Vehicle Volumes an	the second second second second second second second second second second second second second second second s	its	•						
Major Street		Eastbound	<u></u>		<u></u>	Westbo	und		
Movement	1	2 .		3	4	5		6	
	L	Т		R	L	T		R	
Volume (veh/h)		_284		6	54	197		1 00	
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PROJECT'S PERCENT CONTRIBUTION TO U.S. HIGHWAY 101 SB RAMPS/KANAN ROAD

Intersection	Total Cumulative-	Project-Added	Project %	
	Added Traffic Volumes	Traffic Volumes	Contribution	
U.S. Highway 101 SB Ramps/Kanan Road	1627	101	6.20%	

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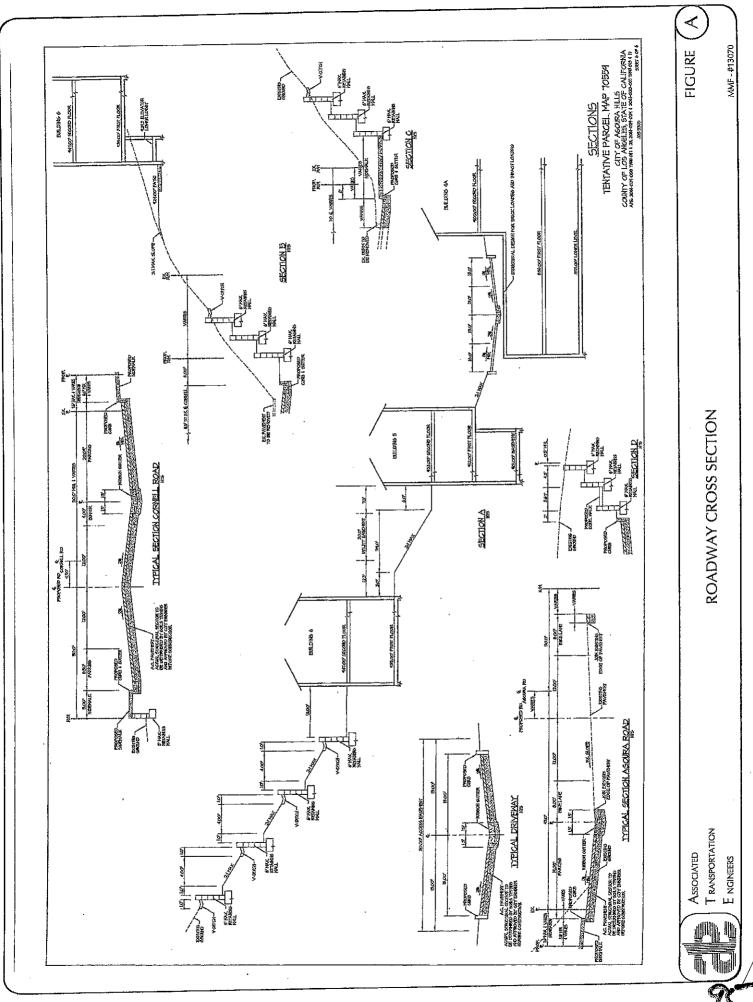
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## ROADWAY CROSS SECTION

