

**TRAFFIC IMPACT STUDY
MOTION PICTURE & TELEVISION FUND HOSPITAL
MASTER PLAN
WOODLAND HILLS, CALIFORNIA**

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INTRODUCTION

This traffic analysis¹ has been conducted to identify and evaluate the potential impacts of traffic generated by the proposed Motion Picture & Television Fund Hospital (MPTF) Master Plan project. The proposed project involves the modification of the prior Master Plan for the existing MPTF retirement and medical facility located in the Woodland Hills area of the City of Los Angeles, California. The project site is generally bounded by Calabasas Road to the north, Mulholland Drive and Valmar Road to the east, and Park Sorrento in the City of Calabasas Road to the west. El Cañon Avenue to the west and south has been vacated.

The traffic analysis follows the City of Los Angeles traffic study guidelines and is intended to be consistent with traffic impact assessment guidelines set forth in the 1997 Congestion Management Program for Los Angeles County. The traffic analysis evaluates potential project-related impacts at nine study intersections in the vicinity of the project site. The study intersections were determined by staff from the City of Los Angeles Department of Transportation (LADOT) and City of Calabasas Traffic Engineering Department. The Critical Movement Analysis (CMA) method was used to determine volume-to-capacity (V/C) ratios and Levels of Service (LOS) for the study intersections.

This study (i) presents existing traffic volumes, (ii) forecasts future volumes with and without the proposed project, (iii) determines project-related impacts, and (iv) presents recommendations for mitigation where appropriate.

¹ This analysis updates the previously submitted May 23, 2000, *Traffic Impact Study, Motion Picture & Television Fund Hospital Master Plan, Woodland Hills, California*, prepared by Linscott, Law, & Greenspan, Engineers.

PROJECT DESCRIPTION

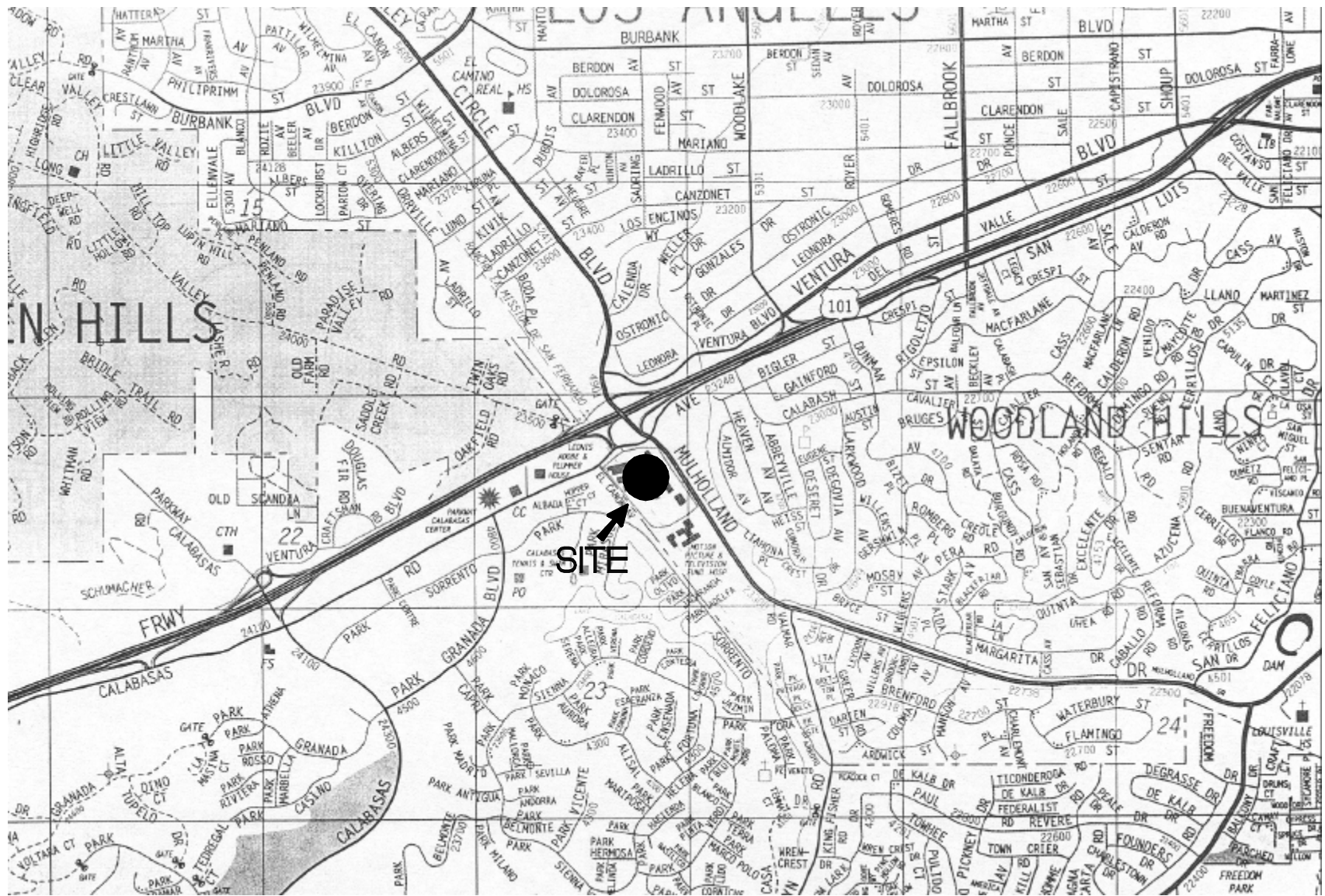
The project site is generally bounded by Calabasas Road to the north, Mulholland Drive and Valmar Road to the east, and Park Sorrento in the City of Calabasas Road to the west. El Cañon Avenue to the west and south has been vacated. The project site consists of an approximately 36.7 net-acre parcel located within the Canoga Park-Winnetka-Woodland Hills-West Hills District Plan area of the City of Los Angeles (site address is 23450 Calabasas Road). Exhibit 1 shows the project site location and general vicinity.

Under the Canoga Park-Winnetka-Woodland Hills-West Hills District Plan, the northern portion of the site is designated for Medium Density Residential, with a special designation for a health center. The southern portion of the site is designated for Low Density Residential, with a strip of open space crossing the site at the approximate location of a stream channel. An equestrian trail is designated to run along the eastern length of the property.

The proposed project involves the modification of the prior Master Plan for the existing MPTF retirement and medical facility. The updated Master Plan project proposes the construction of new buildings, the renovation of several existing structures, and the removal of those existing buildings deemed out-dated. The project includes medical, residential, service, and activity components. The proposed project is anticipated to be constructed during two phases with the Master Plan build-out projected to be completed and occupied by year 2015. Phase I is anticipated to be completed by year 2005 and Phase II (build-out) is expected to be completed by year 2015. The site plan for the proposed project is displayed in Exhibit 2.

The existing MPTF campus contains 177,200 square feet of medical space, 56,065 square feet of residential space, 23,110 square feet of service/administrative space, and 21,371 square feet of activity/recreation space. The medical space includes both a hospital component with 256 existing licensed beds and 30,000 square feet of medical office facilities for outpatient care. The residential component contains 113 existing retirement community dwelling units.

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MAP SOURCE: THOMAS BROS. GUIDE

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1
VICINITY MAP

MPTF MASTER PLAN

The proposed project would construct approximately 191,500 square feet of medical use, 287,070 square feet for residential use, 60,800 square feet for service related use, and 23,000 square feet for activity related use. The proposed Master Plan also calls for the demolition of a total of 103,560 square feet of existing structures. A summary of new construction and demolition under the proposed Master Plan is shown in Table 1A.

Table 1A				
PROPOSED MASTER PLAN BREAKDOWN				
MPTF Master Plan				
Land Use	Proposed Construction	Proposed Demolition	Net Project Increase from Existing Development	Total Site Development Upon Completion of Master Plan
Medical ¹	191,500 GSF	52,000 GSF	139,500 GSF	316,700 GSF
Licensed Beds ²	180 Beds	146 Beds	34 Beds	290 Beds
Residential (Units ⁴)	285,070 GSF (328 Units)	33,000 GSF (59 Units)	252,070 GSF (269 Units)	438,165 GSF ³ (530 Units ³)
Service Activity	60,800 GSF	18,560 GSF	42,240 GSF	65,350 GSF
Activity	23,000 GSF	0 GSF	23,000 GSF	44,371 GSF

¹The medical square footage includes both the hospital space associated with the 34 net new licensed beds and the medical office outpatient facilities.

²Licensed beds included in Medical floor area.

³This figure includes square footage originally approved under Case No. ZA 86-0653(CUZ)(ZV) dated September 12, 1986, for assisted living residential on the central portion of the site. On October 2, 1998, a Clarification /Confirmation of right to Construct under ZA 86-0653(CUZ)(ZV) was issued by Bob Janovici, approving the construction of the 130,000 square foot Stark Villas (148 retirement community dwelling units). A portion of this development is currently under construction and will be completed independently of the approval of the Master Plan. As a result, the impacts associated with the Stark Villas will be assessed under the cumulative impact sections of the traffic analysis (see related project No. 1).

⁴Units included in Residential floor area.

As shown in Table 1A, the net increase in development of the proposed Master Plan over current development on the existing MPTF campus, taking into consideration the proposed construction and demolition, is follows:

- 139,500 Net Square Feet of Medical Use
This includes the hospital space associated with the 34 net new licensed beds for both acute care and nursing care, and 26,000 net gross square feet (GSF) of medical office facilities in the proposed Health Village and Fitness Center (with pool). Outpatient care for both on-site campus residents and patients from off-site will be provided at the Health Village. It should be noted that 6,000 GSF of the proposed Health Village is designated for fitness/classroom space to be used only by on-site campus residents. In addition, based on information provided by hospital staff, 20 percent (20%) of the outpatient services will be provided for on-site campus residents.
- 252,070 Net Square Feet of Residential Use
This includes the 269 net new retirement community dwelling units associated with the proposed project.
- 42,240 Net Square Feet of Service Use
The service and maintenance buildings (e.g., Campus Services Building, etc.) will contain the finance, human resources, information systems, mail, motor pool/transportation, security, etc., services for the MPTF campus.
- 23,000 Net Square Feet of Activity Use
The activity facilities component will be provided in several pavilions. The activities facilities pavilions will provide services ancillary to the campus such as: painting studio, card room, club room, gift shop, social center, beauty salon, bakery, billiard room, television room, art gallery, memorabilia storage, library, etc. These ancillary services will only be utilized by on-site campus residents, and not by patrons from off-site.

Upon build-out of the proposed MPTF Master Plan, site development would total 316,700 square feet of medical use, 438,165 square feet of residential use (including the Stark Villas retirement community dwelling units), 65,350 square feet of service use, and 44,371 square feet of activity use.

As previously discussed, the proposed Master Plan project will be constructed during two phases with Phase I anticipated to be completed by year 2005 and Phase II expected to be completed by year 2015. A summary of net development during the two construction phases under the proposed Master Plan is shown in Table 1B.

Table 1B			
NET DEVELOPMENT BY PHASE			
MPTF Master Plan			
Land Use	Phase I - Year 2005	Build-Out - Year 2015	Total Project
Hospital	24 Beds	10 Beds	34 Beds
Medical Office	26,000 GSF	0 GSF	26,000 GSF
Retirement Community	0 DU	269 DU	269 DU
Service/Administration	(1,860) GSF	44,100 GSF	42,240 GSF
Activity/Recreation	2,000 GSF	21,000 GSF	23,000 GSF

SITE ACCESS AND INTERNAL CIRCULATION

The proposed site access for the MPTF Master Plan project is illustrated in Exhibit 2. Access to the project site will be provided via the five site driveways and is proposed to be generally consistent with the current site access scheme. The main project driveway will be maintained at the intersections of Spielberg Drive with Mulholland Drive. A second driveway will be maintained on Mulholland Drive, just south of the Calabasas Road-Avenue San Luis intersection. Site access to Calabasas Road will be maintained at the terminus of the El Cañon Avenue, which is vacated just south of Calabasas Road. Finally, two driveways will be developed: one at Mulholland Drive just west of Valmar Road and one at Park Sorrento near the southerly boundary of the site. The Park Sorrento driveway will be provided for emergency access only.

Following is a brief description of the site access characteristics of the project driveways.

- **Main Driveway:** The new main driveway will remain on the east side of the project site at the Mulholland Drive and Spielberg Drive intersection. The main driveway is traffic signal controlled. The main driveway will continue to accommodate employee, residential and visitor access to and from the project site. Left-turn and right-turn ingress and egress will be maintained at this location. One left-turn lane and one shared through/right-turn lane is provided on the main driveway at the Mulholland Drive intersection for egress from the site.
- **Northerly Driveway:** The northerly driveway will remain on the east side of the project site at Mulholland Drive, just south of the Calabasas Road-Avenue San Luis intersection. The northerly driveway accommodates primarily employee access to and from the project site. Left-turn and right-turn ingress and egress is provided at this location. Egress from this driveway is controlled by stop signs.
- **El Cañon Driveway:** The El Cañon driveway will remain on the west side of the site at the terminus of El Cañon Avenue. The El Cañon driveway accommodates both employee and service/delivery access to and from the project site.

- **Southerly Driveways:** One southerly driveway will be maintained on the east side of the project site at Mulholland Drive, just north of the Valmar Road intersection. Right-turn ingress and egress is provided at this driveway. The second southerly driveway will be maintained on the west side of the project site at Park Sorrento, just north of the southerly boundary of the site. This driveway will accommodate emergency vehicle access to and from the southwest quadrant of the project site. Left-turn and right-turn ingress and egress is provided at the Park Sorrento southerly driveway.

At project build-out, on-site circulation will be provided primarily via four internal roadways. As displayed in Exhibit 2, north-south internal roadways will extend along the entire length of both the easterly and westerly boundaries of the project site. The two north-south roadways will provide internal connectivity between the hospital component (northern portion of site), the health care component (central portion of site), and residential component (southern portion of site). In addition, the two north-south roadways will provide access to the site parking areas which are located along the periphery of the MPTF campus. One through travel lane will be provided in each direction along the two north-south internal roadways.

Two east-west internal roadways will extend the entire width of the project site, extending between and providing access to the two north-south internal roadways. The east-west internal roadways approximately demarcate the northern, central and southern portion of the project site. The two east-west roadways will provide access to the site parking areas which are located in the central portion of the MPTF campus, particularly those spaces provided for the health care component.

PROJECT PARKING

Parking rates from the City of Los Angeles Municipal Code (LAMC) parking requirements applicable to the proposed Master Plan project require the following:

- Hospital: 1 space per 500 square feet (SF) (Institutional parking rate)
- Medical Office: 1 space per 200 SF
- Retirement Community:
 - 1 space per unit the first 30 dwelling units
 - 1 space per every two units for the second 30 dwelling units
 - 0.33 spaces per unit over 60 dwelling units
 - Less 60 percent of the above Retirement Community total
- Service/Administration: 1 space per 500 SF
- Activity/Recreation: 1 space per 500 SF

Based on LAMC parking rates, a total of 501 spaces is required for the MPTF Master Plan project. The total number of required parking spaces was determined by utilizing the above code parking requirements and subtracting 10 percent of the gross square footage for the hospital, medical office, campus service and activities facilities uses to estimate the floor area defined in the LAMC for determining parking requirement. In addition, the 6,000 GSF included in the Health Village designated for the pool and fitness space was subtracted from the Medical Office space. The parking calculations are as follows:

- Hospital
 $(90,500 \text{ GSF} \times 0.90) = 81,450 \text{ SF} \div 500 = 163 \text{ Spaces}$
- Medical Office
 $(26,000 \text{ GSF} - 6,000 \text{ GSF}) = 20,000 \text{ GSF} \times 0.90 = 18,000 \text{ SF} \div 200 = 90 \text{ Spaces}$
- Retirement Community (Including 30 Bed Alzheimer Addition)
 $[(30 \text{ DU} \times 1 = 30 \text{ Sp.}] + [30 \text{ DU} \div 2 = 15] + [239 \text{ DU} \times 0.33 = 79] = 124 \times 0.4 = 50$
Spaces

- Service/Administration
 $(42,240 \text{ GSF} \times 0.90) = 38,016 \text{ SF} \div 500 = 76 \text{ Spaces}$

- Activity/Recreation
 $(23,000 \text{ GSF} \times 0.90) = 20,700 \text{ SF} \div 500 = 41 \text{ Spaces}$

- < Master Plan Project Total: $163 + 90 + 50 + 76 + 41 = 420 \text{ Spaces}$

The Conditional Use Permit (CUP) for the existing MPTF campus requires a total of 334 parking spaces. Thus, a total of 754 parking spaces (334 existing required spaces plus 420 Master Plan project required spaces) will be required for the future MPTF campus upon build-out of the proposed Master Plan project.

The proposed project parking for the MPTF Master Plan project is illustrated in Exhibit 2. A total of 975 on-site parking spaces are proposed for the MPTF campus as part of the Master Plan project. All of the parking spaces will be provided in surface parking spaces. Approximately 130 of these spaces would be located with City rights-of-way. These spaces are not required for the proposed project to meet Municipal Code requirements. A perimeter access road, a portion of which would serve as a flood control device, would also be developed within City rights-of-way. The development of these elements would be accommodated with a Revocable Permit.

The project must provide a minimum of 20 handicap accessible spaces, three of which are van accessible space. This complies with current American with Disabilities Act (ADA) requirements of a minimum of two percent handicap accessible spaces for parking facilities with a total of 501 to 1,000 spaces, with one in every eight handicap spaces being van accessible.

EXISTING STREET SYSTEM

Immediate access to the project site is provided by Calabasas Road via El Cañon Avenue to the west and Mulholland Drive. In consultation with LADOT staff and City of Calabasas Traffic Engineering Department staff, the following nine intersections were selected for analysis of potential impacts due to the proposed Master Plan project:

1. El Cañon Avenue and Calabasas Road.²
2. US 101 Southbound (SB) Ramps and Calabasas Road.³
3. Valley Circle Boulevard and Burbank Boulevard.³
4. Valley Circle Boulevard and Ventura Boulevard.³
5. Valley Circle Boulevard and US 101 Northbound (NB) Off-Ramp-Long Valley.³
6. Mulholland Drive and Calabasas Road-Avenue San Luis.³
7. Mulholland Drive and MPTF Main Driveway (currently at Spielberg Drive).³
8. Valmar Road and Mulholland Drive.³
9. Valmar Road-Old Topanga Road and Park Ora-Brenford Street.²

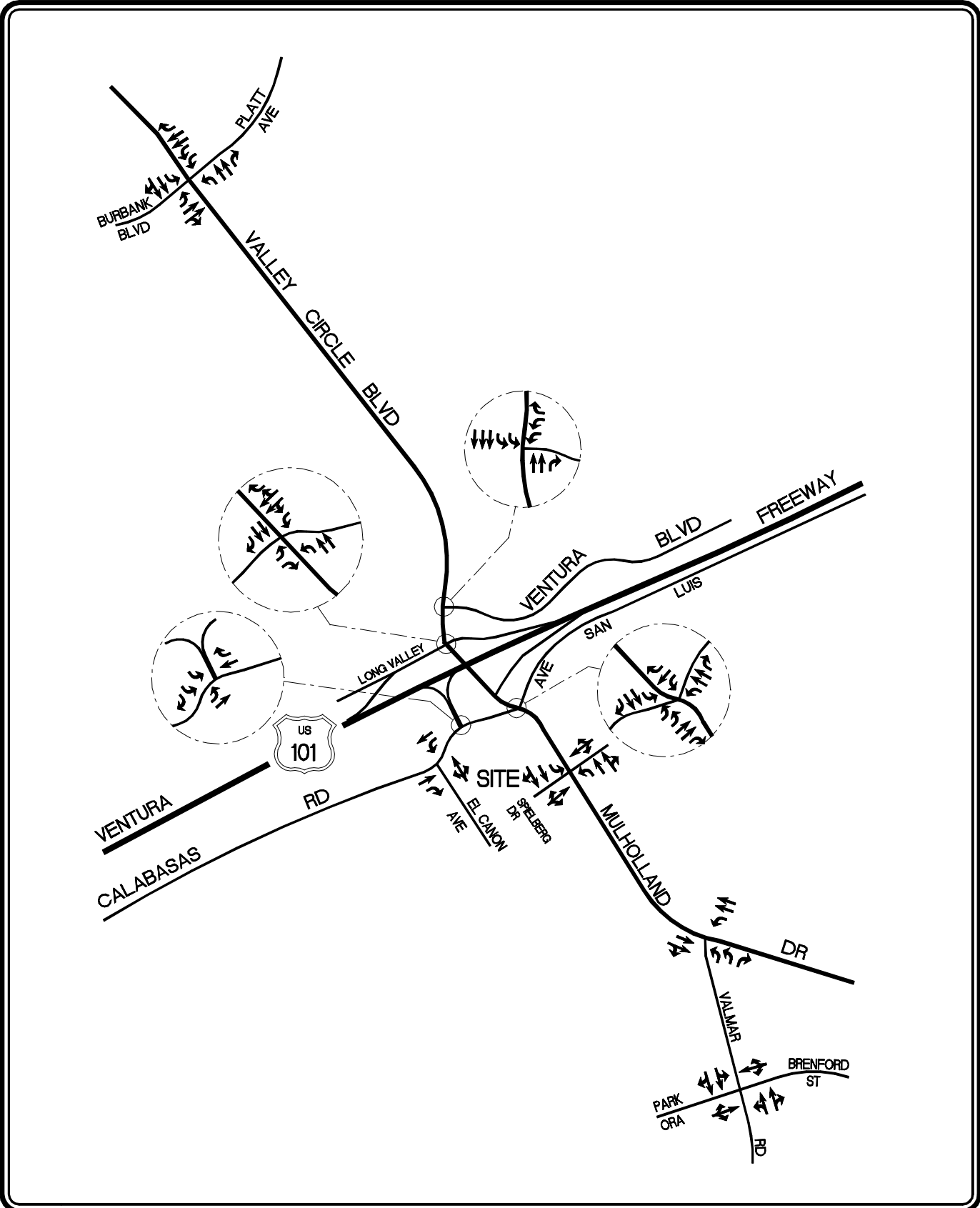
As noted, seven of the nine study intersections selected for analysis are currently signalized and the remaining two study intersections are currently controlled by stop signs. The existing lane configurations at the nine study intersections are displayed on Exhibit 3. A brief description of the important roadways in the project site vicinity is provided in the following paragraphs.

Valley Circle Boulevard is a major highway which is located north of the project site and the US 101 (Ventura) Freeway. Two through travel lanes are provided in each direction on Valley Circle Boulevard in the project vicinity. Separate left-turn lanes are provided in both directions on Valley Circle Boulevard at the Burbank Boulevard intersection and in the northbound direction at the US 101 Off-Ramp-Long Valley intersection. A right-turn only lane is also provided in the northbound

²Unsignalized intersection.

³Signalized intersection.

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EXISTING LANE CONFIGURATIONS

direction on Valley Circle Boulevard at the Burbank Boulevard intersection. Valley Circle Boulevard is posted for a 35 miles per hour (MPH) speed limit in the project vicinity. Parking is prohibited on both sides of Valley Circle Boulevard near the project site with posted No Stopping Anytime (NSAT) zones. Additionally, a Class II bicycle route is provided via roadway striping along both curbs of Valley Circle Boulevard.

Mulholland Drive is a major highway which borders the project site to the north and east. Two through travel lanes are provided in each direction on Mulholland Drive in the project vicinity. Separate left-turn lanes are provided in both directions on Mulholland Drive at the Calabasas Road and Spielberg Drive intersections, and in the westbound direction at the Valmar Road intersection. Mulholland Drive is posted for a 40 MPH speed limit in the project vicinity. Parking is prohibited on both sides of Mulholland Drive near the project site with posted NSAT zones.