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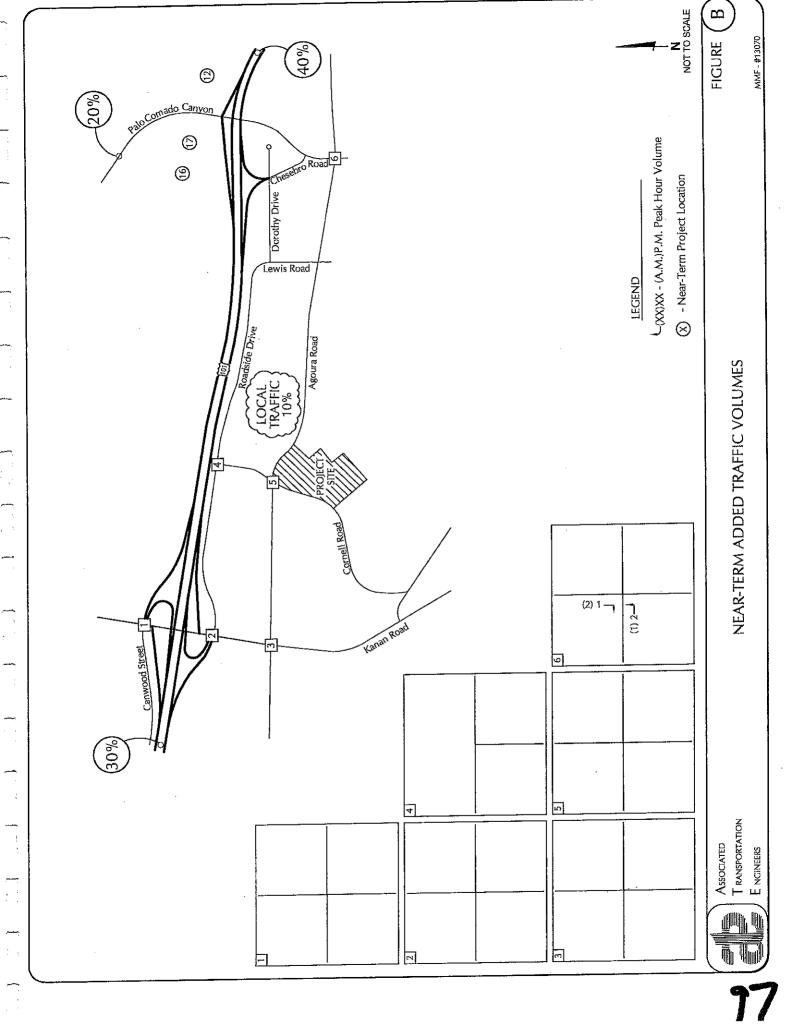
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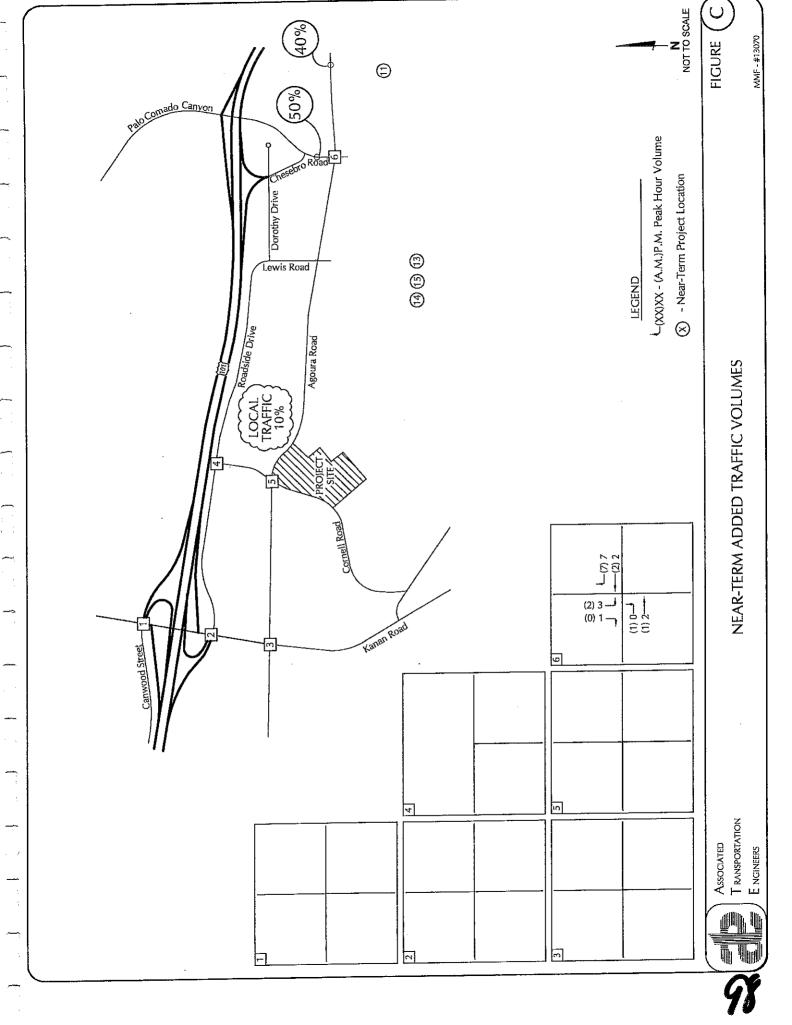