Valmar Road is a north-south collector roadway which is located southeast of the project site. Two through travel lanes are provided in each direction on Valmar Road in the project vicinity. At the “tee” intersection with Mulholland Drive, dual left-turn lanes and one right-turn only lane are provided in the northbound direction on Valmar Road. As previously noted, the Valmar Road intersection with Park Ora-Brenford Street is currently controlled by stop signs. Valmar Road is posted for a 35 MPH speed limit in the project vicinity. Parking is generally prohibited on both sides of Valmar Drive near the project site with posted NSAT zones.

El Cañon Avenue is a local roadway which borders the project site to the west and south. El Cañon Avenue has been vacated just south of Calabasas Road, adjacent to the project site. One through travel lane is provided in both directions on El Cañon Avenue. As previously noted, the El Cañon Avenue intersection with Calabasas Road is currently controlled by stop signs.

Ventura Boulevard is an east-west major highway which is located northeast of the project site. Two through travel lanes are provided in each direction on Ventura Boulevard in the project vicinity. At the “tee” intersection with Valley Circle Boulevard, dual left-turn lanes and one right-turn only lane are provided in the westbound direction on Ventura Boulevard. Ventura Boulevard is posted

for a 35 MPH speed limit in the project vicinity. Parking is generally prohibited on both sides of Ventura Boulevard near the project site with posted NSAT zones.

Calabasas Road is an east-west major highway which borders the project site to the north and extends westerly from Mulholland Drive. One through travel lane is provided in each direction on Calabasas Road in the project vicinity. At the Mulholland Drive intersection, dual left-turn lanes and one right-turn only lane are provided in the eastbound direction on Calabasas Road. At the US 101 SB Ramps intersection, one left-turn lane is provided in the eastbound direction and dual right-turn lanes are provided in the westbound direction on Calabasas Road. Calabasas Road is posted for a 25 MPH speed limit in the project vicinity. Parking is generally prohibited on both sides of Calabasas Road near the project site with posted No Parking Anytime (NPAT) zones.

Avenue San Luis is an east-west collector roadway which extends easterly from the Mulholland Drive and Calabasas Road intersection. One through travel lane is provided in each direction on Avenue San Luis in the project vicinity. At the Mulholland Drive intersection, one left-turn lane, one through lane and one right-turn only lane is provided in the westbound direction on Avenue San Luis. Avenue San Luis is posted for a 40 MPH speed limit in the project vicinity. Parking is prohibited on both sides of Avenue San Luis near the project site with posted NSAT zones.

LOCAL PUBLIC TRANSIT SERVICES

Public transit service in the MPTF project area is currently served by the Los Angeles County Metropolitan Transportation Authority (MTA) and LADOT. The following paragraphs provide brief descriptions of bus lines that provide transit service in the project vicinity.

MTA Line 161

MTA Line 161 provides service along Calabasas Road and Avenue San Luis in the project vicinity. This route provides service between Westlake Plaza to the west and Topanga Plaza/Promenade Mall Shopping Centers to the east. Line 161 provides headways of one bus per hour in the eastbound direction and five buses per hour in the westbound direction during the morning peak hour. Line 161

provides headways of three buses per hour in the eastbound direction and one bus per hour in the westbound direction during the afternoon peak hour.

MTA Line 245

MTA Line 245 provides service along Valley Circle Boulevard and Mulholland Drive in the project vicinity. This route provides service between the MetroLink Chatsworth Station to the north and Woodland Hills to the south. Line 245 provides headways of approximately two buses per hour in both directions during the morning and afternoon hours.

LADOT Commuter Express Line 423

LADOT Line 423 provides service along Avenue San Luis in the project vicinity. This commuter express route provides service between Newbury Park to the west and Encino to the east.

TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the nine study intersections during the morning (AM) and afternoon (PM) commuter periods to determine the current peak hour of traffic volumes. The manual counts were conducted at each of the nine study intersections from 7:00 to 10:00 AM to determine the AM peak commuter hour, and from 3:00 to 6:00 PM to determine the PM peak commuter hour. Traffic volumes at the study intersections show typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with peak commuter hours in the metropolitan Los Angeles area.

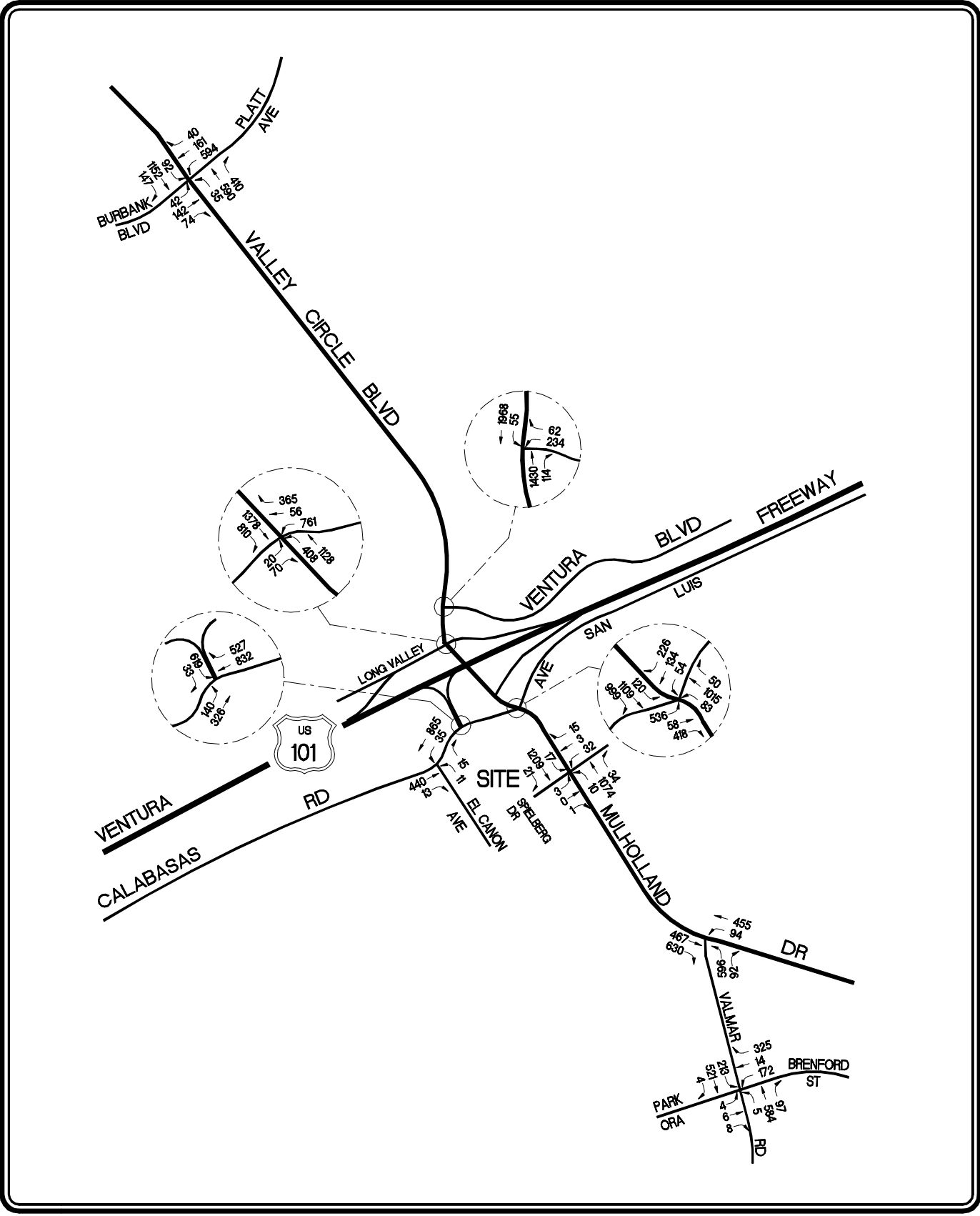
The AM and PM peak period manual counts of turning vehicles at the nine study intersections are summarized in [Table 2](#). The existing traffic volumes at the study intersections during the AM and PM peak hours are shown in [Exhibits 4 and 5](#), respectively. Summary data worksheets of the manual counts are contained in [Appendix A](#).

**Table 2
EXISTING TRAFFIC VOLUMES
MPTF Master Plan**

INT.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	El Canon Avenue and Calabasas Road [1]	06/09/99	NB	8:00	26	4:30	74
			SB		0		0
			EB		453		1,006
			WB		900		683
2	US 101 SB Ramps and Calabasas Road [1]	06/09/99	NB	8:15	0	5:00	0
			SB		652		989
			EB		466		1,024
			WB		1,359		955
3	Valley Circle Boulevard and Burbank Boulevard [1]	06/10/99	NB	7:15	1,035	3:00	1,540
			SB		1,391		738
			EB		258		259
			WB		795		768
4	Valley Circle Boulevard and Ventura Boulevard [1]	06/10/99	NB	7:15	1,544	5:00	2,144
			SB		2,023		1,204
			EB		0		0
			WB		296		414
5	Valley Circle Boulevard and US 101NB Off-Ramp/Long Valley [1]	06/09/99	NB	7:15	1,536	5:00	1,851
			SB		2,188		1,458
			EB		90		126
			WB		1,182		1,371
6	Valley Circle Blvd./Mulholland Dri.and Avenue San Luis/Calbasas Road [1]	06/09/99	NB	7:30	1,148	5:00	1,077
			SB		2,228		1,728
			EB		1,012		1,745
			WB		414		382
7	Mulholland Drive and Spielberg Drive [1]	06/09/99	NB	7:15	1,118	3:00	1,073
			SB		1,247		879
			EB		4		47
			WB		50		102
8	Valmar Road and Mulholland Drive [1]	06/10/99	NB	7:15	549	5:00	580
			SB		1,097		878
			EB		688		648
			WB		0		0
9	Valmar Road and Park Ora/Brenford Street [1]	06/10/99	NB	7:15	686	5:00	605
			SB		738		494
			EB		18		23
			WB		511		525

[1] Counts conducted by Accutec

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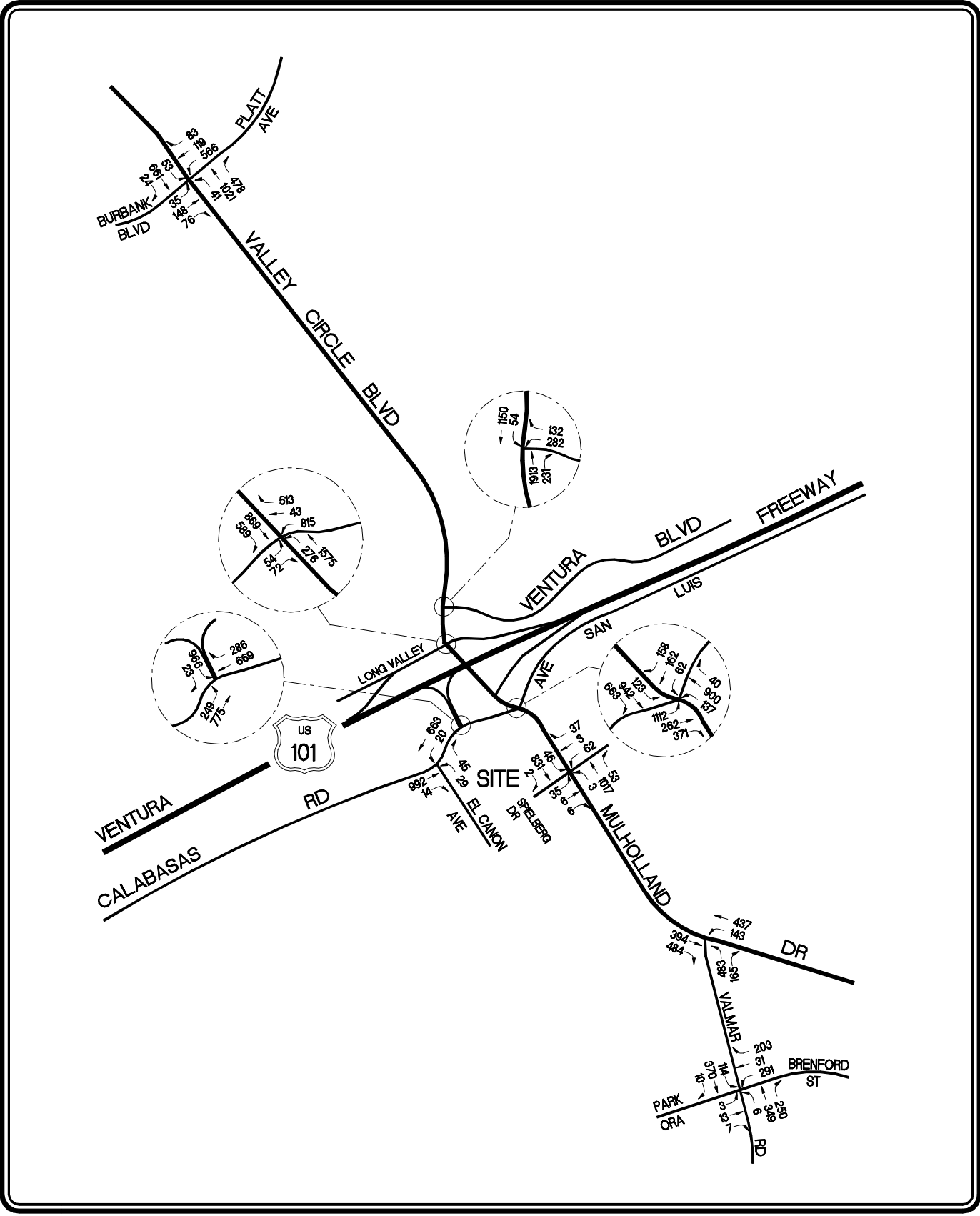


ENGINEERS NOT TO SCALE

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EXISTING TRAFFIC VOLUMES
AM PEAK HOUR
MPTF MASTER PLAN

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NOT TO SCALE

5

EXISTING TRAFFIC VOLUMES
PM PEAK HOUR
MPTF MASTER PLAN

PROJECT TRIP GENERATION

Traffic volumes to be generated by the proposed project during both the AM and PM peak hours, as well as on a daily basis, were estimated using rate published in the Institute of Transportation Engineers's (ITE) *Trip Generation* manual, 6th Edition, 1997. Traffic volumes expected to be generated by the proposed MPTF Master Plan project were based upon rates per number of hospital beds, per thousand square feet of building floor area, and per number of retirement community dwelling units. The MPTF Master Plan project trip generation forecast was prepared in consultation with LADOT staff.

ITE Land Use Code 610 (Hospital) average trip generation rates were used to forecast the traffic volumes expected to be generated by the 34 net new licensed hospital beds. ITE Land Use Code 250 (Retirement Community) trip generation rates were used to forecast the traffic volumes expected to be generated by the 269 net new retirement community dwelling units included as part of the Master Plan. ITE Land Use Code 710 (General Office Building) trip generation rates were used to forecast the traffic volumes expected to be generated by the 42,240 GSF of net new campus service buildings.

As previously noted, the activity facilities pavilions will provide ancillary services that will only be utilized by on-site campus residents and staff. Based on discussions with LADOT staff, the trip generation forecast for the 23,000 GSF of activity pavilions reflects anticipated employee related trips and was based on a comparison of employee and GSF average trip rates for ITE Land Use Code 814 (Specialty Retail Center). The daily trip ends derived by the assumption that the total PM peak hour traffic volume represents 20 percent of the daily traffic volume.

ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates were used to forecast the traffic volumes expected to be generated by the 26,000 GSF of net new medical office facilities which also include the fitness center and pool. Outpatient care for both on-site campus residents and patients from off-site will be provided at the Health Village. As also previously noted, 6,000 GSF of the proposed Health Village is designated for the fitness/classroom space to be used only by on-site campus residents, and 20 percent (20%) of the outpatient services will be provided for on-site campus

residents. Based on these two factors and discussions with LADOT staff, an internal capture rate of 25 percent (25%) was applied to the medical office component trip generation forecast. This accounts for trips that are made internal to the site (e.g., from the residential areas and hospital to the medical office facilities, etc.).

Phase I

The traffic generation forecast for Phase I of the proposed project is summarized in Table 3A. Phase I consists of the development of hospital space with 24 net new beds, medical office space with 26,000 GSF of net new building floor area, activity/recreation facilities space with 2,000 GSF of net new building floor area, and service/administration space with a net loss of 1,860 GSF of building floor area. As shown in Table 3A, Phase I of the proposed project is expected to generate an additional 71 vehicle trips (55 inbound and 16 outbound) during the AM peak hour. During the PM peak hour, Phase I of the proposed project is expected to generate an additional 99 vehicle trips (29 inbound and 70 outbound). Over a 24-hour period, Phase I of the proposed project is forecasted to generate an additional 982 daily vehicle trip ends during a typical weekday (491 inbound and 491 outbound).

Project Build-Out (Includes Phases I and II)

The traffic generation forecast for build-out of the proposed project is summarized in Table 3B. Project Build-Out of the development of hospital space with 34 net new beds, medical office space with 26,000 GSF of net new building floor area, retirement community with 269 net new dwelling units, service/administration space with 42,240 GSF of net new building floor area, and activity/recreation facilities space with 23,000 GSF of net new building floor area. As shown in Table 3B, Project Build-Out of the proposed project is expected to generate an additional 197 vehicle trips (144 inbound and 53 outbound) during the AM peak hour. During the PM peak hour, Project Build-Out of the proposed project is expected to generate an additional 288 vehicle trips (101 inbound and 187 outbound). Over a 24-hour period, Project Build-Out of the proposed project is forecasted to generate an additional 2,708 daily vehicle trip ends during a typical weekday (1,354 inbound and 1,354 outbound).

**Table 3A
PHASE I PROJECT TRIP GENERATION [1]
MPTF Master Plan**

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED PHASE I								
Hospital [3]	280 Beds	3,296	216	84	300	116	225	341
Medical Office [4] Less 25% Internal Capture [5]	56,000 GSF	2,024 (506)	109 (27)	27 (7)	136 (34)	55 (14)	150 (38)	205 (52)
Retirement Community [6]	113 DU	393	8	10	18	16	12	28
Campus Services Bldg. [7]	21,250 GSF	234	29	4	33	5	26	31
Activity Facilities [8]	23,371 GSF	200	nom.	nom.	nom.	17	23	40
Subtotal Phase I		5,641	335	118	453	195	398	593
LESS EXISTING								
Hospital [3]	256 Beds	3,013	197	77	274	106	206	312
Medical Office [4] Less 25% Internal Capture [5]	30,000 GSF	1,084 (271)	58 (15)	15 (4)	73 (19)	30 (8)	80 (20)	110 (28)
Retirement Community [6]	113 DU	393	8	10	18	16	12	28
Campus Services Bldg. [7]	23,110 GSF	254	32	4	36	6	29	35
Activity Facilities [8]	21,371 GSF	186	nom.	nom.	nom.	16	21	37
Subtotal Existing		4,659	280	102	382	166	328	494
NET TOTAL PHASE I		982	55	16	71	29	70	99

[1] Source: ITE "Trip Generation", 6th Edition, 1997.

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

[3] ITE Land Use Code 610 (Hospital) average trip generation rates.

[4] ITE Land Use Code 720 (Medical-Dental Office Building) average trip generation rates.

[5] Based on discussions with LADOT staff, an internal capture rate of 25 percent (25%) was applied to the medical office component.

[6] ITE Land Use Code 250 (Retirement Community) trip generation rates for occupied dwelling units utilized to forecast the AM and PM peak hour traffic volumes for the number of retirement dwelling units. ITE Land Use Code 253 (Elderly Housing - Attached) trip generation rates for occupied dwelling units used to forecast the daily traffic volume. The previously approved 148 retirement community dwelling units associated with the Stark Villas project are included in the related projects component of the traffic analysis.

[7] ITE Land Use Code 710 (General Office Building) average trip generation rates. No trip generation was forecast for the 16,000 GSF Outreach Village included in Phase I which includes child care, elder care, etc., as these services will be provided to on-site campus staff and residents only.

[8] The Activity Pavilions will provide ancillary services that will only be utilized by on-site campus staff and residents. Based on discussions with LADOT staff, this trip generation forecast reflects expected employee related trips and was based on a comparison of employee and GSF average trip rates for ITE Land Use Code 814 (Specialty Retail Center). The daily trip ends was driven by the assumption that the total PM peak hour traffic volume represents 20 percent of the daily traffic volume.

**Table 3B
PROJECT BUILDOUT TRIP GENERATION [1]
MPTF Master Plan**

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROJECT BUILDOUT								
Hospital [3]	290 Beds	3,413	223	87	310	120	234	354
Medical Office [4] Less 25% Internal Capture [5]	56,000 GSF	2,024 (506)	109 (27)	27 (7)	136 (34)	55 (14)	150 (38)	205 (52)
Retirement Community [6]	382 DU	1,329	29	36	65	56	44	100
Campus Services Bldg. [7]	65,350 GSF	720	90	12	102	17	81	98
Activity Facilities [8]	44,371 GSF	387	nom.	nom.	nom.	33	44	77
Subtotal Project Buildout		7,367	424	155	579	267	515	782
LESS EXISTING								
Hospital [3]	256 Beds	3,013	197	77	274	106	206	312
Medical Office [4] Less 25% Internal Capture [5]	30,000 GSF	1,084 (271)	58 (15)	15 (4)	73 (19)	30 (8)	80 (20)	110 (28)
Retirement Community [8]	113 DU	393	8	10	18	16	12	28
Campus Services Bldg. [7]	23,110 GSF	254	32	4	36	6	29	35
Activity Facilities [8]	21,371 GSF	186	nom.	nom.	nom.	16	21	37
Subtotal Existing		4,659	280	102	382	166	328	494
NET TOTAL PROJECT BUILDOUT		2,708	144	53	197	101	187	288

[1] Source: ITE "Trip Generation", 6th Edition, 1997.

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

[3] ITE Land Use Code 610 (Hospital) average trip generation rates.

[4] ITE Land Use Code 720 (Medical-Dental Office Building) average trip generation rates.

[5] Based on discussions with LADOT staff, an internal capture rate of 25 percent (25%) was applied to the medical office component.

[6] ITE Land Use Code 250 (Retirement Community) trip generation rates for occupied dwelling units utilized to forecast the AM and PM peak hour traffic volumes for the number of retirement dwelling units. ITE Land Use Code 253 (Elderly Housing - Attached) trip generation rates for occupied dwelling units used to forecast the daily traffic volume. The previously approved 148 retirement community dwelling units associated with the Stark Villas project are included in the related projects component of the traffic analysis.

[7] ITE Land Use Code 710 (General Office Building) average trip generation rates. No trip generation was forecast for the 16,000 GSF Outreach Village included in the project buildout which includes child care, elder care, etc., as these services will be provided to on-site campus staff and residents only.

[8] The Activity Pavilions will provide ancillary services that will only be utilized by on-site campus staff and residents. Based on discussions with LADOT staff, this trip generation forecast reflects expected employee related trips and was based on a comparison of employee and GSF average trip rates for ITE Land Use Code 814 (Specialty Retail Center). The daily trip ends was driven by the assumption that the total PM peak hour traffic volume represents 20 percent of the daily traffic volume.

PROJECT TRIP DISTRIBUTION

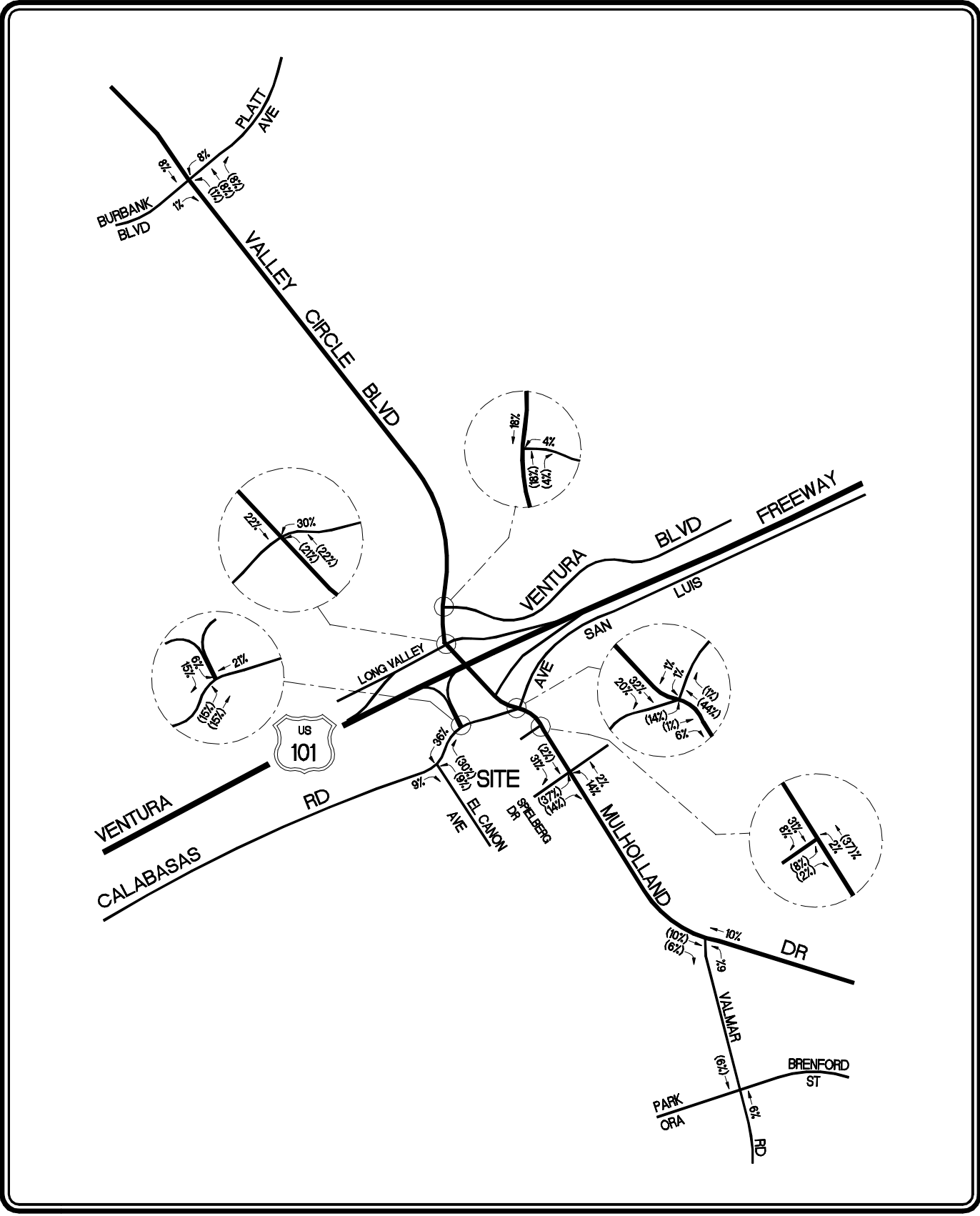
Project traffic was assigned to the local roadway system based on a traffic distribution pattern which accounted for the proposed project land uses, the proposed site access scheme existing traffic movements, characteristics of the surrounding roadway system, and nearby regional population and employment centers. Particular consideration was given to the location of the medical and residential uses included in the proposed Master Plan, and their relationship to the site access driveways. The distribution pattern for the proposed Master Plan project was developed in consultation with LADOT staff.

The project traffic distribution percentages forecast for the nine study intersections are provided in Exhibit 6. The forecast Phase I project traffic volumes for the AM and PM peak hours are displayed in Exhibits 7A and 7B, respectively. The forecast Project Build-Out traffic volumes for the AM and PM peak hours are shown in Exhibits 8A and 8B, respectively.

RELATED PROJECTS

A forecast of on-street traffic conditions prior to the occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Los Angeles Departments of Planning and Transportation, the City of Calabasas Planning Department, and the County of Ventura Planning Division. The list of related projects in the area is shown in Table 4. The location of the related projects is illustrated in Exhibit 9. As previously discussed, the related projects analysis includes the previously approved Stark Villas to be constructed on the MPTF site (Related Project No. 1 on Table 4).

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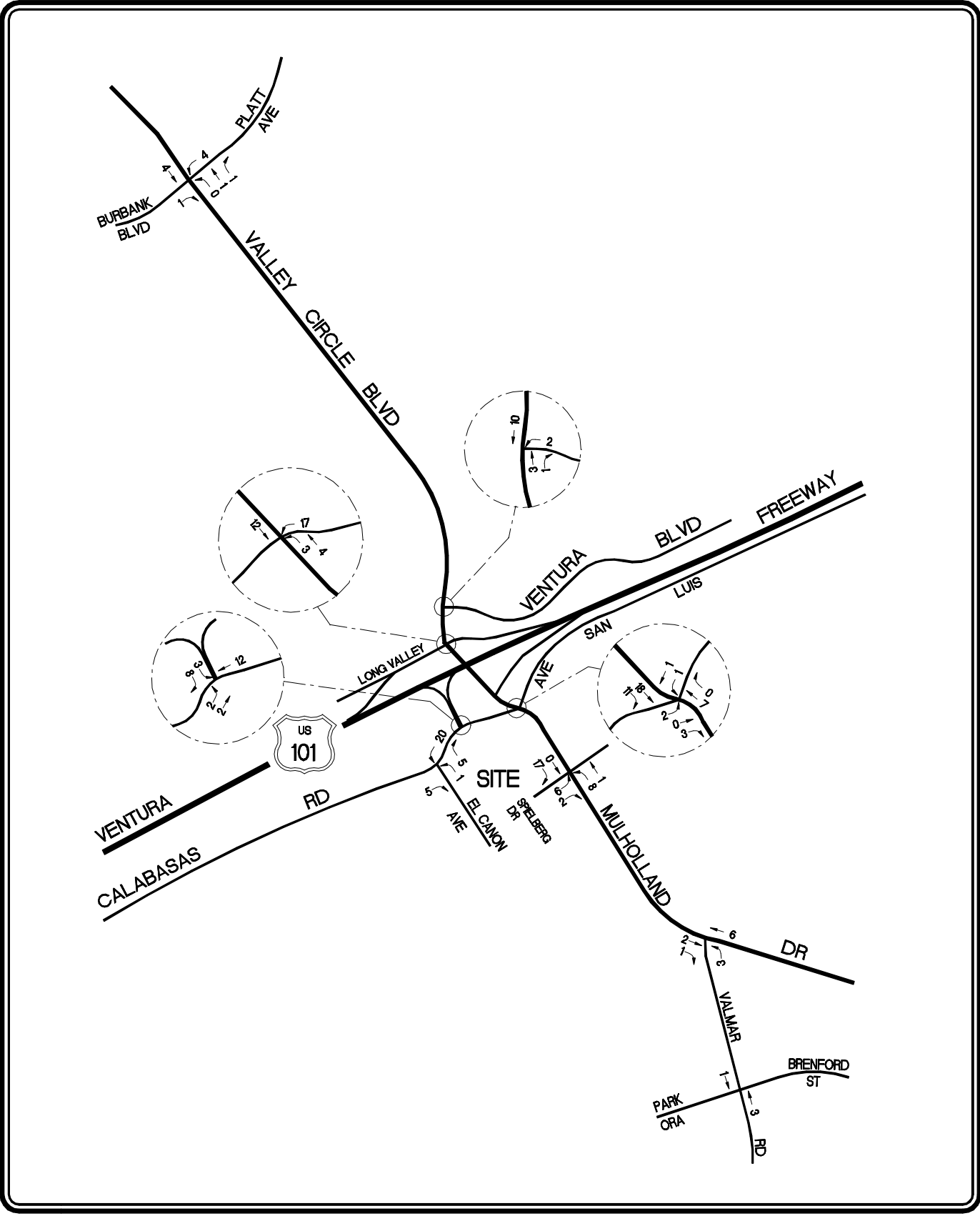
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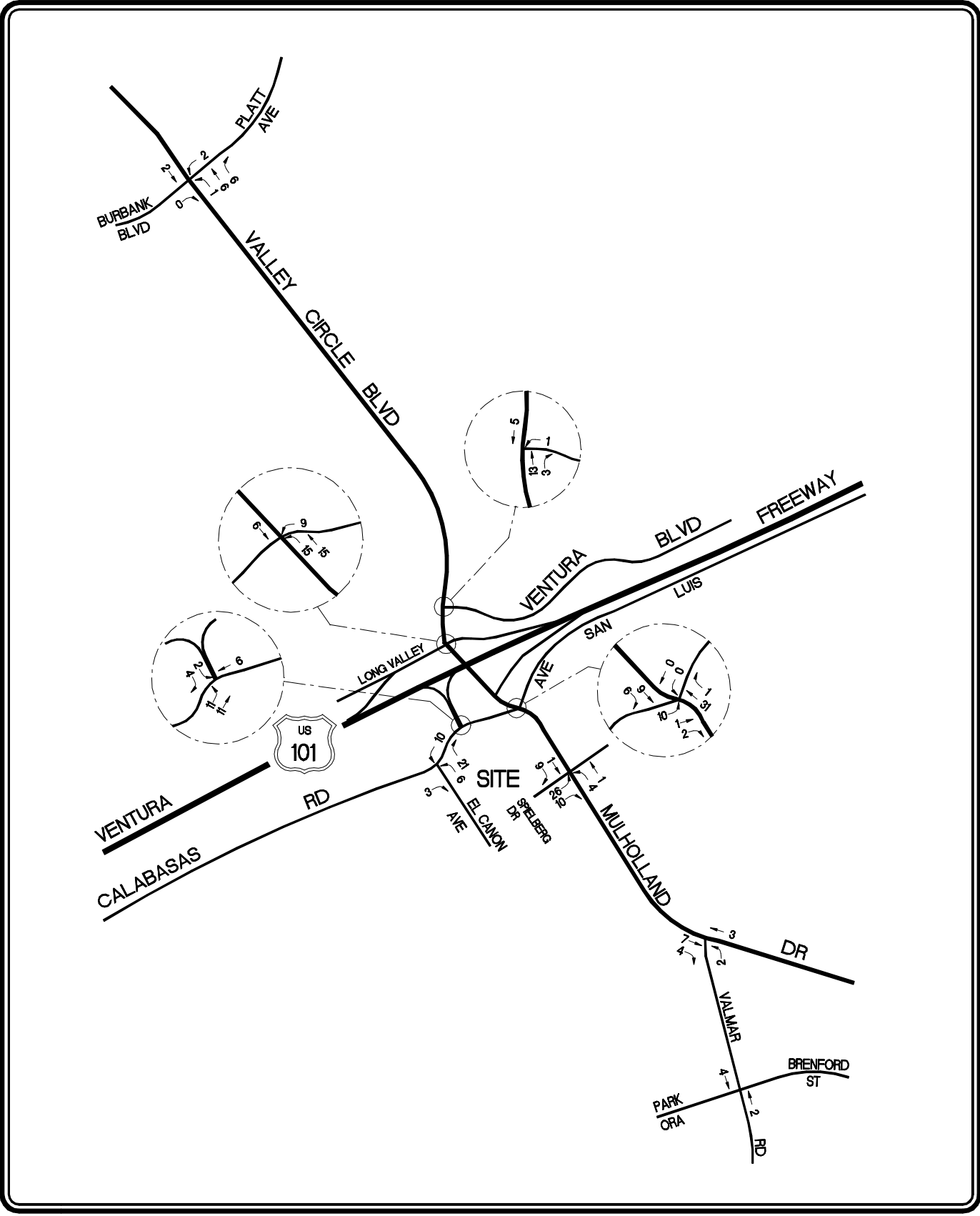
PHASE I PROJECT TRAFFIC VOLUMES

AM PEAK HOUR

MPTF MASTER PLAN

7A

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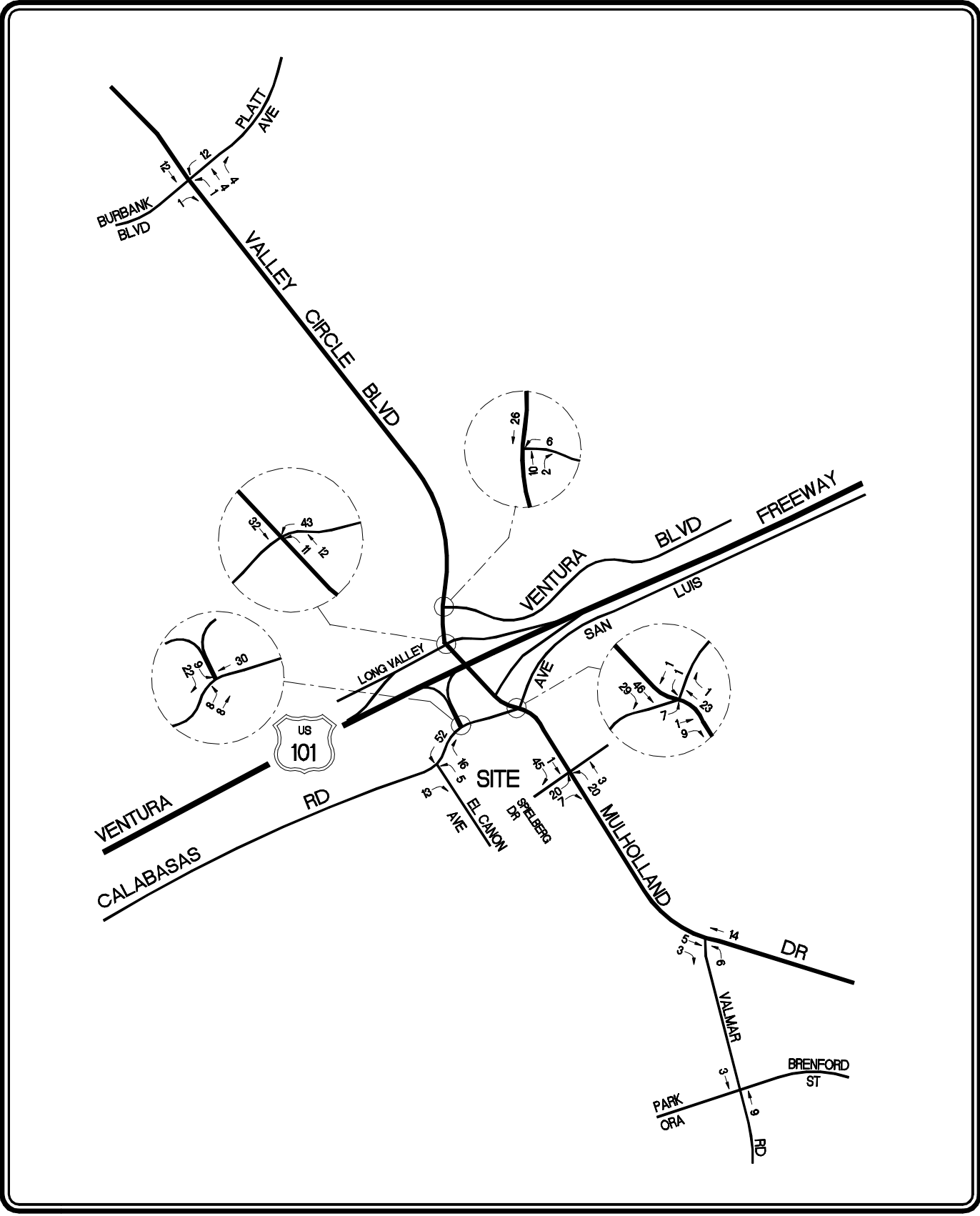
PHASE I PROJECT TRAFFIC VOLUMES

PM PEAK HOUR

MPTF MASTER PLAN

7B

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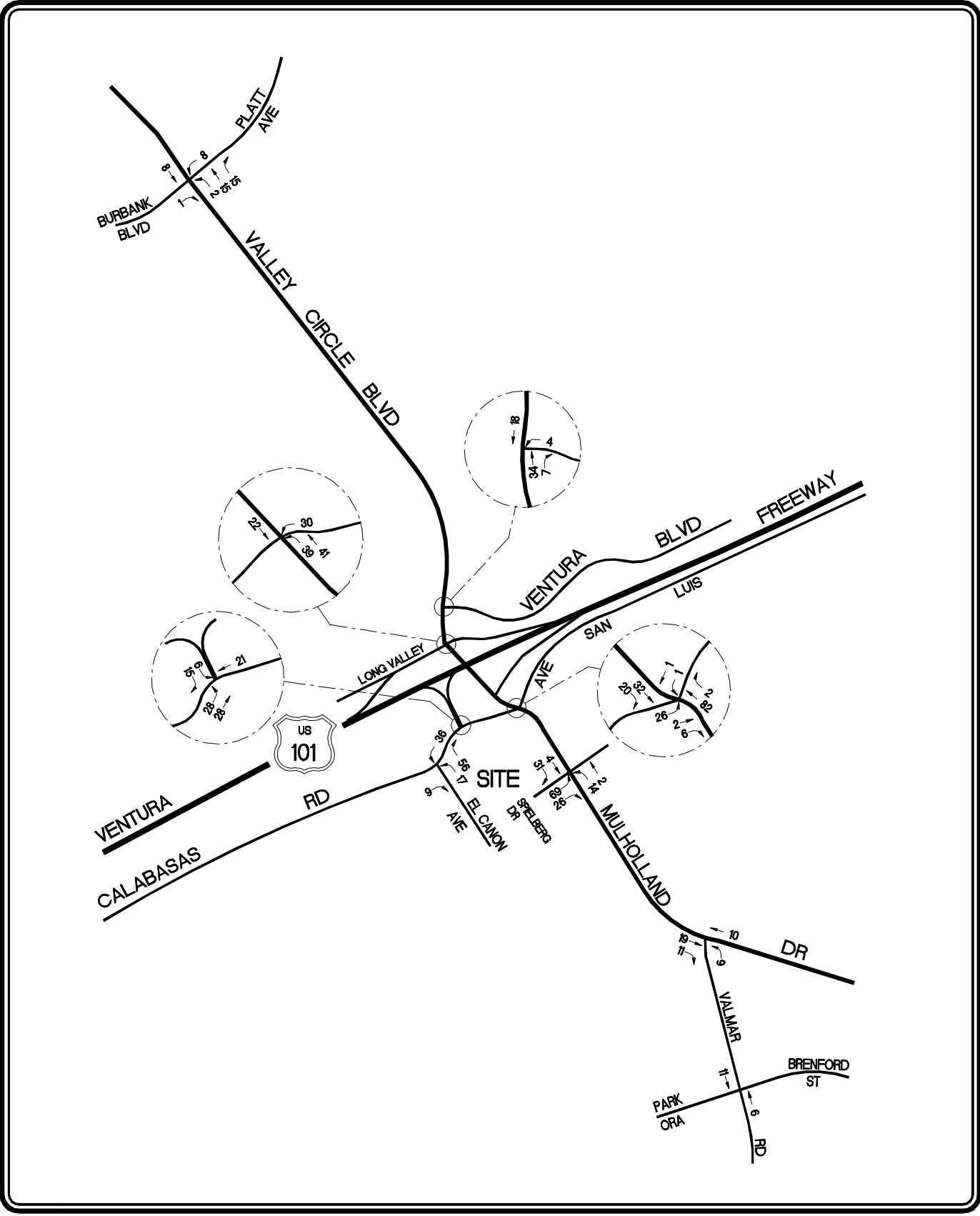
PROJECT BUILD-OUT TRAFFIC VOLUMES

AM PEAK HOUR

MPTF MASTER PLAN

8A

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PROJECT BUILD-OUT TRAFFIC VOLUMES

PM PEAK HOUR

MPTF MASTER PLAN

8B

**Table 4
LIST OF RELATED PROJECTS
MPTF Master Plan**

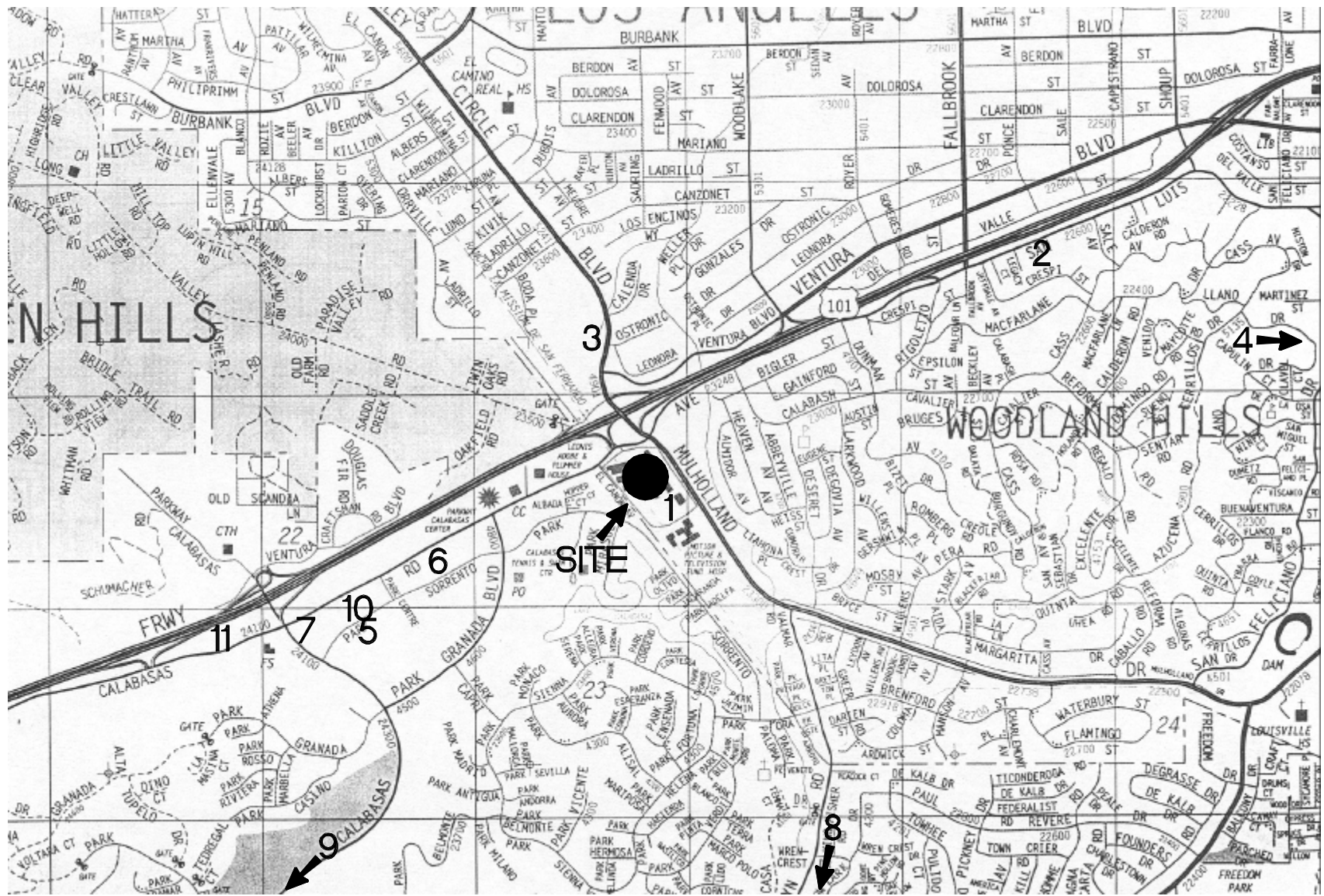
MAP NO.	PROJECT	LOCATION	LAND USE	SIZE	STATUS
City of Los Angeles [1]					
1	86-0653	MPTF Stark Villas: Southwest of the Mulholland Drive & Ave San Luis/Calabasas Rd. intersection	Retirement Community	148 DU	Approved
2	98-0270	22700 San Luis Avenue	Single-Family Residential	15 DU	Proposed
3	Boething Nursery	West of Valley Circle Boulevard at Ostronic Drive	General Office	228,000 GSF	Proposed
4	91-325	4200 Natoma Avenue	Single-Family Residential	49 DU	Proposed
City of Calabasas [2]					
5	Kilroy Park Center	23900 block of Park Sorrento between Calabasas Road and Park Sorrento	Office	210,000 SF	Approved
6	Civic Center City Hall/Library	Park Sorrento between Calabasas Road and Park Sorrento	Government Office	50,000 SF	Proposed
7	Texaco	24106 Calabasas Road at corner of Parkway Calabasas/Calabasas Road	Commercial	1,760 SF	Proposed
8	Calmont School	Southeast corner of Mulholland Highway and Old Topanga Canyon Road	K-12	375 Students 90 Employees	Proposed
9	New Millennium Homes	At terminus where Parkway Calabasas ends south of Route 101 Freeway	Residential	550 DU (23/550 built)	Entitled
10	Homestead Village	24150 Park Sorrento between Calabasas Road and Park Sorrento	Hotel	140 Rooms	Approved
11	Auto Dealership	Calabasas Road east of Mureau Road, west of Texaco Station	Auto Dealership and ancillary uses	50,000 SF	Proposed
County of Ventura [3]					
12	Ahmanson Ranch	North of City of Calabasas and west of City of Los Angeles Note: Only Phase A has been submitted - 5,000 SF Commercial, 658 SF DU, 157 Acre Golf Course, 27,000 SF K-5 School, and 7 Acre Park	Single-Family Res. Multi-Family Res. Retail General Office Hotel Golf Course	1,122 DU 728 DU 150,000 GSF 200,000 GSF 250 Rooms 157 Acres	Proposed

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

[2] Source: City of Calabasas Planning Department.