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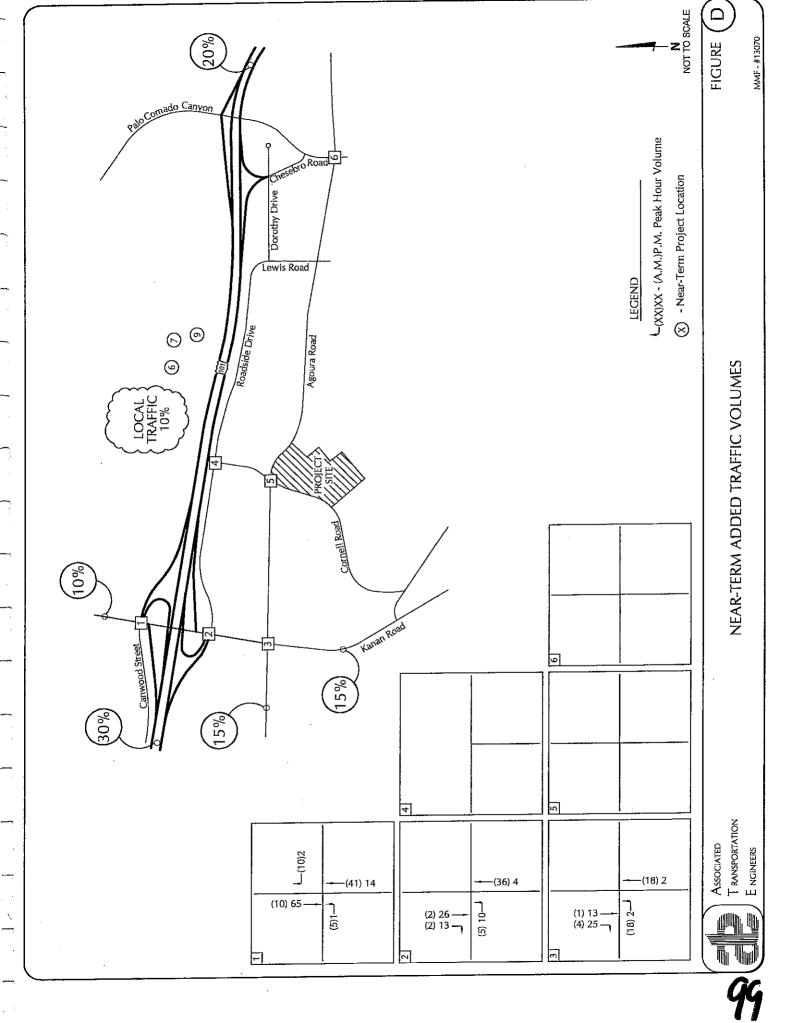
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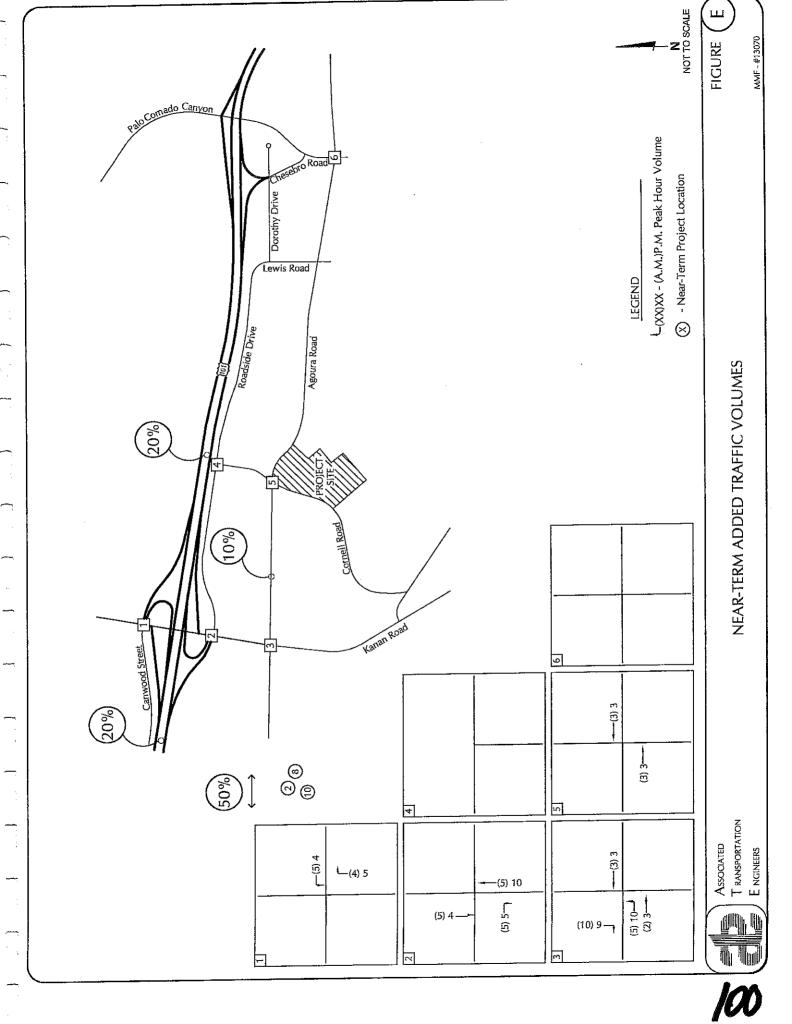
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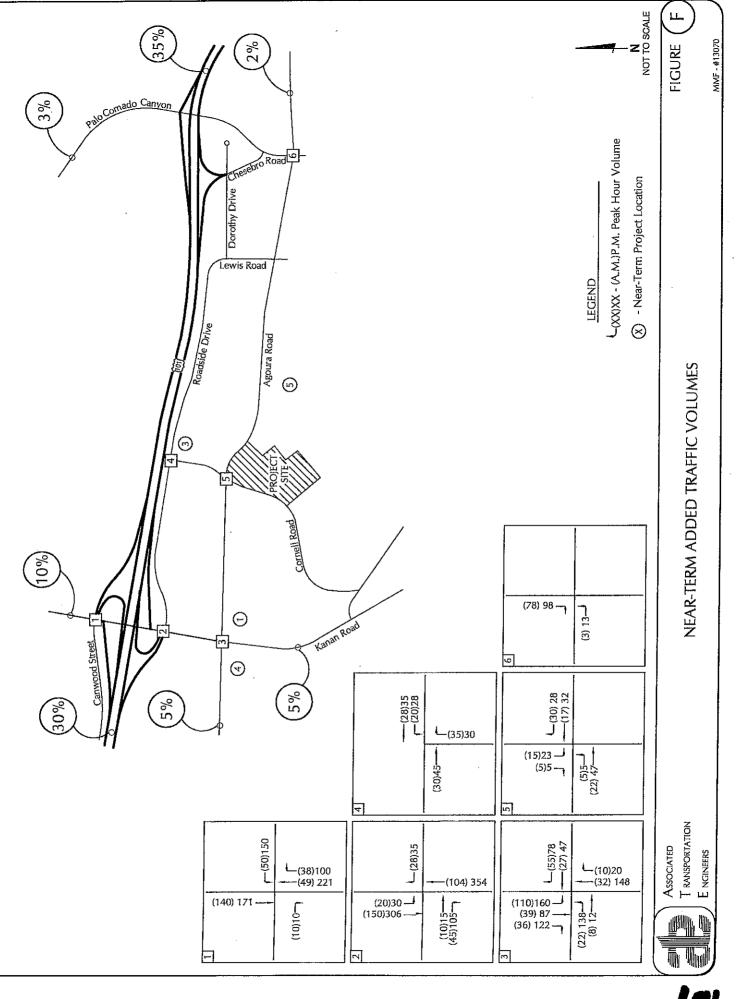
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# **ASSOCIATED TRANSPORTATION ENGINEERS**