[3] Source: County of Ventura Planning Division.

Note: 2,000 GSF of previously approved Activities Facilities space is included in the project trip generation.



MAP SOURCE: THOMAS BROS. GUIDE

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LOCATION OF RELATED PROJECTS

The related projects researched for inclusion in the analysis include those projects approved (but not yet constructed), soon to be approved, or reasonably foreseeable. Development projects located outside of the study area, such as the Ahmanson Ranch project, were also considered. It should be noted that the list of related projects was submitted to City of Los Angeles and City of Calabasas staff for review and approval.

Traffic volumes expected to be generated by the related projects were estimated using accepted generation rates published in the Institute of Transportation Engineer's *Trip Generation Manual*, 6th Edition, 1997. The related projects respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday is presented in Table 5. The anticipated distribution of the related projects traffic volumes at the nine study intersections during the AM and PM peak hours are displayed in Exhibits 10 and 11, respectively.

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of two percent (2%) per year to the year 2005 (i.e., the anticipated year of project Phase I completion) and one percent (1%) per year from year 2006 to 2015 (i.e., the anticipated year of project Phase II/Master Plan build-out). Application of these annual ambient growth factors allow for a conservative "worst case" forecast of future traffic volumes in the area. It should be noted that the ambient growth factors were determined in consultation with LADOT staff.

Table 5
RELATED PROJECTS TRIP GENERATION [1]
MPTF Master Plan

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles								
1 Retirement Community [3]	148 DU	936	20	25	45	39	31	70
2 Single Family [4]	15 DU	181	5	15	20	12	7	19
3 General Office [5]	228,000 GSF	2,499	317	43	360	57	278	335
4 Single Family [4]	49 DU	538	11	33	44	36	20	56
City of Calabasas								
5 General Office [5]	210,000 GSF	2,346	296	40	336	53	261	314
6 Government Office [5]	50,000 GSF	779	94	13	107	23	112	135
7 Commercial [6]	1,760 GSF	12	1	0	2	0	2	2
8 School K - 12 [7]	375 STDS	544	207	138	345	29	47	76
9 Single Family [4]	550 DU	4,975	99	296	395	319	180	499
10 Hotel [8]	140 Rooms	1,249	50	36	86	41	43	84
11 Auto Dealership [9]	50,000 GSF	1,875	81	30	111	56	84	140
County of Ventura								
12 Ahmanson Ranch Single Family [4]	1,122 DU	9,586	199	596	795	607	341	948
Multi-Family [10]	728 DU	4,498	58	307	365	276	136	412
Retail [11]	150,000 GLSF	8,847	124	79	203	394	427	821
General Office [5]	200,000 GSF	2,260	285	39	324	52	252	304
Hotel [8]	250 Rooms	2,230	100	72	172	80	83	163
Golf Course [12]	157 Acres	791	24	9	33	16	31	47
TOTAL		44,146	1,971	1,771	3,743	2,090	2,335	4,425

[1] Source: ITE "Trip Generation", 6th Edition, 1997.

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

[3] ITE Land Use Code 250 (Retirement Community) trip generation rates.

[4] ITE Land Use Code 210 (Single Family) trip generation rates.

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

[6] ITE Land Use Code 110 (Light Industrial) trip generation rates.

[7] ITE Land Use Code 521 (Private School) trip generation rates. ITE Land Use Code 522 (Middle School/Junior High School) was used to forecast the daily trip ends.

[8] ITE Land Use Code 310 (Hotel - Occupied Rooms) trip generation rates.

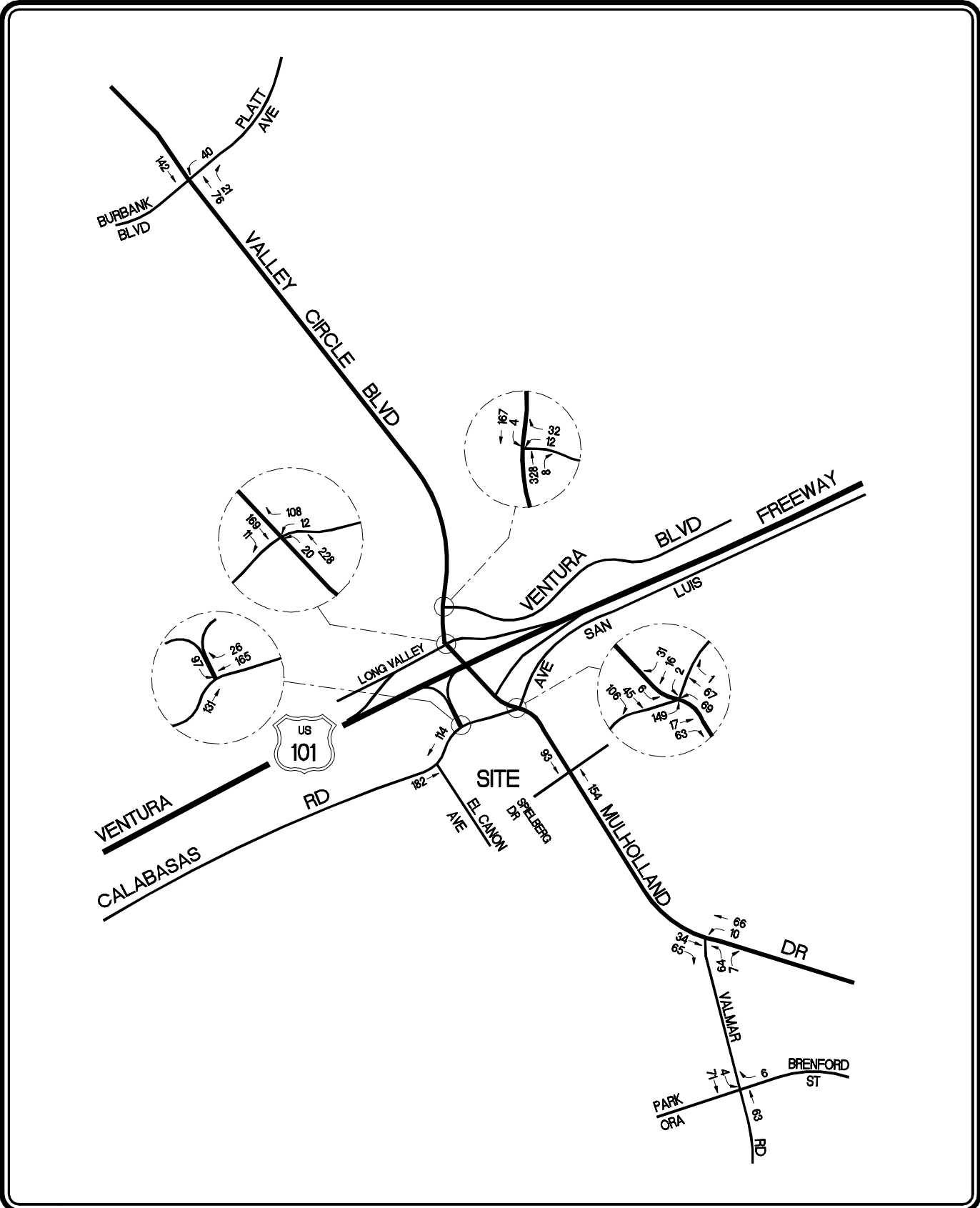
[9] ITE Land Use Code 841 (New Car Sales) trip generation rates.

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

[11] Retail use will not generate new trips, it is assumed that the retail will service existing uses.

[12] ITE Land Use Code 430 (Golf Course) trip generation rates.

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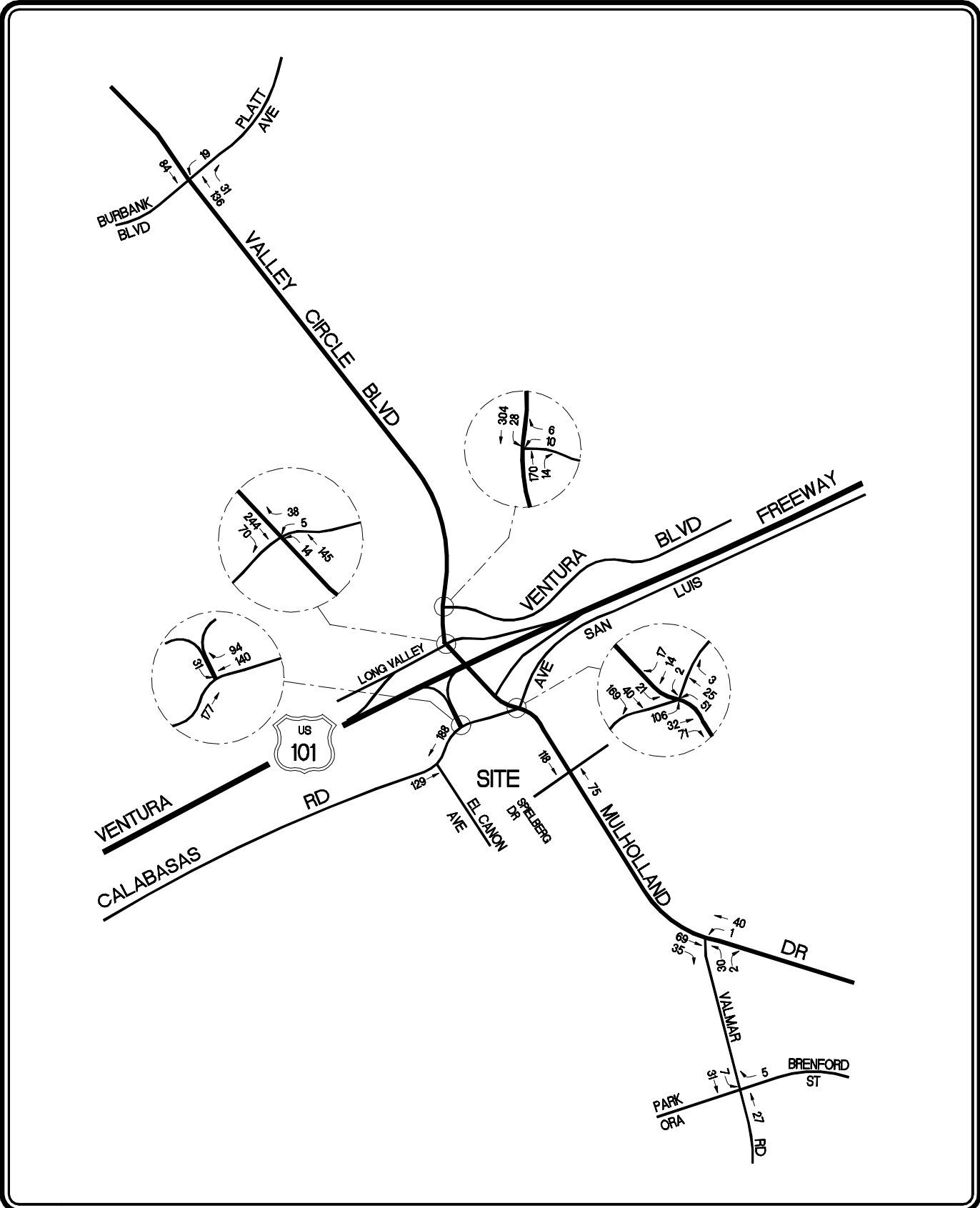
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RELATED PROJECTS
TRAFFIC VOLUMES
AM PEAK HOUR
MPTF MASTER PLAN

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11
RELATED PROJECTS
TRAFFIC VOLUMES
PM PEAK HOUR
MPTF MASTER PLAN

TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines volume-to-capacity (V/C) ratio on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Levels of Service is provided in Appendix B.

Impact Criteria and Thresholds

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

The significance of the potential impacts of project generated traffic at each study intersection was identified using the traffic impact criteria set forth in LADOT's "Traffic Study Policies and Procedures," November, 1993. According to the City's published traffic study guidelines, a significant transportation impact is determined based on the following sliding scale criteria:

	<u>Final V/C</u>	<u>LOS</u>	<u>Project Related Increase in V/C</u>
<	>0.700-0.800	C	equal to or greater than 0.04
<	>0.800-0.900	D	equal to or greater than 0.02
<	> 0.900	E-F	equal to or greater than 0.01

As previously mentioned, annual rates of two percent (2%) per year to the year 2005 and one percent (1%) per year from year 2006 to 2015 were assumed so as to account for unknown related projects in the vicinity of the proposed project. Additionally, it was assumed that the full build-out of the proposed project will be complete and occupied in year 2015.

Traffic Impact Analysis Scenarios

Per direction of LADOT's traffic study guidelines, Level of Service calculations have been prepared for the following scenarios:

- (a) Existing conditions.
- (b) Condition (a) plus two percent (2%) to the year 2005 and one percent (1%) per year from year 2006 to 2015 ambient traffic growth was applied to existing traffic.
- (c) Condition (b) with completion and occupancy of the related projects.
- (d) Condition (c) with completion and occupancy of Phase I of the proposed project (year 2005).
- (e) Condition (d) with implementation of Phase I project mitigation measures, where necessary.
- (f) Condition (e) with completion and occupancy of Phases I and II (Project Build-Out) of the proposed project (year 2015).
- (g) Condition (f) with implementation of Project Build-Out mitigation measures, where necessary.

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

Summaries of the V/C ratios and LOS values for the study intersections during the AM and PM peak hours are shown in Table 6A for Phase I and Table 6B for Project Build-Out. The Phase I CMA data worksheets for the analyzed intersections are contained in Appendix C. The Project Build-Out CMA data worksheets for the analyzed intersections are contained in Appendix D.

Table 6A
PHASE I SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
MPTF Master Plan

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 1999 EXISTING		[2] YEAR 2005 W/ AMBIENT GROWTH		[3] YEAR 2005 W/ RELATED PROJECTS		[4] YEAR 2005 W/ PHASE 1 PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2005 W/ PHASE 1 MITIGATION		CHANGE V/C [(5)-(3)]	MITI- GATED
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	El Canon Avenue and Calabasas Road	AM PM	0.587 0.705	A C	0.657 0.789	B C	0.733 0.875	C D	0.736 0.896	C D	0.003 0.021	NO YES	0.736 0.668	C B	0.003 -0.207	--- YES
2	US 101 SB Ramps and Calabasas Road	AM PM	0.851 0.947	D E	0.962 1.069	E F	1.115 1.179	F F	1.126 1.192	F F	0.011 0.013	YES YES	1.076 1.100	F F	-0.039 -0.079	YES YES
3	Valley Circle Boulevard and Burbank Boulevard	AM PM	0.664 0.620	B B	0.752 0.703	C C	0.819 0.760	D C	0.822 0.763	D C	0.003 0.003	NO NO	0.822 0.763	D C	0.003 0.003	--- ---
4	Valley Circle Boulevard and Ventura Boulevard	AM PM	0.566 0.760	A C	0.642 0.860	B D	0.768 0.937	C E	0.769 0.942	C E	0.001 0.005	NO NO	0.769 0.942	C E	0.001 0.005	--- ---
5	Valley Circle Boulevard and US 101 NB Off-Ramp/Long Valley	AM PM	1.196 0.954	F E	1.348 1.077	F F	1.377 1.141	F F	1.387 1.156	F F	0.010 0.015	YES YES	1.146 1.101	F F	-0.231 -0.040	YES YES
6	Mulholland Drive and Calabasas Road/Avenue San Luis	AM PM	0.945 0.935	E E	1.067 1.055	F F	1.244 1.160	F F	1.252 1.167	F F	0.008 0.007	NO NO	1.252 1.167	F F	0.008 0.007	--- ---
7	Mulholland Drive and Spielberg Drive	AM PM	0.369 0.367	A A	0.421 0.420	A A	0.452 0.445	A A	0.465 0.462	A A	0.013 0.017	NO NO	0.465 0.462	A A	0.013 0.017	--- ---
8	Valmar Road and Mulholland Drive	AM PM	0.631 0.525	B A	0.715 0.597	C A	0.789 0.632	C B	0.791 0.635	C B	0.002 0.003	NO NO	0.791 0.635	C B	0.002 0.003	--- ---
9	Valmar Road Park Ora/Brenford Street	AM PM	0.749 0.606	C B	0.839 0.679	D B	0.874 0.696	D B	0.875 0.697	D B	0.001 0.001	NO NO	0.875 0.697	D B	0.001 0.001	--- ---

**Table 6B
PROJECT BUILDOUT SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
MPTF Master Plan**

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 1999 EXISTING		[2] YEAR 2015 W/ AMBIENT GROWTH		[3] YEAR 2015 W/ RELATED PROJECTS		[4] YEAR 2015 W/ PROPOSED PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	[5] YEAR 2015 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITI- GATED
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	El Canon Avenue and Calabasas Road	AM PM	0.587 0.705	A C	0.716 0.860	C D	0.792 0.946	C E	0.802 1.007	D F	0.010 0.061	NO YES	0.802 0.739	D C	0.010 -0.207	--- YES
2	US 101 SB Ramps and Calabasas Road	AM PM	0.851 0.947	D E	1.054 1.171	F F	1.207 1.281	F F	1.237 1.318	F F	0.030 0.037	YES YES	1.181 1.213	F F	-0.026 -0.068	YES YES
3	Valley Circle Boulevard and Burbank Boulevard	AM PM	0.664 0.620	B B	0.825 0.772	D C	0.893 0.829	D D	0.902 0.838	E D	0.009 0.009	NO NO	0.902 0.838	E D	0.009 0.009	--- ---
4	Valley Circle Boulevard and Ventura Boulevard	AM PM	0.566 0.760	A C	0.705 0.943	C E	0.831 1.020	D F	0.837 1.034	D F	0.006 0.014	NO YES	0.807 1.004	D F	-0.024 -0.016	--- YES
5	Valley Circle Boulevard and US 101 NB Off-Ramp/Long Valley	AM PM	1.196 0.954	F E	1.474 1.180	F F	1.503 1.243	F F	1.533 1.287	F F	0.030 0.044	YES YES	1.271 1.220	F F	-0.232 -0.023	YES YES
6	Mulholland Drive and Calabasas Road/Avenue San Luis	AM PM	0.945 0.935	E E	1.168 1.156	F F	1.346 1.260	F F	1.368 1.283	F F	0.022 0.023	YES YES	1.338 1.253	F F	-0.008 -0.007	YES YES
7	Mulholland Drive and Spielberg Drive	AM PM	0.369 0.367	A A	0.465 0.464	A A	0.496 0.489	A A	0.530 0.535	A A	0.034 0.046	NO NO	0.506 0.535	A A	0.010 0.046	--- ---
8	Valmar Road and Mulholland Drive	AM PM	0.631 0.525	B A	0.785 0.656	C B	0.859 0.691	D B	0.864 0.701	D C	0.005 0.010	NO NO	0.864 0.701	D C	0.005 0.010	--- ---
9	Valmar Road Park Ora/Brenford Street	AM PM	0.749 0.606	C B	0.914 0.740	E C	0.949 0.757	E C	0.952 0.759	E C	0.003 0.002	NO NO	0.952 0.759	E C	0.003 0.002	--- ---

TRAFFIC ANALYSIS

Existing Conditions

As indicated in Column [1] of Table 6B, six of the nine study intersections are currently operating at LOS D or better during both the AM and PM peak hours under existing conditions. The following three study intersections are currently operating at LOS E or F under existing conditions during peak hours shown below:

- No. 2: US 101 SB Ramps/Calabasas Road PM Peak Hour: V/C=0.947, LOS E
- No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley AM Peak Hour: V/C=1.196, LOS F
PM Peak Hour: V/C=0.954, LOS E
- No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis AM Peak Hour: V/C=0.945, LOS E
PM Peak Hour: V/C=0.935, LOS E

With Ambient Growth

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors were assumed to be two percent (2%) per year to the year 2005 and one percent (1%) per year from year 2006 to 2015. This ambient growth incrementally increases the Volume-to-Capacity ratios at all of the study intersections. As shown in Column [2] of Table 6B, five of the nine study intersections are anticipated to operate at LOS D or better during both the AM and PM peak hours with the addition of ambient traffic growth in year 2015. The following five study intersections are expected to operate at LOS E or F with the addition of ambient growth traffic in year 2015 during the peak hours shown below:

- No. 2: US 101 SB Ramps/Calabasas Road AM Peak Hour: V/C=1.054, LOS F
PM Peak Hour: V/C=1.171, LOS F
- No. 4: Valley Circle Boulevard/Ventura Boulevard PM Peak Hour: V/C=0.943, LOS E
- No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley AM Peak Hour: V/C=1.474, LOS F
PM Peak Hour: V/C=1.180, LOS F
- No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis AM Peak Hour: V/C=1.168, LOS E
PM Peak Hour: V/C=1.156, LOS F

- No. 9: Valmar Road and Park Ora/Brenford Street AM Peak Hour: V/C=0.914, LOS E

The year 2005 (Phase I) existing plus ambient growth traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 12A and 12B, respectively. The year 2015 (Project Build-Out) existing plus ambient growth traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 13A and 13B, respectively.