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Richard L. Pool, P.E. Scott A. Schell, AICP, PTP

September 28, 2016

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Ms. Heather Waldstein Rosenheim & Associates, Inc. 21600 Oxnard Street, Suite #630 Woodland Hills, CA 91367

### RESPONSE TO CALTRANS COMMENTS ON THE TRAFFIC AND CIRCULATION STUDY FOR THE CORNERSTONE MIXED-USE PROJECT, CITY OF AGOURA HILLS, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following response to the Caltrans District 7 August 9<sup>th</sup> comment letter (attached for reference) on traffic and circulation study for the Cornerstone Mixed-Use Project, proposed on Agoura Road in the City of Agoura Hills.

ATE did not include the U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersection in the traffic and circulation study for the Cornerstone Mixed-Use Project. However, the City of Agoura Hills and Caltrans have completed the Project Approval-Environmental Document (PA-ED) for the improvements planned for the Palo Comado Canyon Road interchange. The unsignalized U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersection would be signalized as part of the interchange improvement. The PA/ED traffic impact analysis was prepared by Kimley Horn and Associates Inc. in May of 2011. The project is in Final Design and the first phase of the improvement is planned to begin construction soon.

Heather Waldstein

Existing level of service (LOS) information contained in the traffic impact study for the PA/ED shows that the U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersections operate at LOS D/E during the A.M. peak hour and LOS E during the P.M. peak hour period. These service levels exceed the City of Agoura Hills and Caltrans LOS C standard. The maximum existing vehicle queue reported was 691 feet during the P.M. peak hour.

The data presented in the traffic impact analysis for the PA/ED also indicate that with the planned interchange improvements the U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersection would operate in the LOS A/B range with the addition of cumulative project traffic. With the planned improvements, the maximum vehicle queue reported was 236 feet during the P.M. peak hour. The Cornerstone Mixed-Use Project would not have a significant impact to the northbound ramp intersection based on the City of Agoura Hills' and Caltrans impact thresholds during the A.M. or the P.M. peak hour periods, with the completion of the programmed improvements.

Project traffic impacts related to the Cornerstone Mixed-Use Project have been addressed as part of the cumulative development in the PA/ED. The Cornerstone Mixed-Use Project could provide the City with opportunities to further improve operations at the interchange via construction of portions of the planned improvements.

Associated Transportation Engineers,

IT A AL

Scott A. Schell, AICP, PTP Principal Transportation Planner

JIDMUND G. BROWN, JR., Governor

Serious drought Help save water!

DEPARTMENT OF TRANSPORTATION DISTRICT 7, OFFICE OF REGIONAL PLANNING IGR/CEQA BRANCH 100 MAIN STREET, MS # 16 LOS ANGELES, CA 90012-3606 PHONE: (213) 897-0219 FAX: (213) 897-1337

August 9, 2016

Mr. Doug Hooper City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301

> Re: Cornerstone Mixed-Use Project Vic: LA-101 SCH# 2016071014 GTS# LA-2016-00017ME-MND

Dear Mr. Hooper:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Cornerstone Mixed-Use Project, located in the City of Agoura Hills, near the US-101 freeway.

The project proposes the construction of a residential and commercial mixed- use development on 8.21 acres of vacant property. It would include 35 apartment units and 68,918 sq. ft. of commercial space. The project would also require discretionary approval of an Agoura Village Development Permit.

It is noted that the northbound off-ramp to Palo Comado Canyon was not included in the traffic study. To assist in adequately evaluating the impacts of this project on State transportation facilities, Caltrans is requesting that a queuing analysis of the northbound off-ramp to Palo Comado is conducted. Caltrans is concerned that vehicles that are exiting the US-101 freeway at the Palo Comado off-ramp to access the project may potentially back up onto the mainline.

An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans Right of Way (US-101), and all environmental concerns must be adequately addressed.

In addition, any transporting of heavy construction equipment and/or materials, which require the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Mr. Hooper August 9, 2016 Page 2 of 2

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-00017ME-MND.

Sincerely,

DIANNA WATSON IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

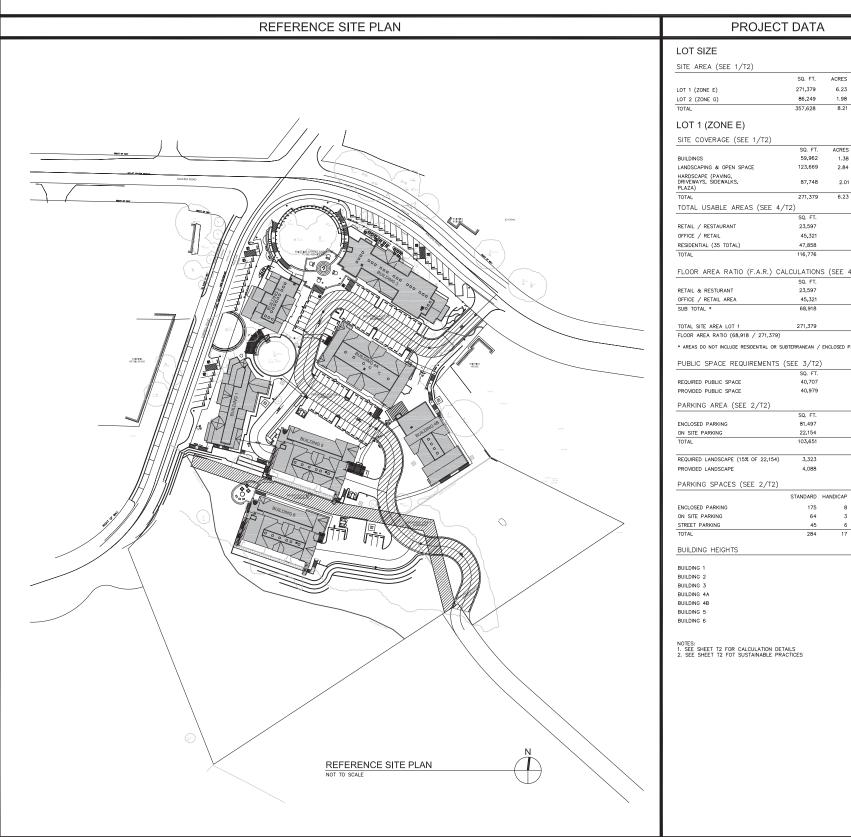
"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix G Project Plans and Renderings



# CORNERSTONE

# AGOURA ROAD & CORNELL ROAD



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	OWNER: AGOURA ROAD & CORNELL ROADS, L.P. 22184 SHERMAN WAY BLVD #103 CANGOR PARK, CA 91303 CONTACT: DORKON GELFAND OSSIE BEN-TOV (818) 968-2538	SURVEYOR: ISABELLA DO V CIVIL ENGINEEF DTR ENGINEERI 1695 MESA VE VENTURA, CA (805) 676-15.
	ARCHITECT: GARY HEATHCOTE, AIA, NCARB PRINCIPAL ARCHITECT HEATHCOTE & ASSOCIATES 3396 WILLOW LAVE SUITE 200 WESTLAKE WILLAGE, CA. 91361 CONTACT: CORY ANTINIA (805) 497-4700 EXT. 239	LANDSCAPE_AI JAMES DEAN LANDSCAPE AF JAMES DEAN D 223 E. THOUS THOUSAND OAI (805) 494-06
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