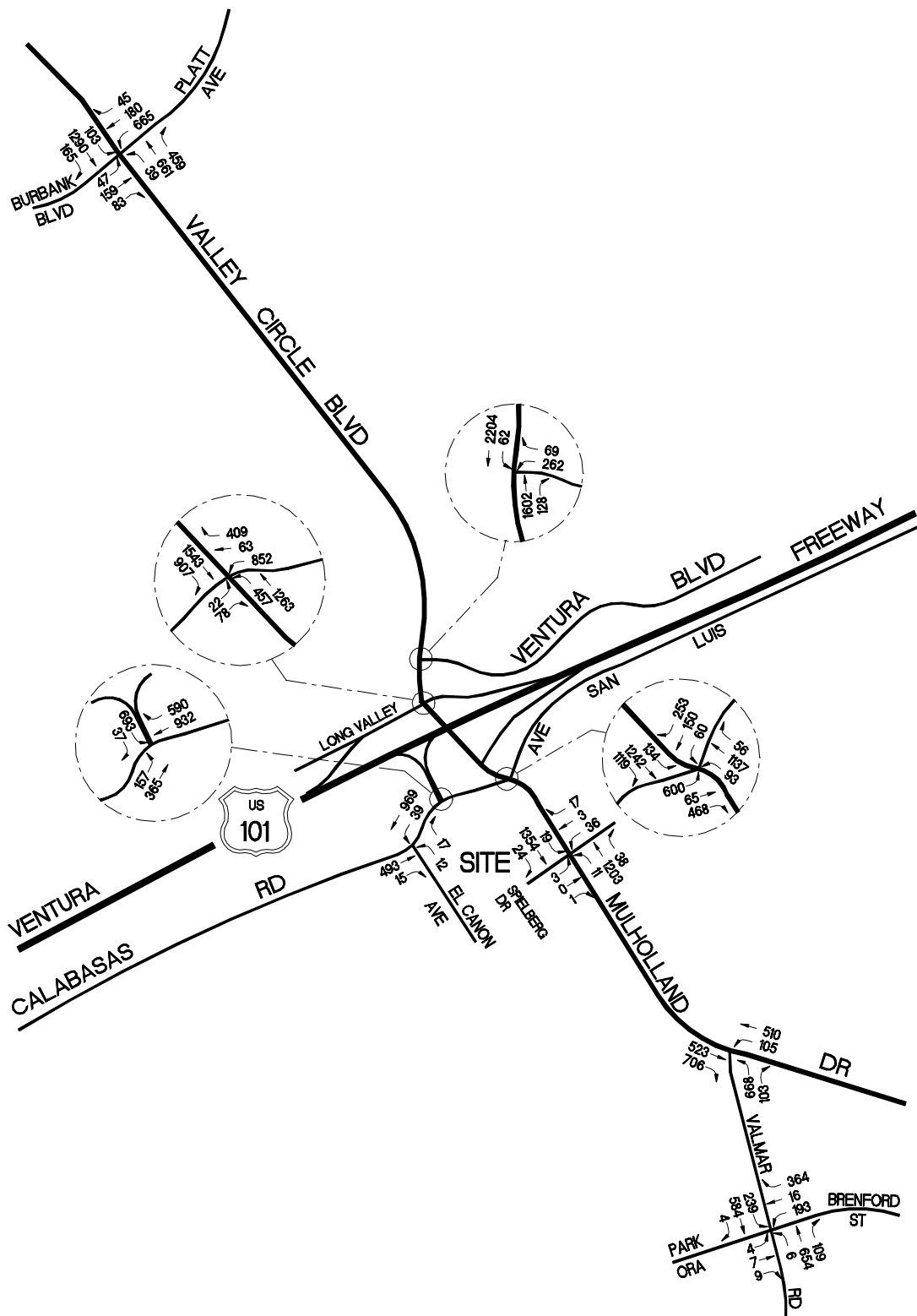
With Related Projects

The Volume-to-Capacity ratios at all nine study intersections are incrementally increased by the addition of traffic generated by the related projects listed in Table 4. As presented in Column [3] of Table 6B, four of the study intersections are expected to operate at LOS D or better during both the AM and PM peak hours with the addition of related projects traffic in year 2015. The following six study intersections are anticipated to operate at LOS E or F with the addition of ambient growth and related projects traffic in year 2015 during the peak hours shown below:

- No. 1: El Canon Avenue/Calabasas Road PM Peak Hour: V/C=0.946, LOS E
- No. 2: US 101 SB Ramps/Calabasas Road AM Peak Hour: V/C=1.207, LOS F
PM Peak Hour: V/C=1.281, LOS F
- No. 4: Valley Circle Boulevard/Ventura Boulevard PM Peak Hour: V/C=1.020, LOS F
- No. 5: Valley Cir. Bl./US 101 NB Ramp-Long Valley AM Peak Hour: V/C=1.503, LOS F
PM Peak Hour: V/C=1.243, LOS F
- No. 6: Mulholland Dr./Calabasas Rd.-Ave. San Luis AM Peak Hour: V/C=1.346, LOS F
PM Peak Hour: V/C=1.260, LOS F
- No. 9: Valmar Road and Park Ora/Brenford Street AM Peak Hour: V/C=0.949, LOS E

The year 2005 (Phase I) future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 14A and 14B, respectively. The year 2015 (Project Build-Out) future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 15A and 15B, respectively.

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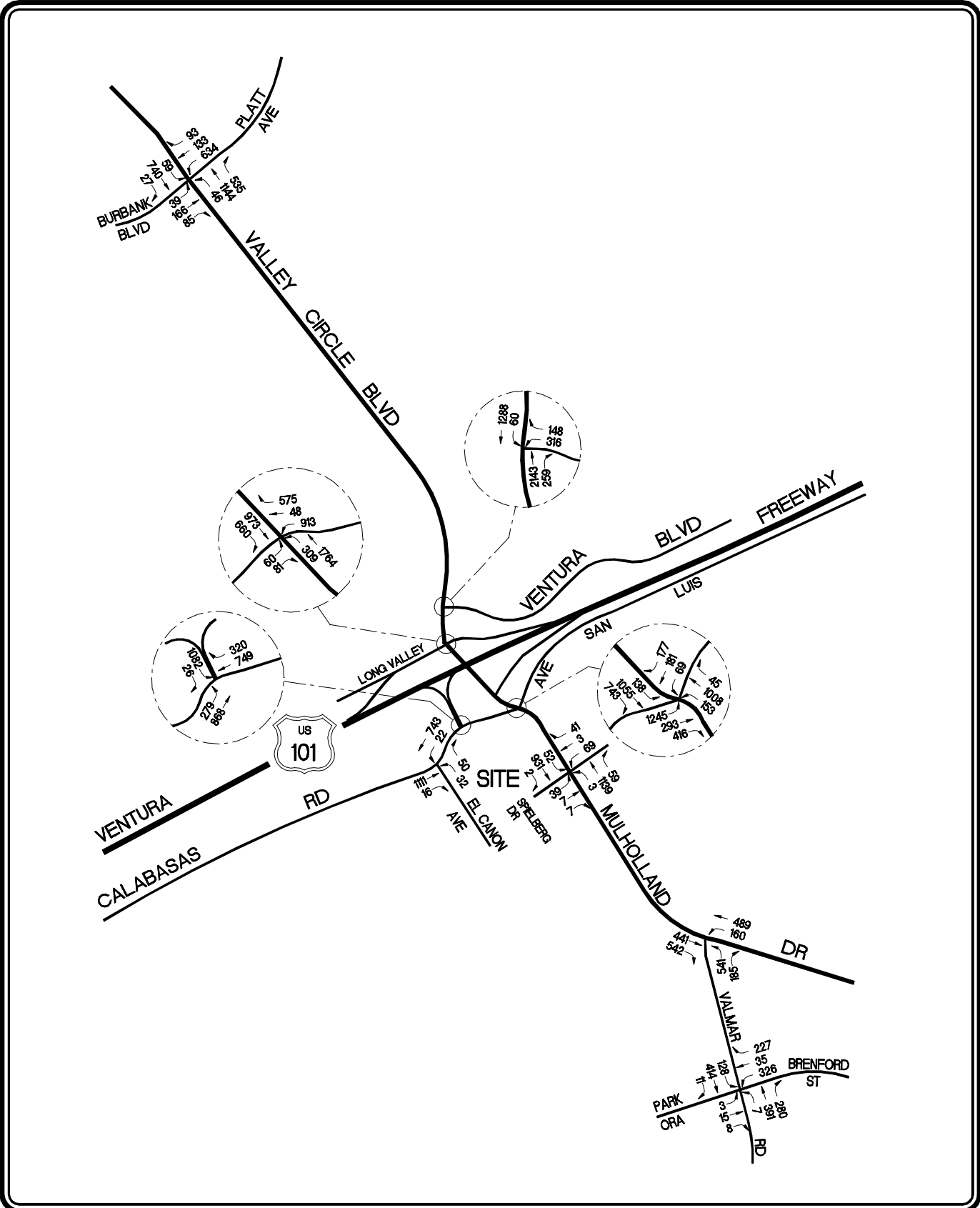
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ENGINEERS



NOT TO SCALE

12A
YEAR 2005 EXISTING WITH AMBIENT
GROWTH TRAFFIC VOLUMES
AM PEAK HOUR
MPTF MASTER PLAN

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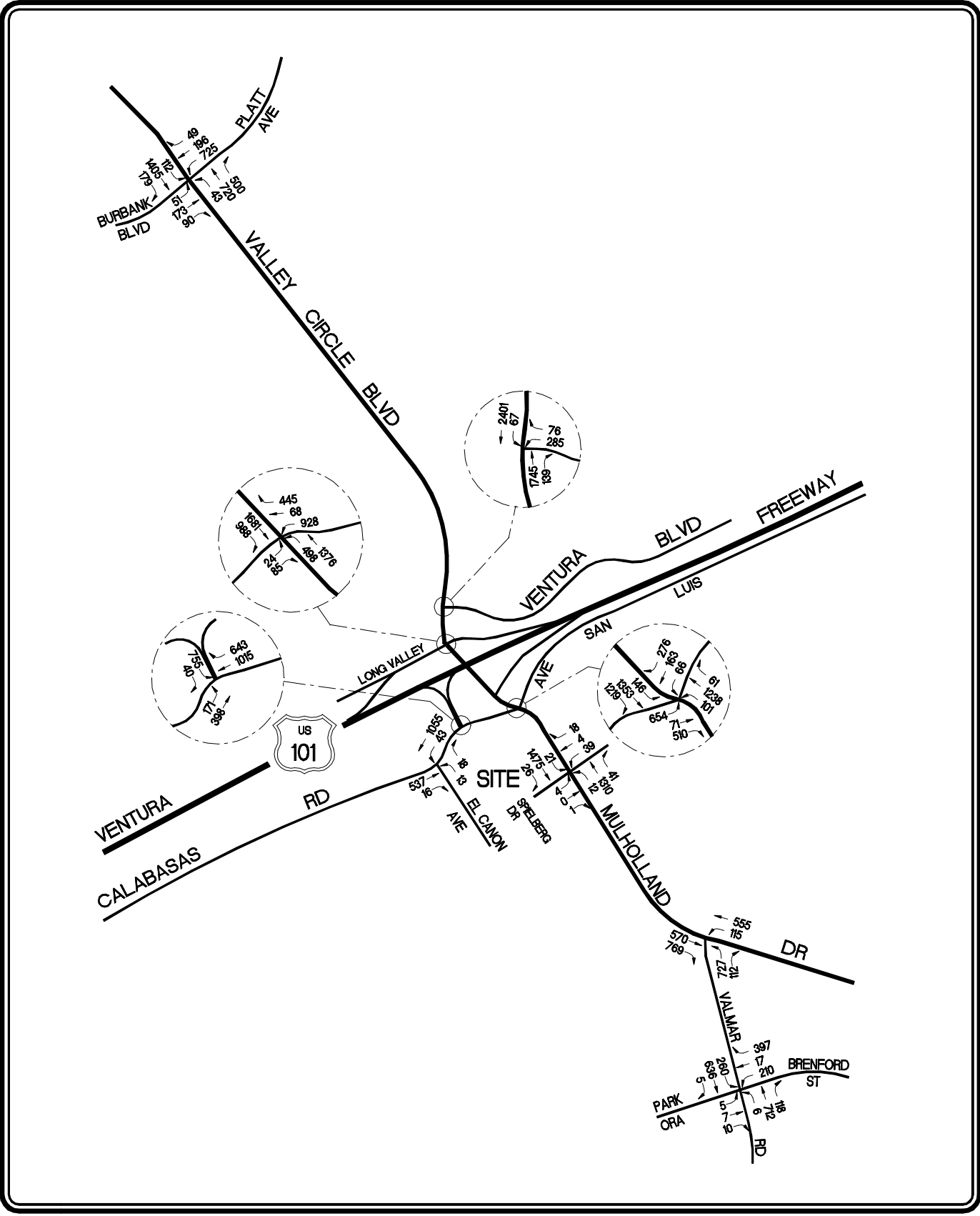


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12B YEAR 2005 EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES

PM PEAK HOUR
MPTF MASTER PLAN

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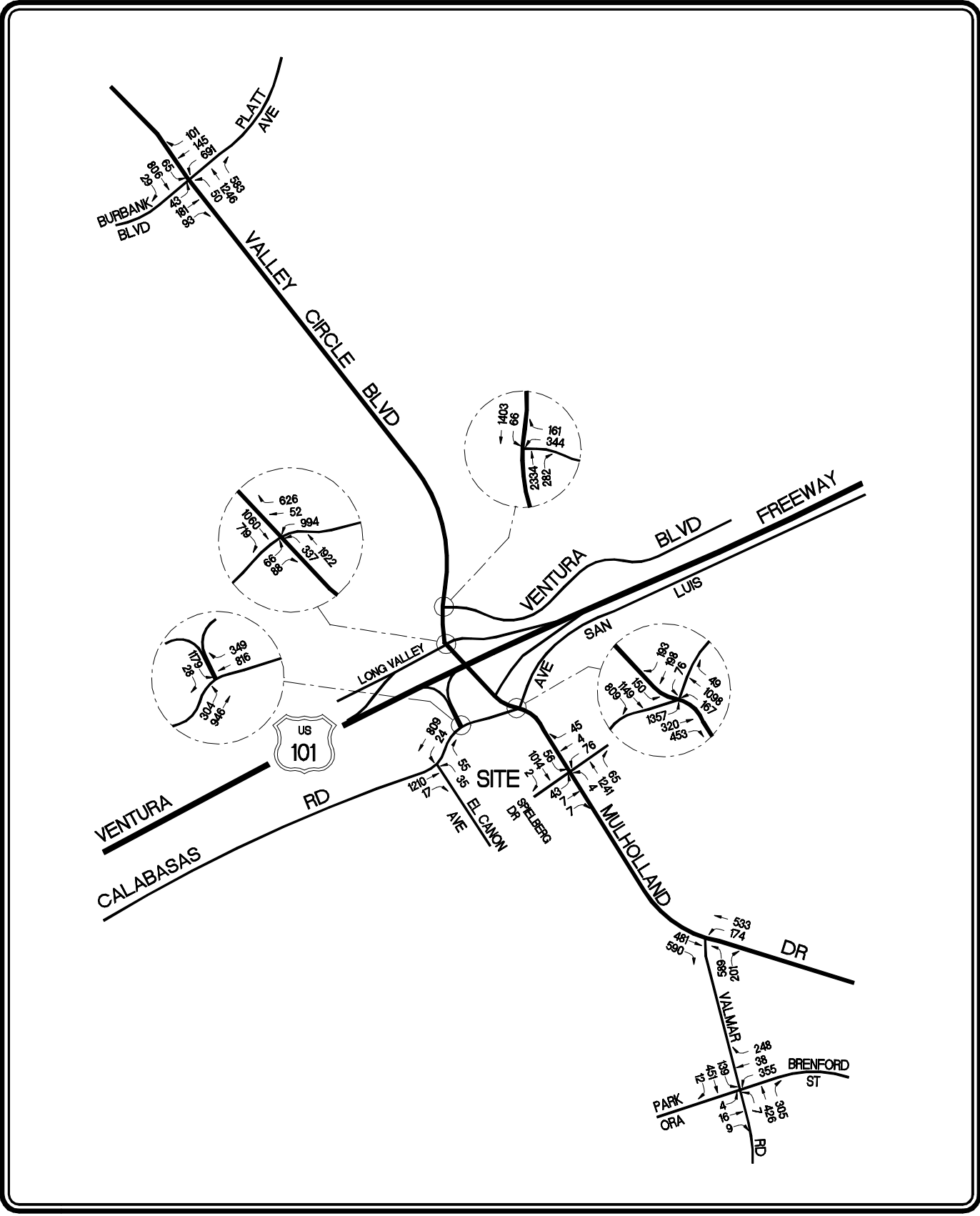
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NOT TO SCALE

13A
**YEAR 2015 EXISTING WITH AMBIENT
GROWTH TRAFFIC VOLUMES**
AM PEAK HOUR
MPTF MASTER PLAN

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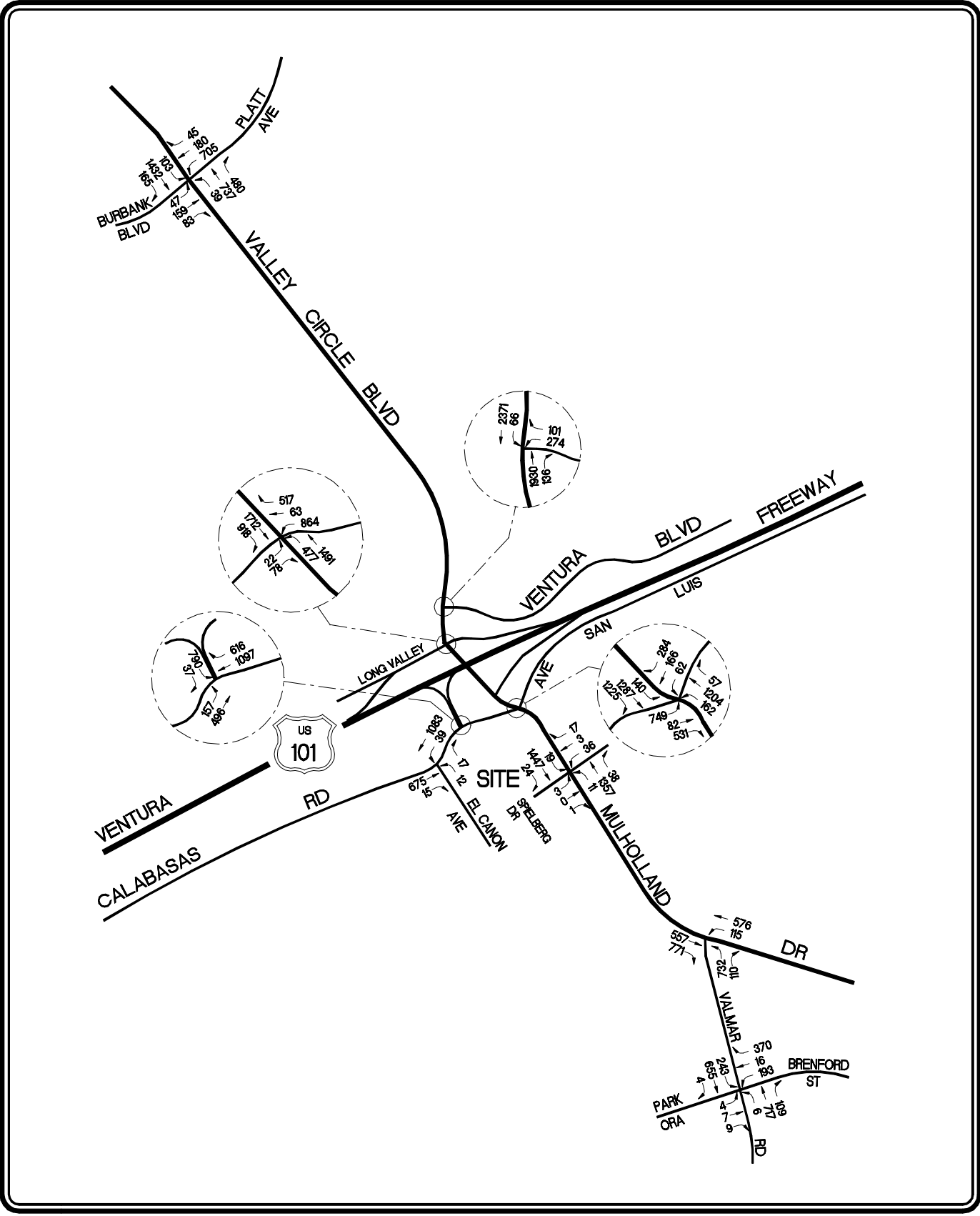
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13B
**YEAR 2015 EXISTING WITH AMBIENT
GROWTH TRAFFIC VOLUMES**
PM PEAK HOUR
MPTF MASTER PLAN

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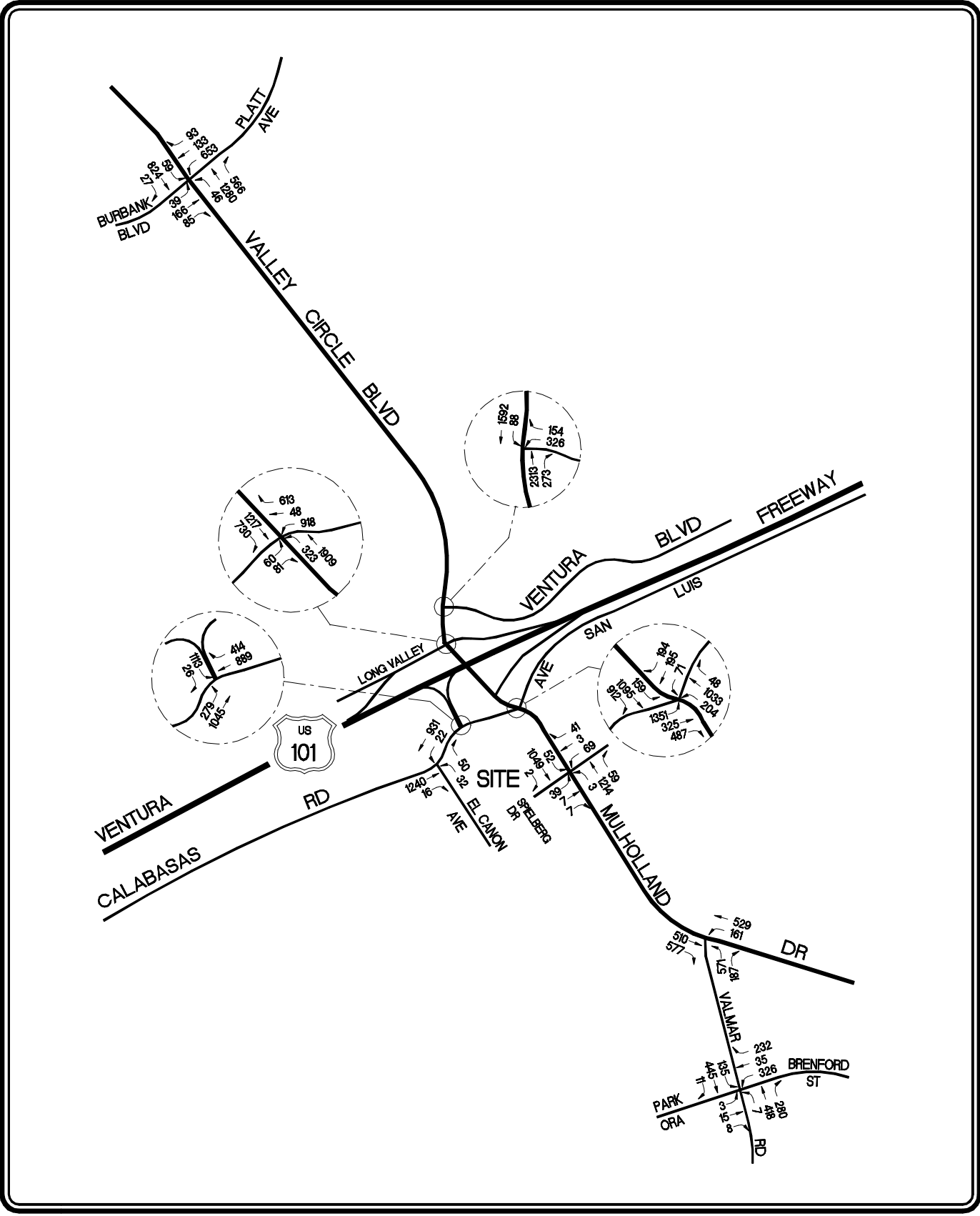
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NOT TO SCALE

14A
FUTURE 2005 PRE-PROJECT
TRAFFIC VOLUMES
AM PEAK HOUR
MPTF MASTER PLAN

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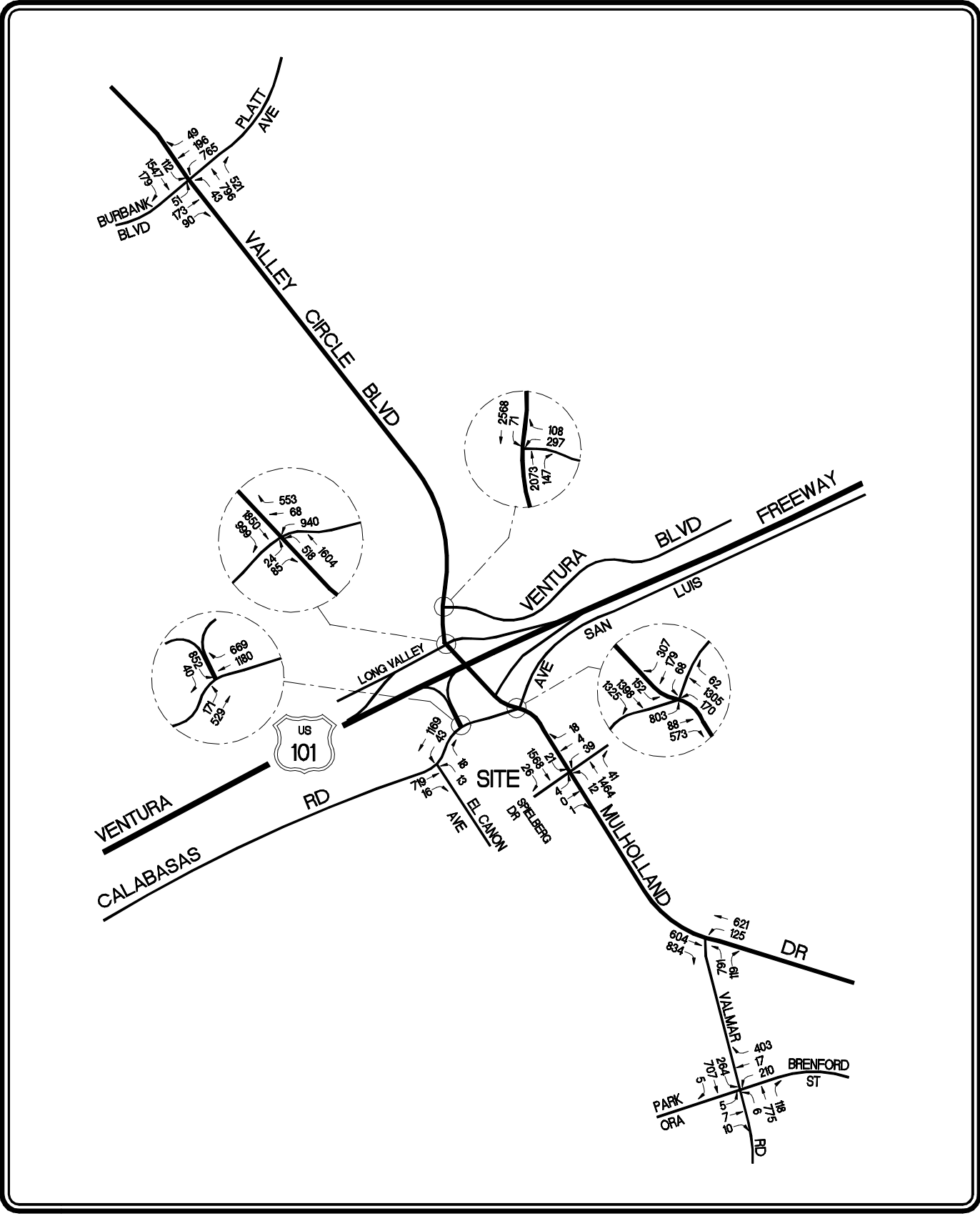


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**14B
FUTURE 2005 PRE-PROJECT
TRAFFIC VOLUMES**

PM PEAK HOUR
MPTF MASTER PLAN

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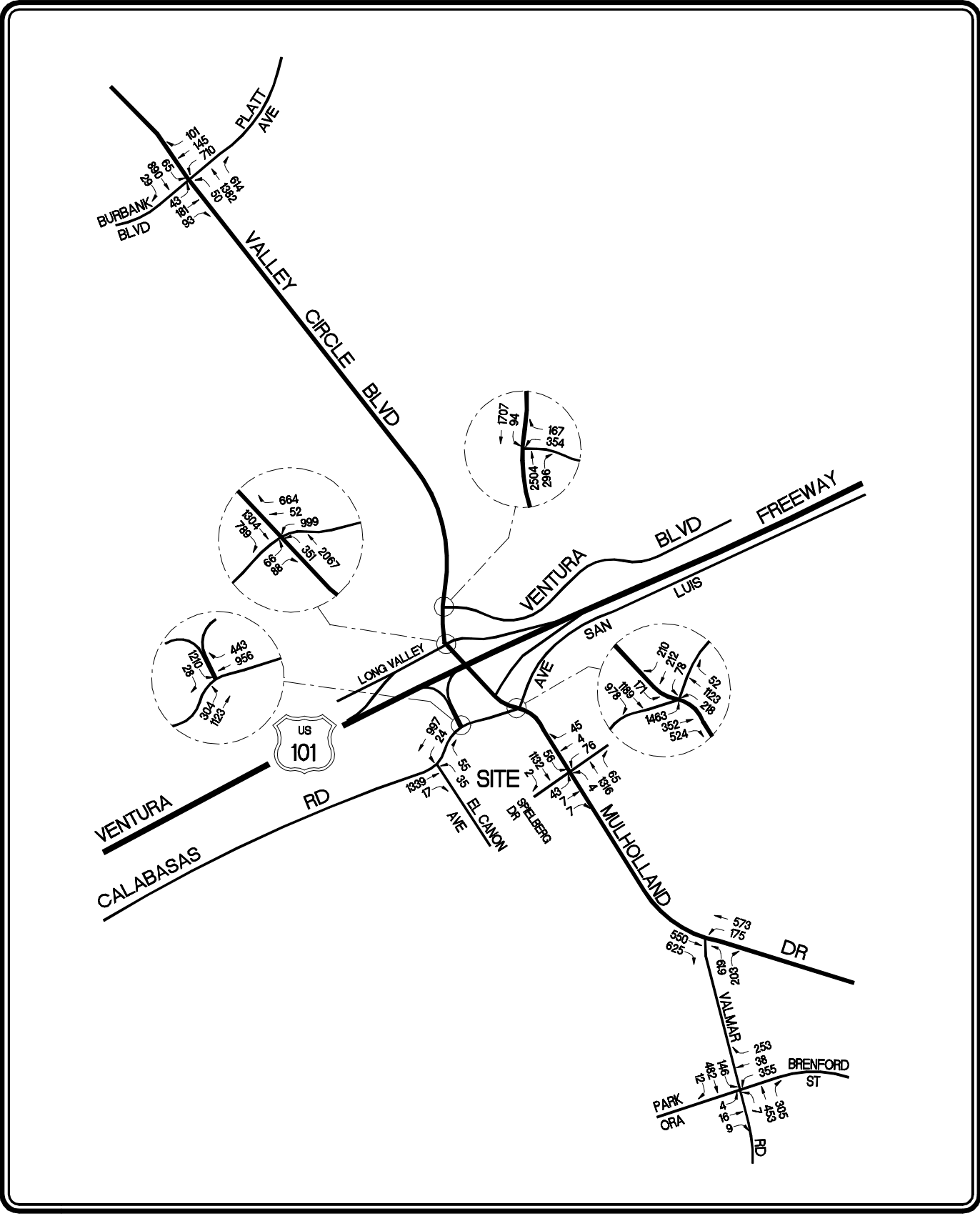
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15A
FUTURE 2015 PRE-PROJECT
TRAFFIC VOLUMES
AM PEAK HOUR
MPTF MASTER PLAN

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NOT TO SCALE

15B
FUTURE 2015 PRE-PROJECT
TRAFFIC VOLUMES
PM PEAK HOUR
MPTF MASTER PLAN

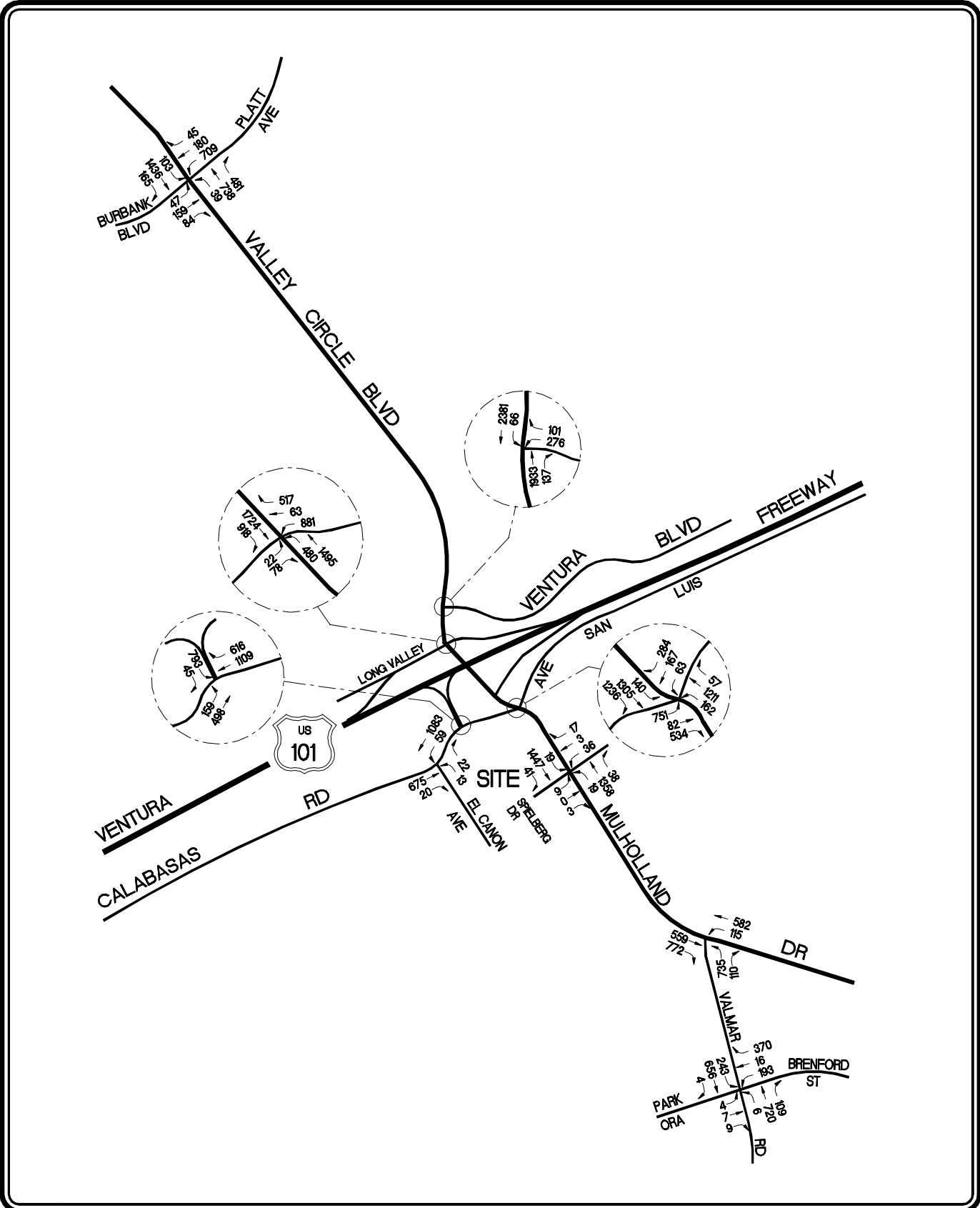
With Phase I Project

As shown in Table 6A, application of the City’s threshold criteria to the “With Phase I Project” scenario indicates that three study intersections are anticipated to be significantly impacted by Phase I of the proposed MPTF Master Plan project during the AM and/or PM peak hours. Phase I of the proposed project is expected to create significant impacts according to the LADOT impact criteria at the intersections shown below:

- Int. No. 1: El Cañon Avenue and Calabasas Road
PM peak hour V/C increase of 0.021 [0.875 to 0.896 (LOS D)]
- Int. No. 2: US 101 SB Ramps and Calabasas Road
AM peak hour V/C increase of 0.011 [1.115 to 1.126 (LOS F)]
PM peak hour V/C increase of 0.013 [1.179 to 1.192 (LOS F)]
- Int. No. 5: Valley Circle Boulevard and US 101 NB Off-Ramp-Long Valley
AM peak hour V/C increase of 0.010 [1.377 to 1.387 (LOS F)]
PM peak hour V/C increase of 0.015 [1.141 to 1.156 (LOS F)]

As indicated in Table 6A, incremental but not significant impacts are noted at the six remaining study intersections due to Phase I of the proposed project. The future with Phase I project (existing, ambient growth, related projects and Phase I project) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 16A and 16B, respectively.

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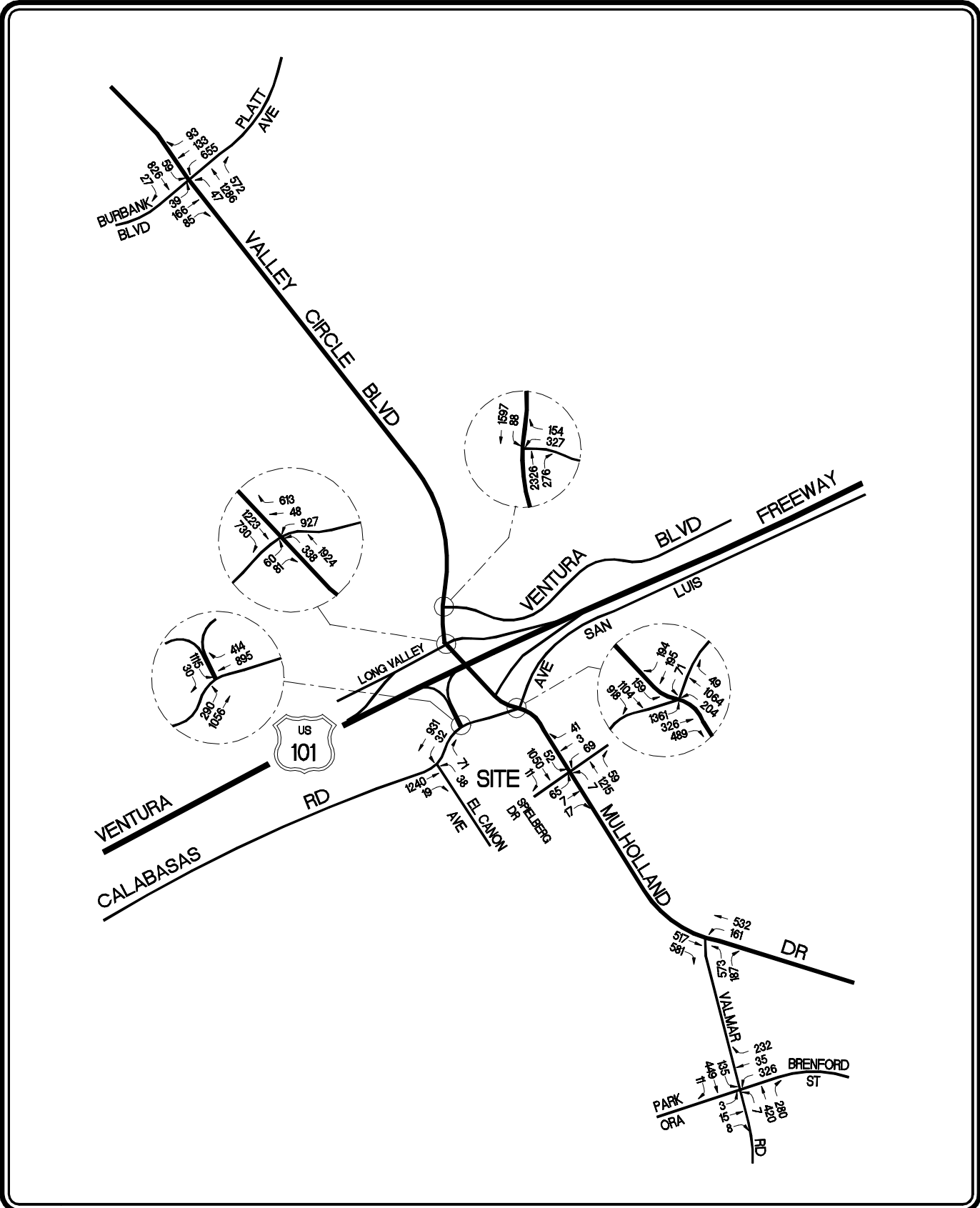
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16A
FUTURE WITH PHASE I PROJECT
TRAFFIC VOLUMES
AM PEAK HOUR
MPTF MASTER PLAN

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NOT TO SCALE

16B
FUTURE WITH PHASE I PROJECT
TRAFFIC VOLUMES
PM PEAK HOUR
MPTF MASTER PLAN

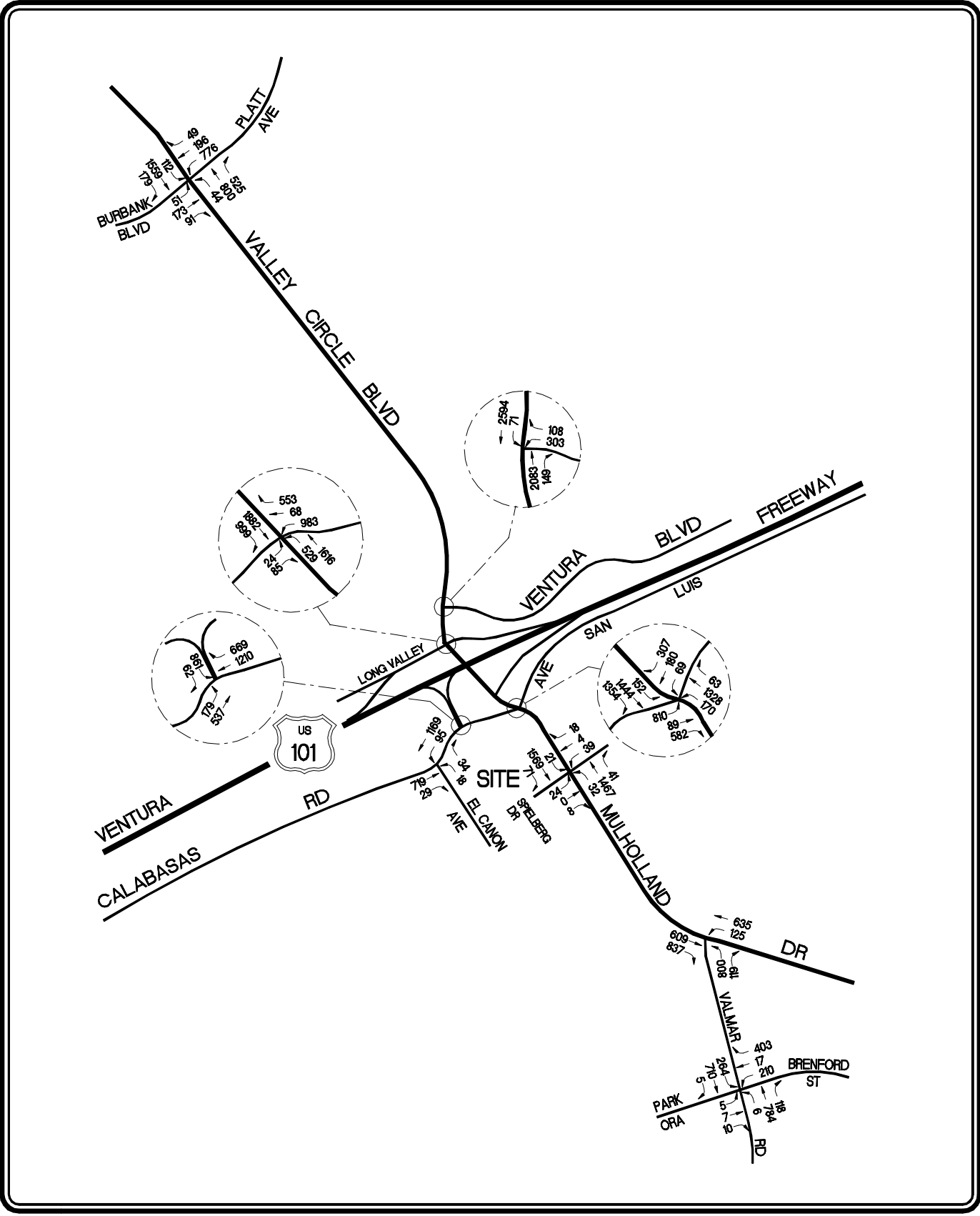
With Project Build-Out (Includes Phases I and II)

As shown in Table 6B, application of the City’s threshold criteria to the “With Project Build-Out” scenario indicates that five study intersections are anticipated to be significantly impacted by the proposed MPTF Master Plan project during the AM and/or PM peak hours. The proposed project is expected to create significant impacts according to the LADOT impact criteria at the intersections shown below:

- Int. No. 1: El Cañon Avenue and Calabasas Road
PM peak hour V/C increase of 0.061 [0.946 to 1.007 (LOS F)]
- Int. No. 2: US 101 SB Ramps and Calabasas Road
AM peak hour V/C increase of 0.030 [1.207 to 1.237 (LOS F)]
PM peak hour V/C increase of 0.037 [1.281 to 1.318 (LOS F)]
- Int. No. 4: Valley Circle Boulevard and Ventura Boulevard
PM peak hour V/C increase of 0.014 [1.020 to 1.034 (LOS F)]
- Int. No. 5: Valley Circle Boulevard and US 101 NB Off-Ramp-Long Valley
AM peak hour V/C increase of 0.030 [1.503 to 1.533 (LOS F)]
PM peak hour V/C increase of 0.044 [1.243 to 1.287 (LOS F)]
- Int. No. 6: Mulholland Drive and Calabasas Road-Avenue San Luis
AM peak hour V/C increase of 0.022 [1.346 to 1.368 (LOS F)]
PM peak hour V/C increase of 0.023 [1.260 to 1.283 (LOS F)]

As indicated in Table 6B, incremental but not significant impacts are noted at the four remaining study intersections due to Project Build-Out of the proposed project. The future with Project Build-Out (existing, ambient growth, related projects and Project Build-Out) traffic volumes at the study intersections for the AM and PM peak hours are shown in Exhibits 17A and 17B, respectively.

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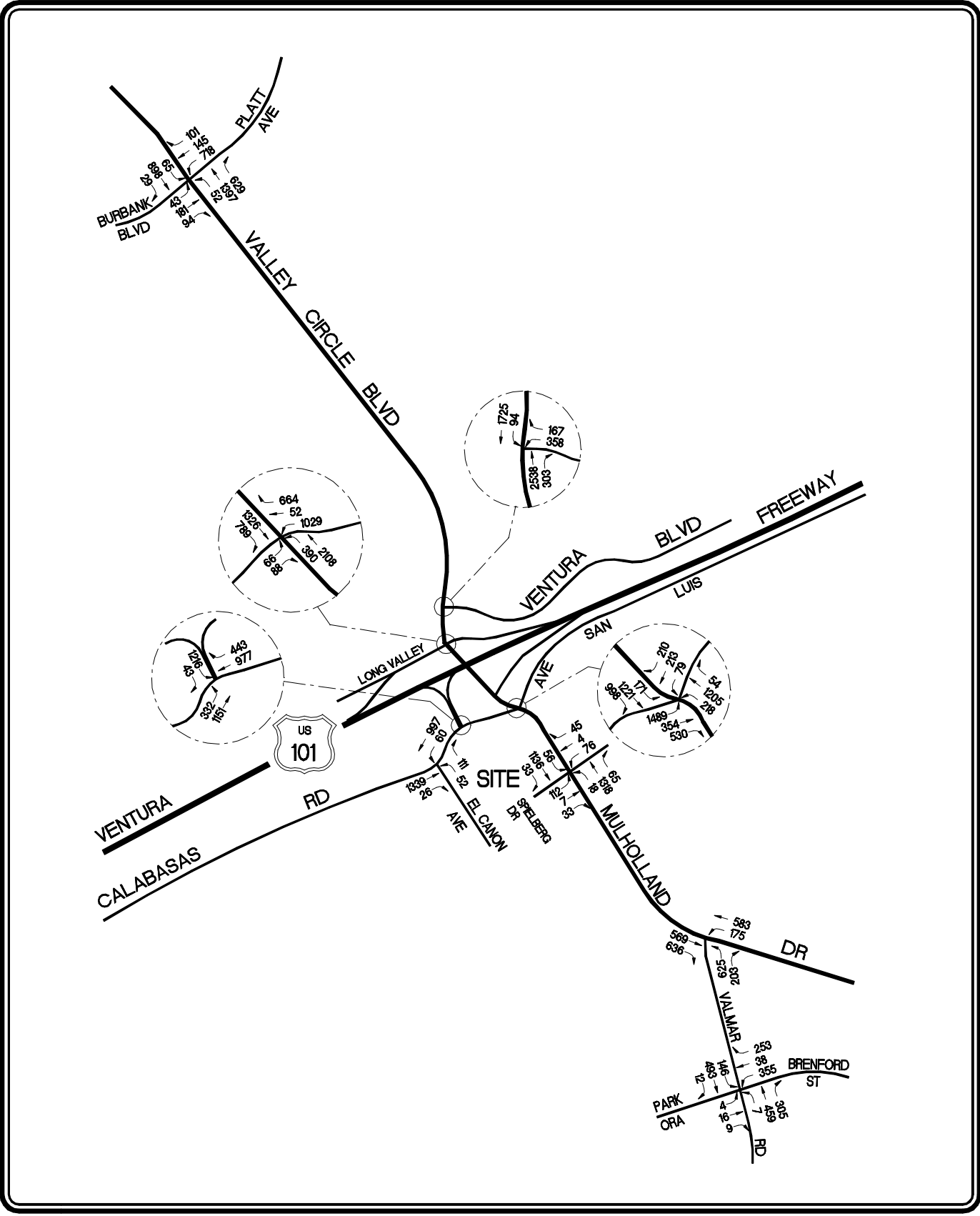
ENGINEERS



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17A
FUTURE WITH PROJECT BUILD-OUT
TRAFFIC VOLUMES
AM PEAK HOUR
MPTF MASTER PLAN

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NOT TO SCALE

17B
FUTURE WITH PROJECT BUILD-OUT
TRAFFIC VOLUMES
PM PEAK HOUR
MPTF MASTER PLAN

PROJECT MITIGATION

Phase I Mitigation

Development of Phase I of the proposed project is anticipated to result in significant transportation impacts at a total of three of the nine study intersections. The following provides an overview of the proposed street improvement measures (i.e., mitigation measures) which are expected to reduce the impacts due the MPTF Master Plan project to less than significant levels. Forty scale drawings of the recommended traffic mitigation measures have been provided to LADOT and reduced versions of these plans are provided in Appendix E.

Int. No. 1: El Cañon Avenue and Calabasas Road

The proposed project is expected to significantly impact AM and PM peak hour operations. Mitigation for this intersection consists of variable widening along the south side of Calabasas Road, east of El Cañon Avenue along the project frontage, so as to provide a second eastbound through travel lane on Calabasas Road. This improvement will also include restriping the eastbound approach to the intersection to provide one through lane and one shared through/right-turn lane. This plan was previously approved in concept by the City of Los Angeles and the City of Calabasas.

Int. No. 2: US 101 Freeway SB Ramps and Calabasas Road

The proposed project is expected to significantly impact AM and PM peak hour operations. Mitigation for this intersection consists of variable widening along the south side of Calabasas Road, adjacent to the intersection along the project frontage, so as to provide two left-turn lanes and two through lanes for the eastbound Calabasas Road approach. The inside left-turn lane will be designated for use by carpools only to be consistent with the lane configuration on the US 101 Freeway southbound on-ramp which provides one carpool lane and one mixed-flow lane. In addition, the westbound Calabasas Road approach will provide two through lanes and two right-turn lanes. The outside right-turn lane will be designated for use by carpools only to be consistent with the lane configuration on the US 101 freeway southbound on-ramp. This improvement will also require modification to the traffic signal. This plan was previously approved in concept by the City of Los Angeles and Caltrans.

Int. No. 5: Valley Circle Boulevard/US 101 Freeway NB Off-Ramp-Long Valley

The proposed project is expected to significantly impact the AM and PM peak hour operations. Mitigation for this intersection consists of modification of the northwest corner of the intersection to increase the curb return radius to 50 feet so as to accommodate a free-flow southbound right-turn only lane on Valley Circle Boulevard. In addition, mitigation for this intersection includes restriping the westbound US 101 northbound off-ramp approach so as to provide one left-turn lane, one shared left-turn/through lane, and dual right-turn lanes.

Project Build-Out Mitigation

Development of Project Build-Out (i.e., Phases I and II, or “build-out” of the project) is anticipated to result in significant transportation impacts at a total of five of the nine study intersections. The Project Build-Out mitigation measures include all mitigation measures described above for Phase I of the proposed project, plus the following additional recommended improvements. The mitigation measures proposed are expected to reduce the impacts associated with the build-out of the proposed project to less than significant levels. Forty scale drawings of the recommended traffic mitigation measures have been provided to LADOT and reduced versions of these plans are provided in Appendix E.

Int. No. 1: El Cañon Avenue and Calabasas Road

The Phase I project mitigation previously discussed also fully mitigates the traffic impact related to full project build-out.

Int. No. 2: US 101 Freeway SB Ramps and Calabasas Road

The Phase I project mitigation previously discussed also fully mitigates the traffic impact related to full project build-out.

Int. No. 4: Valley Circle Boulevard and Ventura Boulevard

Development of the proposed project is expected to significantly impact PM peak hour operations at the Valley Circle Boulevard and Ventura Boulevard intersection. The recommended mitigation for this intersection consists of enhancement to the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) traffic signal system by funding the design and construction of a new Adaptive Traffic Control System (ATCS) in the project vicinity. ATSAC provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS would provide real time control of traffic signals and include additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software, as required by LADOT. At this time, LADOT estimates that ATCS reduces the critical V/C ratios by three percent (0.03) at intersections where such equipment is installed. Accordingly, this measure is expected to fully mitigate the project's significant transportation impacts at this intersection.

Int. No. 5: Valley Circle Boulevard/US 101 Freeway NB Off-Ramp-Long Valley

The Phase I project mitigation previously discussed also fully mitigates the traffic impact related to full project build-out.

Int. No. 6: Mulholland Drive and Calabasas Road-Avenue San Luis

Development of the proposed project is expected to significantly impact AM and PM peak hour operations at the Mulholland Drive and Calabasas Road-Avenue San Luis intersection. The recommended mitigation for this intersection consists of enhancement to the City of Los Angeles' ATSAC traffic signal system by funding the design and construction of a new ATCS in the project vicinity. As previously mentioned, LADOT estimates that ATCS reduces the critical V/C ratios by three percent (0.03) at intersections where such equipment is installed. Accordingly, this measure is expected to fully mitigate the project's significant transportation impacts at this intersection.

CONGESTION MANAGEMENT PROGRAM ROADWAY IMPACT ANALYSIS

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

As required by the 1999 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *1999 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, November, 1999.

Intersections

As required by the 1999 Congestion Management Program for Los Angeles County, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. There are no CMP arterial monitoring intersections monitoring locations in the vicinity of the proposed project. Furthermore, the proposed project will not add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment.

Freeways

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

<u>CMP Station</u>	<u>Location</u>
1041	US 101 Freeway at Winnetka Avenue
1043	US 101 Freeway north of Reyes Adobe Road

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hour. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the US 101 Freeway which is the threshold criteria for preparing a

traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeways which are part of the CMP highway system is required.

Transit Impact Review

As required by the *1999 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed MPTF Master Plan project.

The Project Build-Out trip generation, as shown in Table 3B, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Per the CMP guidelines, the proposed project is forecast to generate a demand for 10 transit trips (7 inbound trips and 3 outbound trip) during the weekday AM peak hour. Similarly, during the weekday PM peak hour, the proposed project is anticipated to generate a demand for 14 transit trips (5 inbound trips and 9 outbound trips). Over a 24-hour period the proposed project is forecasted to generate a demand for 133 daily transit trips. The calculations are as follows:

- AM Peak Hour Trips = $197 \times 1.4 \times 3.5\% = 10$ Transit Trips
- PM Peak Hour Trips = $369 \times 1.4 \times 3.5\% = 14$ Transit Trips
- Daily Trips = $3,718 \times 1.4 \times 3.5\% = 133$ Transit Trips

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

CONCLUSIONS

This traffic impact study has been prepared to evaluate the potential impacts due to the build-out of the proposed MPTF Master Plan. Nine key intersections were analyzed to determine changes in the operations following occupancy and utilization of the proposed project. It is concluded that three study intersections will be significantly impacted after construction and occupancy of Phase I of the proposed project. In addition, it is concluded that two additional study intersections (five study intersections total) are anticipated to be significantly impacted by the build-out of the proposed project. Incremental, but not significant impacts are forecast at the remaining four study intersections.

Roadway improvement measures are proposed at the five study intersections which may experience significant traffic impacts due to the proposed project without mitigation. The recommended mitigation measures are anticipated to reduce the project-related impacts anticipated for each phase to less than significant levels.

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Linscott, Law & Greenspan, Engineers

Appendix A

Manual Traffic Counts

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

Site Code : 00259201
 Start Date: 06/09/99
 File I.D. : 259201
 Page : 1

Movement 1

Start Time	EL CANON AVE. Southbound					CALABASAS RD. Westbound					EL CANON AVE. Northbound					CALABASAS RD. Eastbound					Total	Other		
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other				
7:00am	0	0	0	0	0	0	75	7	82	0	0	0	0	0	0	0	2	52	0	54	0	136	0	136
7:15	0	0	0	0	0	0	93	15	108	0	3	0	1	4	0	4	80	0	84	0	196	0	196	
7:30	0	0	0	0	0	0	128	10	138	0	6	0	4	10	0	3	79	0	82	0	230	0	230	
7:45	0	0	0	0	0	0	198	21	219	0	5	0	3	8	0	6	95	0	101	0	328	0	328	
Hour Total	0	0	0	0	0	0	494	53	547	0	14	0	8	22	0	15	306	0	321	0	890	0	890	
8:00am	0	0	0	0	0	0	204	14	218	0	4	0	3	7	0	3	109	0	112	0	337	0	337	
8:15	0	0	0	0	0	0	221	11	232	0	1	0	3	4	0	6	115	0	121	0	357	0	357	
8:30	0	0	0	0	0	0	225	6	231	0	6	0	4	10	0	2	97	0	99	0	340	0	340	
8:45	0	0	0	0	0	0	215	4	219	0	4	0	1	5	0	2	119	0	121	0	345	0	345	
Hour Total	0	0	0	0	0	0	865	35	900	0	15	0	11	26	0	13	440	0	453	0	1379	0	1379	
9:00am	0	0	0	0	0	0	174	10	184	0	5	0	4	9	0	4	119	0	123	0	316	0	316	
9:15	0	0	0	0	0	0	142	8	150	0	5	0	3	8	0	4	98	0	102	0	260	0	260	
9:30	0	0	0	0	0	0	131	8	139	0	7	0	6	13	0	4	114	0	118	0	270	0	270	
9:45	0	0	0	0	0	0	244	5	249	0	4	0	5	9	0	2	129	0	131	0	389	0	389	
Hour Total	0	0	0	0	0	0	691	31	722	0	21	0	18	39	0	14	460	0	474	0	1235	0	1235	
----- *** Break *** -----																								
3:00pm	0	0	0	0	0	0	182	3	185	0	4	0	1	5	0	4	197	0	201	0	391	0	391	
3:15	0	0	0	0	0	0	163	3	166	0	8	0	4	12	0	2	171	0	173	0	351	0	351	
3:30	0	0	0	0	0	0	181	6	187	0	15	0	4	19	0	6	180	0	186	0	392	0	392	
3:45	0	0	0	0	0	0	161	10	171	0	11	0	5	16	0	4	197	0	201	0	388	0	388	
Hour Total	0	0	0	0	0	0	687	22	709	0	38	0	14	52	0	16	745	0	761	0	1522	0	1522	
4:00pm	0	0	0	0	0	0	172	2	174	0	19	0	3	22	0	2	207	0	209	0	405	0	405	
4:15	0	0	0	0	0	0	168	2	170	0	7	0	3	10	0	1	229	0	230	0	410	0	410	
4:30	0	0	0	0	0	0	158	6	164	0	10	0	17	27	0	4	245	0	249	0	440	0	440	
4:45	0	0	0	0	0	0	177	6	183	0	12	0	3	15	0	4	231	0	235	0	433	0	433	
Hour Total	0	0	0	0	0	0	675	16	691	0	48	0	26	74	0	11	912	0	923	0	1688	0	1688	
5:00pm	0	0	0	0	0	0	153	3	156	0	14	0	9	23	0	4	249	0	253	0	432	0	432	
5:15	0	0	0	0	0	0	175	5	180	0	9	0	0	9	0	2	267	0	269	0	458	0	458	
5:30	0	0	0	0	0	0	145	7	152	0	6	0	5	11	0	4	242	0	246	0	409	0	409	
5:45	0	0	0	0	0	0	196	5	201	0	4	0	5	9	0	9	239	0	248	0	458	0	458	
Hour Total	0	0	0	0	0	0	669	20	689	0	33	0	19	52	0	19	997	0	1016	0	1757	0	1757	
Grand	0	0	0	0	0	0	4081	177	4258	0	169	0	96	265	0	88	3860	0	3948	0	8471	0	8471	
% of Total	0.0	0.0	0.0%			0.0	48.2	2.1%			2.0	0.0	1.1%			1.0	45.6	0.0%			0.0%	100.0		
Apprch %								50.3%					3.1%					46.6%						
% of Apprch	0.0	0.0	0.0%			0.0	95.8	4.2%			63.8	0.0	36.2%			2.2	97.8	0.0%						

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Site Code : 00259201

Start Date: 06/09/99

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Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/09/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	EL CANON AVE.	08:00am	.0	0	0	0	0	0.0	0.0	0.0
Westbound	CALABASAS RD.		.970	0	865	35	900	.0	96.1	3.8
Northbound	EL CANON AVE.		.650	15	0	11	26	57.6	.0	42.3
Eastbound	CALABASAS RD.		.936	13	440	0	453	2.8	97.1	.0

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/09/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	EL CANON AVE.	04:30pm	.0	0	0	0	0	0.0	0.0	0.0
Westbound	CALABASAS RD.		.933	0	663	20	683	.0	97.0	2.9
Northbound	EL CANON AVE.		.685	45	0	29	74	60.8	.0	39.1
Eastbound	CALABASAS RD.		.935	14	992	0	1006	1.3	98.6	.0

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Start Time	US 101 SB(EB) RAMP Southbound					CALABASAS RD. Westbound					US 101 SB(EB) RAMP Northbound					CALABASAS RD. Eastbound					Total-	Other=	
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other			
7:00am	6	0	133	139	0	167	75	0	242	0	0	0	0	0	0	0	36	16	52	0	433	0	433
7:15	7	0	220	227	0	143	100	0	243	0	0	0	0	0	0	0	55	24	79	0	549	0	549
7:30	5	0	222	227	0	122	133	0	255	0	0	0	0	0	0	0	60	28	88	0	570	0	570
7:45	11	0	169	180	0	131	210	0	341	0	0	0	0	0	0	0	69	30	99	0	620	0	620
Hour Total	29	0	744	773	0	563	518	0	1081	0	0	0	0	0	0	0	220	98	318	0	2172	0	2172
8:00am	9	0	146	155	0	104	211	0	315	0	0	0	0	0	0	0	78	36	114	0	584	0	584
8:15	10	0	164	174	0	114	220	0	334	0	0	0	0	0	0	0	78	38	116	0	624	0	624
8:30	7	0	137	144	0	128	223	0	351	0	0	0	0	0	0	0	71	33	104	0	599	0	599
8:45	5	0	168	173	0	141	214	0	355	0	0	0	0	0	0	0	91	31	122	0	650	0	650
Hour Total	31	0	615	646	0	487	868	0	1355	0	0	0	0	0	0	0	318	138	456	0	2457	0	2457
9:00am	11	0	150	161	0	144	175	0	319	0	0	0	0	0	0	0	86	38	124	0	604	0	604
9:15	7	0	134	141	0	146	145	0	291	0	0	0	0	0	0	0	75	32	107	0	539	0	539
9:30	6	0	118	124	0	115	135	0	250	0	0	0	0	0	0	0	84	34	118	0	492	0	492
9:45	8	0	103	111	0	131	236	0	367	0	0	0	0	0	0	0	86	45	131	0	609	0	609
Hour Total	32	0	505	537	0	536	691	0	1227	0	0	0	0	0	0	0	331	149	480	0	2244	0	2244
----- *** Break *** -----																							
3:00pm	5	0	153	158	0	98	178	0	276	0	0	0	0	0	0	0	141	59	200	0	634	0	634
3:15	4	0	141	145	0	112	164	0	276	0	0	0	0	0	0	0	126	53	179	0	600	0	600
3:30	6	0	140	146	0	110	173	0	283	0	0	0	0	0	0	0	136	71	207	0	636	0	636
3:45	4	0	167	171	0	71	171	0	242	0	0	0	0	0	0	0	142	54	196	0	609	0	609
Hour Total	19	0	601	620	0	391	686	0	1077	0	0	0	0	0	0	0	545	237	782	0	2479	0	2479
4:00pm	9	0	162	171	0	78	167	0	245	0	0	0	0	0	0	0	164	60	224	0	640	0	640
4:15	4	0	176	180	0	77	164	0	241	0	0	0	0	0	0	0	173	59	232	0	653	0	653
4:30	5	0	161	166	0	77	165	0	242	0	0	0	0	0	0	0	183	74	257	0	665	0	665
4:45	4	0	225	229	0	84	178	0	262	0	0	0	0	0	0	0	177	69	246	0	737	0	737
Hour Total	22	0	724	746	0	316	674	0	990	0	0	0	0	0	0	0	697	262	959	0	2695	0	2695
5:00pm	8	0	216	224	0	80	153	0	233	0	0	0	0	0	0	0	182	70	252	0	709	0	709
5:15	4	0	237	241	0	69	178	0	247	0	0	0	0	0	0	0	214	68	282	0	770	0	770
5:30	6	0	258	264	0	83	145	0	228	0	0	0	0	0	0	0	186	59	245	0	737	0	737
5:45	5	0	255	260	0	54	193	0	247	0	0	0	0	0	0	0	193	52	245	0	752	0	752
Hour Total	23	0	966	989	0	286	669	0	955	0	0	0	0	0	0	0	775	249	1024	0	2968	0	2968
Grand	156	0	4155	4311	0	2579	4106	0	6685	0	0	0	0	0	0	0	2886	1133	4019	0	15015	0	15015
% of Total	1.0	0.0	27.7%			17.2	27.3	0.0%			0.0	0.0	0.0%			0.0	19.2	7.5%			0.0%	100.0	
Apprch %			28.7%					44.5%										26.8%					
% of Apprch	3.6	0.0	96.4%			38.6	61.4	0.0%			0.0	0.0	0.0%			0.0	71.8	28.2%					

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Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/09/99

Direction	Street Name	Start	Peak Hr	Volumes				Percentages		
				Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	US 101 SB(EB) RAMP	08:15am	.937	33	0	619	652	5.0	.0	94.9
Westbound	CALABASAS RD.		.957	527	832	0	1359	38.7	61.2	.0
Northbound	US 101 SB(EB) RAMP		.0	0	0	0	0	0.0	0.0	0.0
Eastbound	CALABASAS RD.		.940	0	326	140	466	.0	69.9	30.0

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/09/99

Direction	Street Name	Start	Peak Hr	Volumes				Percentages		
				Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	US 101 SB(EB) RAMP	05:00pm	.937	23	0	966	989	2.3	.0	97.6
Westbound	CALABASAS RD.		.967	286	669	0	955	29.9	70.0	.0
Northbound	US 101 SB(EB) RAMP		.0	0	0	0	0	0.0	0.0	0.0
Eastbound	CALABASAS RD.		.908	0	775	249	1024	.0	75.6	24.3

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Start Time	VALLEY CIRCLE BLVD. Southbound					PLATT AVE. Westbound					VALLEY CIRCLE BLVD. Northbound					BURBANK BLVD. Eastbound					Total	Other	
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other			
7:00am	7	273	3	283	0	6	12	86	104	0	51	71	9	131	0	15	14	2	31	0	549	0	549
7:15	8	331	8	347	0	4	23	141	168	0	74	100	7	181	0	23	18	4	45	0	741	0	741
7:30	32	341	29	402	0	13	51	178	242	0	122	176	11	309	0	22	33	7	62	0	1015	0	1015
7:45	83	253	43	379	0	18	63	155	236	0	144	177	8	329	0	17	55	22	94	0	1038	0	1038
Hour Total	130	1198	83	1411	0	41	149	560	750	0	391	524	35	950	0	77	120	35	232	0	3343	0	3343
8:00am	24	227	12	263	0	5	24	120	149	0	70	137	9	216	0	12	36	9	57	0	685	0	685
8:15	11	239	12	262	0	7	21	113	141	0	77	125	8	210	0	16	34	6	56	0	669	0	669
8:30	8	218	10	236	0	5	20	106	131	0	64	101	11	176	0	21	39	2	62	0	605	0	605
8:45	6	220	12	238	0	8	26	123	157	0	69	123	9	201	0	25	36	5	66	0	662	0	662
Hour Total	49	904	46	999	0	25	91	462	578	0	280	486	37	803	0	74	145	22	241	0	2621	0	2621
9:00am	3	201	8	212	0	5	20	101	126	0	55	146	8	209	0	23	34	2	59	0	606	0	606
9:15	5	233	12	250	0	4	19	93	116	0	91	100	5	196	0	25	18	4	47	0	609	0	609
9:30	5	184	3	192	0	5	12	91	108	0	76	100	5	181	0	17	20	3	40	0	521	0	521
9:45	4	163	2	169	0	3	10	82	95	0	57	90	10	157	0	19	24	6	49	0	470	0	470
Hour Total	17	781	25	823	0	17	61	367	445	0	279	436	28	743	0	84	96	15	195	0	2206	0	2206
----- *** Break *** -----																							
3:00pm	10	181	14	205	0	18	20	155	193	0	95	232	3	330	0	13	29	7	49	0	777	0	777
3:15	6	177	22	205	0	51	40	151	242	0	118	312	9	439	0	27	48	15	90	0	976	0	976
3:30	4	153	9	166	0	8	34	156	198	0	143	238	11	392	0	15	46	10	71	0	827	0	827
3:45	4	150	8	162	0	6	25	104	135	0	122	239	18	379	0	21	25	3	49	0	725	0	725
Hour Total	24	661	53	738	0	83	119	566	768	0	478	1021	41	1540	0	76	148	35	259	0	3305	0	3305
4:00pm	3	145	6	154	0	5	26	109	140	0	113	276	24	413	0	17	23	1	41	0	748	0	748
4:15	4	155	4	163	0	8	25	94	127	0	113	256	17	386	0	12	34	10	56	0	732	0	732
4:30	3	134	8	145	0	5	41	96	142	0	101	250	10	361	0	17	21	5	43	0	691	0	691
4:45	3	157	9	169	0	4	33	116	153	0	131	319	13	463	0	16	33	3	52	0	837	0	837
Hour Total	13	591	27	631	0	22	125	415	562	0	458	1101	64	1623	0	62	111	19	192	0	3008	0	3008
5:00pm	6	154	7	167	0	9	39	94	142	0	156	292	10	458	0	19	22	4	45	0	812	0	812
5:15	5	169	6	180	0	8	40	103	151	0	159	304	20	483	0	13	23	9	45	0	859	0	859
5:30	3	143	8	154	0	6	31	104	141	0	152	268	18	438	0	13	32	2	47	0	780	0	780
5:45	2	155	6	163	0	4	34	108	146	0	128	318	15	461	0	11	28	3	42	0	812	0	812
Hour Total	16	621	27	664	0	27	144	409	580	0	595	1182	63	1840	0	56	105	18	179	0	3263	0	3263
Grand	249	4756	261	5266	0	215	689	2779	3683	0	2481	4750	268	7499	0	429	725	144	1298	0	17746	0	17746
% of Total	1.4	26.8	1.5%			1.2	3.9	15.7%			14.0	26.8	1.5%			2.4	4.1	.8%			0.0%	100.0	
Apprch %			29.7%					20.8%					42.3%					7.3%					
% of Apprch	4.7	90.3	5.0%			5.8	18.7	75.5%			33.1	63.3	3.6%			33.1	55.9	11.1%					

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Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/10/99

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages		
		Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALLEY CIRCLE BLVD.	07:15am	.865	147	1152	92	1391	10.5	82.8	6.6
Westbound	PLATT AVE.		.821	40	161	594	795	5.0	20.2	74.7
Northbound	VALLEY CIRCLE BLVD.		.786	410	590	35	1035	39.6	57.0	3.3
Eastbound	BURBANK BLVD.		.686	74	142	42	258	28.6	55.0	16.2

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/10/99

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages		
		Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALLEY CIRCLE BLVD.	03:00pm	.900	24	661	53	738	3.2	89.5	7.1
Westbound	PLATT AVE.		.793	83	119	566	768	10.8	15.4	73.6
Northbound	VALLEY CIRCLE BLVD.		.877	478	1021	41	1540	31.0	66.2	2.6
Eastbound	BURBANK BLVD.		.719	76	148	35	259	29.3	57.1	13.5

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Start Time	VALLEY CIRCLE BLVD. Southbound					VENTURA BLVD. Westbound					VALLEY CIRCLE BLVD. Northbound					VENTURA BLVD. Eastbound					Total	Other
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other		
7:00am	0	395	7	402	0	7	0	18	25	0	22	152	0	174	0	0	0	0	0	0	601	0
7:15	0	494	11	505	0	7	0	22	29	0	27	285	0	312	0	0	0	0	0	0	846	0
7:30	0	512	11	523	0	14	0	25	39	0	27	455	0	482	0	0	0	0	0	0	1044	0
7:45	0	494	18	512	0	26	0	95	121	0	31	428	0	459	0	0	0	0	0	0	1092	0
Hour Total	0	1895	47	1942	0	54	0	160	214	0	107	1320	0	1427	0	0	0	0	0	0	3583	0
8:00am	0	468	15	483	0	15	0	92	107	0	30	262	0	292	0	0	0	0	0	0	882	0
8:15	0	417	27	444	0	13	0	46	59	0	31	228	0	259	0	0	0	0	0	0	762	0
8:30	0	406	15	421	0	13	0	37	50	0	22	207	0	229	0	0	0	0	0	0	700	0
8:45	0	401	20	421	0	14	0	36	50	0	55	234	0	289	0	0	0	0	0	0	760	0
Hour Total	0	1692	77	1769	0	55	0	211	266	0	138	931	0	1069	0	0	0	0	0	0	3104	0
9:00am	0	362	25	387	0	12	0	37	49	0	25	219	0	244	0	0	0	0	0	0	680	0
9:15	0	361	19	380	0	7	0	30	37	0	22	195	0	217	0	0	0	0	0	0	634	0
9:30	0	298	22	320	0	14	0	22	36	0	31	177	0	208	0	0	0	0	0	0	564	0
9:45	0	365	15	380	0	9	0	28	37	0	33	175	0	208	0	0	0	0	0	0	625	0
Hour Total	0	1386	81	1467	0	42	0	117	159	0	111	766	0	877	0	0	0	0	0	0	2503	0
----- *** Break *** -----																						
3:00pm	0	315	28	343	0	36	0	60	96	0	34	403	0	437	0	0	0	0	0	0	876	0
3:15	0	344	34	378	0	34	0	56	90	0	39	371	0	410	0	0	0	0	0	0	878	0
3:30	0	310	15	325	0	33	0	54	87	0	36	324	0	360	0	0	0	0	0	0	772	0
3:45	0	269	12	281	0	22	0	51	73	0	37	367	0	404	0	0	0	0	0	0	758	0
Hour Total	0	1238	89	1327	0	125	0	221	346	0	146	1465	0	1611	0	0	0	0	0	0	3284	0
4:00pm	0	268	19	287	0	39	0	54	93	0	36	393	0	429	0	0	0	0	0	0	809	0
4:15	0	275	7	282	0	26	0	34	60	0	40	393	0	433	0	0	0	0	0	0	775	0
4:30	0	237	13	250	0	22	0	50	72	0	45	400	0	445	0	0	0	0	0	0	767	0
4:45	0	243	11	254	0	37	0	58	95	0	53	481	0	534	0	0	0	0	0	0	883	0
Hour Total	0	1023	50	1073	0	124	0	196	320	0	174	1667	0	1841	0	0	0	0	0	0	3234	0
5:00pm	0	242	14	256	0	32	0	68	100	0	54	462	0	516	0	0	0	0	0	0	872	0
5:15	0	293	9	302	0	42	0	85	127	0	64	482	0	546	0	0	0	0	0	0	975	0
5:30	0	318	18	336	0	31	0	75	106	0	55	463	0	518	0	0	0	0	0	0	960	0
5:45	0	297	13	310	0	27	0	54	81	0	58	506	0	564	0	0	0	0	0	0	955	0
Hour Total	0	1150	54	1204	0	132	0	282	414	0	231	1913	0	2144	0	0	0	0	0	0	3762	0
Grand	0	8384	398	8782	0	532	0	1187	1719	0	907	8062	0	8969	0	0	0	0	0	0	19470	0
% of Total	0.0	43.1	2.0%		2.7	0.0	6.1%			4.7	41.4	0.0%			0.0	0.0	0.0%			0.0%	100.0	
Apprch %			45.1%				8.8%				46.1%											
% of Apprch	0.0	95.5	4.5%		30.9	0.0	69.1%			10.1	89.9	0.0%			0.0	0.0	0.0%					

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Site Code : 00259204

Start Date: 06/10/99

File I.D. : 259204

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Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/10/99

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages		
		Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALLEY CIRCLE BLVD.	07:15am	.967	0	1968	55	2023	.0	97.2	2.7
Westbound	VENTURA BLVD.		.612	62	0	234	296	20.9	.0	79.0
Northbound	VALLEY CIRCLE BLVD.		.801	115	1430	0	1545	7.4	92.5	.0
Eastbound	VENTURA BLVD.		.0	0	0	0	0	0.0	0.0	0.0

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/10/99

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages		
		Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALLEY CIRCLE BLVD.	05:00pm	.896	0	1150	54	1204	.0	95.5	4.4
Westbound	VENTURA BLVD.		.815	132	0	282	414	31.8	.0	68.1
Northbound	VALLEY CIRCLE BLVD.		.950	231	1913	0	2144	10.7	89.2	.0
Eastbound	VENTURA BLVD.		.0	0	0	0	0	0.0	0.0	0.0

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Site Code : 00259205
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Start Time	VALLEY CIRCLE BLVD. Southbound					101 WB OFF RAMP Westbound					VALLEY CIRCLE BLVD. Northbound					LONG VALLEY RD. Eastbound					Total - Other=		
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Total	Other	
7:00am	101	314	0	415	0	62	26	110	198	0	0	96	65	161	0	14	0	5	19	0	793	0	793
7:15	143	368	0	511	0	75	20	126	221	0	0	241	87	328	0	17	0	3	20	0	1080	0	1080
7:30	194	342	0	536	0	116	13	182	311	0	0	347	117	464	0	18	0	4	22	0	1333	0	1333
7:45	237	344	0	581	0	114	12	231	357	0	0	315	101	416	0	22	0	4	26	0	1380	0	1380
Hour Total	675	1368	0	2043	0	367	71	649	1087	0	0	999	370	1369	0	71	0	16	87	0	4586	0	4586
8:00am	236	324	0	560	0	60	11	222	293	0	0	225	103	328	0	14	0	9	23	0	1204	0	1204
8:15	180	283	0	463	0	51	18	232	301	0	0	194	84	278	0	18	0	8	26	0	1068	0	1068
8:30	150	289	0	439	0	58	8	192	258	0	0	156	76	232	0	17	0	6	23	0	952	0	952
8:45	138	297	0	435	0	51	8	181	240	0	0	238	60	298	0	16	0	5	21	0	994	0	994
Hour Total	704	1193	0	1897	0	220	45	827	1092	0	0	813	323	1136	0	65	0	28	93	0	4218	0	4218
9:00am	112	281	0	393	0	39	19	150	208	0	0	212	40	252	0	14	0	6	20	0	873	0	873
9:15	118	266	0	384	0	48	21	111	180	0	0	159	48	207	0	18	0	7	25	0	796	0	796
9:30	70	241	0	311	0	63	13	137	213	0	0	144	37	181	0	18	0	4	22	0	727	0	727
9:45	80	319	0	399	0	50	9	134	193	0	0	148	59	207	0	16	0	4	20	0	819	0	819
Hour Total	380	1107	0	1487	0	200	62	532	794	0	0	663	184	847	0	66	0	21	87	0	3215	0	3215
----- *** Break *** -----																							
3:00pm	104	262	0	366	0	105	13	143	261	0	0	324	102	426	0	26	0	5	31	0	1084	0	1084
3:15	122	297	0	419	0	128	14	148	290	0	0	284	92	376	0	19	0	7	26	0	1111	0	1111
3:30	115	253	0	368	0	105	12	146	263	0	0	249	84	333	0	29	0	3	32	0	996	0	996
3:45	100	218	0	318	0	95	7	166	268	0	0	304	78	382	0	27	0	6	33	0	1001	0	1001
Hour Total	441	1030	0	1471	0	433	46	603	1082	0	0	1161	356	1517	0	101	0	21	122	0	4192	0	4192
4:00pm	124	196	0	320	0	101	10	190	301	0	0	321	66	387	0	16	0	3	19	0	1027	0	1027
4:15	112	202	0	314	0	122	8	191	321	0	0	296	76	372	0	18	0	14	32	0	1039	0	1039
4:30	101	178	0	279	0	117	6	174	297	0	0	327	66	393	0	16	0	8	24	0	993	0	993
4:45	104	198	0	302	0	113	5	189	307	0	0	389	66	455	0	24	0	9	33	0	1097	0	1097
Hour Total	441	774	0	1215	0	453	29	744	1226	0	0	1333	274	1607	0	74	0	34	108	0	4156	0	4156
5:00pm	124	193	0	317	0	122	13	199	334	0	0	409	69	478	0	21	0	19	40	0	1169	0	1169
5:15	150	223	0	373	0	130	10	198	338	0	0	371	60	431	0	20	0	9	29	0	1171	0	1171
5:30	175	224	0	399	0	131	12	194	337	0	0	389	67	456	0	18	0	14	32	0	1224	0	1224
5:45	140	229	0	369	0	130	8	224	362	0	0	406	80	486	0	13	0	12	25	0	1242	0	1242
Hour Total	589	869	0	1458	0	513	43	815	1371	0	0	1575	276	1851	0	72	0	54	126	0	4806	0	4806
Grand	3230	6341	0	9571	0	2186	296	4170	6652	0	0	6544	1783	8327	0	449	0	174	623	0	25173	0	25173
% of Total	12.8	25.2	0.0%			8.7	1.2	16.6%			0.0	26.0	7.1%		1.8	0.0	.7%				0.0%	100.0	
Apprch %				38.0%				26.4%					33.1%						2.5%				
% of Apprch	33.7	66.3	0.0%			32.9	4.4	62.7%			0.0	78.6	21.4%		72.1	0.0	27.9%						

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Site Code : 00259205

Start Date: 06/09/99

File I.D. : 259205

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Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/09/99

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages		
		Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALLEY CIRCLE BLVD.	07:15am	.941	810	1378	0	2188	37.0	62.9	.0
Westbound	101 WB OFF RAMP		.828	365	56	761	1182	30.8	4.7	64.3
Northbound	VALLEY CIRCLE BLVD.		.828	0	1128	408	1536	.0	73.4	26.5
Eastbound	LONG VALLEY RD.		.875	71	0	20	91	78.0	.0	21.9

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/09/99

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages		
		Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALLEY CIRCLE BLVD.	05:00pm	.914	589	869	0	1458	40.3	59.6	.0
Westbound	101 WB OFF RAMP		.947	513	43	815	1371	37.4	3.1	59.4
Northbound	VALLEY CIRCLE BLVD.		.952	0	1575	276	1851	.0	85.0	14.9
Eastbound	LONG VALLEY RD.		.788	72	0	54	126	57.1	.0	42.8

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Site Code : 00259206
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Start Time	MULHOLLAND DR. Southbound					CALABASAS RD. Westbound					VALLEY CIRCLE BLVD. Northbound					SAN LUIS AVE. Eastbound					Total- Other=	
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other		
7:00am	213	205	22	440	0	39	11	5	55	0	10	156	11	177	0	55	10	104	169	0	841	0
7:15	205	284	19	508	0	62	16	9	87	0	11	215	22	248	0	99	26	149	274	0	1117	0
7:30	216	302	18	536	0	57	19	12	88	0	18	327	15	360	0	122	10	141	273	0	1257	0
7:45	269	308	25	602	0	56	38	15	109	0	12	243	27	282	0	111	16	120	247	0	1240	0
Hour Total	903	1099	84	2086	0	214	84	41	339	0	51	941	75	1067	0	387	62	514	963	0	4455	0
8:00am	241	274	41	556	0	62	42	17	121	0	5	249	17	271	0	92	11	127	230	0	1178	0
8:15	273	225	36	534	0	51	35	10	96	0	15	196	24	235	0	93	21	148	262	0	1127	0
8:30	306	179	21	506	0	45	27	8	80	0	4	222	17	243	0	64	24	119	207	0	1036	0
8:45	295	170	33	498	0	47	28	6	81	0	6	229	18	253	0	64	29	161	254	0	1086	0
Hour Total	1115	848	131	2094	0	205	132	41	378	0	30	896	76	1002	0	313	85	555	953	0	4427	0
9:00am	272	158	15	445	0	35	10	7	52	0	3	163	31	197	0	61	24	158	243	0	937	0
9:15	254	144	16	414	0	25	19	3	47	0	4	155	18	177	0	50	22	132	204	0	842	0
9:30	214	114	10	338	0	24	19	2	45	0	7	163	11	181	0	52	23	105	180	0	744	0
9:45	319	150	13	482	0	14	26	7	47	0	3	169	22	194	0	49	24	120	193	0	916	0
Hour Total	1059	566	54	1679	0	98	74	19	191	0	17	650	82	749	0	212	93	515	820	0	3439	0
----- *** Break *** -----																						
3:00pm	195	211	35	441	0	48	30	14	92	0	9	297	46	352	0	76	54	152	282	0	1167	0
3:15	206	207	54	467	0	59	35	12	106	0	7	231	38	276	0	75	47	153	275	0	1124	0
3:30	201	191	30	422	0	40	35	13	88	0	16	297	32	345	0	66	45	168	279	0	1134	0
3:45	192	185	36	413	0	48	26	16	90	0	8	231	34	273	0	92	33	185	310	0	1086	0
Hour Total	794	794	155	1743	0	195	126	55	376	0	40	1056	150	1246	0	309	179	658	1146	0	4511	0
4:00pm	175	202	25	402	0	45	43	14	102	0	15	242	24	281	0	65	59	205	329	0	1114	0
4:15	189	201	26	416	0	45	28	14	87	0	10	208	33	251	0	61	40	248	349	0	1103	0
4:30	187	159	23	369	0	43	21	9	73	0	11	266	28	305	0	69	53	222	344	0	1091	0
4:45	190	193	32	415	0	39	50	11	100	0	16	240	10	266	0	62	65	268	395	0	1176	0
Hour Total	741	755	106	1602	0	172	142	48	362	0	52	956	95	1103	0	257	217	943	1417	0	4484	0
5:00pm	172	187	25	384	0	45	32	18	95	0	8	239	32	279	0	77	67	260	404	0	1162	0
5:15	173	235	37	445	0	36	33	21	90	0	9	221	36	266	0	99	66	281	446	0	1247	0
5:30	150	264	37	451	0	36	52	12	100	0	11	229	35	275	0	96	62	285	443	0	1269	0
5:45	168	256	24	448	0	41	45	11	97	0	12	211	34	257	0	99	67	286	452	0	1254	0
Hour Total	663	942	123	1728	0	158	162	62	382	0	40	900	137	1077	0	371	262	1112	1745	0	4932	0
Grand	5275	5004	653	10932	0	1042	720	266	2028	0	230	5399	615	6244	0	1849	898	4297	7044	0	26248	0
% of Total	20.1	19.1	2.5%			4.0	2.7	1.0%			.9	20.6	2.3%			7.0	3.4	16.4%			0.0%	100.0%
Apprch %			41.6%					7.7%					23.8%					26.8%				
% of Apprch	48.3	45.8	6.0%			51.4	35.5	13.1%			3.7	86.5	9.8%			26.2	12.7	61.0%				

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Site Code : 00259206
 Start Date: 06/09/99
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Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/09/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	MULHOLLAND DR.	07:30am	.925	999	1109	120	2228	44.8	49.7	5.3
Westbound	CALABASAS RD.		.855	226	134	54	414	54.5	32.3	13.0
Northbound	VALLEY CIRCLE BLVD.		.797	50	1015	83	1148	4.3	88.4	7.2
Eastbound	SAN LUIS AVE.		.927	418	58	536	1012	41.3	5.7	52.9

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/09/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	MULHOLLAND DR.	05:00pm	.958	663	942	123	1728	38.3	54.5	7.1
Westbound	CALABASAS RD.		.955	158	162	62	382	41.3	42.4	16.2
Northbound	VALLEY CIRCLE BLVD.		.965	40	900	137	1077	3.7	83.5	12.7
Eastbound	SAN LUIS AVE.		.965	371	262	1112	1745	21.2	15.0	63.7

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Site Code : 00259207
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Start Time	MULHOLLAND DRIVE Southbound					SPIELBERG DRIVE Westbound					MULHOLLAND DRIVE Northbound					SPIELBERG DRIVE Eastbound					Total	Other
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other		
7:00am	3	166	4	173	0	0	0	2	2	0	2	159	1	162	0	0	0	1	1	0	338	0
7:15	1	317	3	321	0	2	0	6	8	0	3	237	3	243	0	0	0	0	0	0	572	0
7:30	4	325	3	332	0	3	0	11	14	0	5	303	1	309	0	0	0	2	2	0	657	0
7:45	10	316	2	328	0	6	2	7	15	0	9	299	3	311	0	1	0	1	2	0	656	0
Hour Total	18	1124	12	1154	0	11	2	26	39	0	19	998	8	1025	0	1	0	4	5	0	2223	0
8:00am	6	251	9	266	0	4	1	8	13	0	17	235	3	255	0	0	0	0	0	0	534	0
8:15	5	215	5	225	0	6	0	9	15	0	7	205	4	216	0	1	1	1	3	0	459	0
8:30	3	167	9	179	0	11	0	2	13	0	5	217	2	224	0	0	0	2	2	0	418	0
8:45	1	141	3	145	0	5	0	6	11	0	9	238	1	248	0	0	0	1	1	0	405	0
Hour Total	15	774	26	815	0	26	1	25	52	0	38	895	10	943	0	1	1	4	6	0	1816	0
9:00am	1	143	7	151	0	6	0	5	11	0	8	198	1	207	0	0	0	1	1	0	370	0
9:15	4	129	4	137	0	8	0	3	11	0	10	186	1	197	0	0	0	2	2	0	347	0
9:30	1	120	4	125	0	6	0	1	7	0	8	179	0	187	0	0	1	2	3	0	322	0
9:45	6	139	6	151	0	4	0	10	14	0	8	175	1	184	0	1	0	4	5	0	354	0
Hour Total	12	531	21	564	0	24	0	19	43	0	34	738	3	775	0	1	1	9	11	0	1393	0
----- *** Break *** -----																						
3:00pm	0	202	10	212	0	10	0	17	27	0	10	322	2	334	0	2	1	10	13	0	586	0
3:15	1	220	12	233	0	3	1	13	17	0	16	229	1	246	0	2	1	5	8	0	504	0
3:30	0	192	14	206	0	12	1	12	25	0	15	244	0	259	0	2	2	14	18	0	508	0
3:45	1	217	10	228	0	12	1	20	33	0	12	222	0	234	0	0	2	6	8	0	503	0
Hour Total	2	831	46	879	0	37	3	62	102	0	53	1017	3	1073	0	6	6	35	47	0	2101	0
4:00pm	0	176	12	188	0	10	0	12	22	0	15	248	1	264	0	0	1	8	9	0	483	0
4:15	0	183	11	194	0	2	0	17	19	0	13	202	0	215	0	1	0	3	4	0	432	0
4:30	0	193	8	201	0	14	0	15	29	0	17	249	0	266	0	3	0	12	15	0	511	0
4:45	0	197	7	204	0	9	0	18	27	0	13	240	0	253	0	0	0	9	9	0	493	0
Hour Total	0	749	38	787	0	35	0	62	97	0	58	939	1	998	0	4	1	32	37	0	1919	0
5:00pm	1	187	8	196	0	6	0	18	24	0	11	203	1	215	0	3	0	10	13	0	448	0
5:15	0	234	9	243	0	6	0	24	30	0	18	208	2	228	0	3	0	8	11	0	512	0
5:30	0	213	13	226	0	5	0	25	30	0	12	195	0	207	0	1	1	2	4	0	467	0
5:45	2	214	7	223	0	4	0	20	24	0	13	192	1	206	0	0	1	5	6	0	459	0
Hour Total	3	848	37	888	0	21	0	87	108	0	54	798	4	856	0	7	2	25	34	0	1886	0
Grand	50	4857	180	5087	0	154	6	281	441	0	256	5385	29	5670	0	20	11	109	140	0	11338	0
% of Total	.4	42.8	1.6%			1.4	.1	2.5%			2.3	47.5	.3%		.2	.1	1.0%			0.0%	100.0%	
Apprch %			44.9%					3.9%					50.0%								1.2%	
% of Apprch	1.0	95.5	3.5%			34.9	1.4	63.7%			4.5	95.0	.5%		14.3	7.9	77.9%					

<<ACCUTEK>>
 <<21114 TRIGGER LANE.>>
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Site Code : 00259207
 Start Date: 06/09/99
 File I.D. : 259207
 Page : 2

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/09/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	MULHOLLAND DRIVE	07:15am	.939	21	1209	17	1247	1.6	96.9	1.3
Westbound	SPIELBERG DRIVE		.833	15	3	32	50	30.0	6.0	64.0
Northbound	MULHOLLAND DRIVE		.899	34	1074	10	1118	3.0	96.0	.8
Eastbound	SPIELBERG DRIVE		.500	1	0	3	4	25.0	.0	75.0

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/09/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	MULHOLLAND DRIVE	03:00pm	.943	2	831	46	879	.2	94.5	5.2
Westbound	SPIELBERG DRIVE		.773	37	3	62	102	36.2	2.9	60.7
Northbound	MULHOLLAND DRIVE		.803	53	1017	3	1073	4.9	94.7	.2
Eastbound	SPIELBERG DRIVE		.653	6	6	35	47	12.7	12.7	74.4

<<ACCUTEK>>
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Site Code : 00259208
 Start Date: 06/10/99
 File I.D. : 259208
 Page : 2

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/10/99

Direction	Street Name	Start	Peak Hr	Volumes				Percentages		
				Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
WEST Southbound	MULHOLLAND DRIVE	07:15am	.839	630	467	0	1097	57.4	42.5	.0
SOUTH Westbound	VALMAR ROAD		.0	0	0	0	0	0.0	0.0	0.0
EAST Northbound	MULHOLLAND DRIVE		.852	0	455	94	549	.0	82.8	17.1
NORTH Eastbound	VALMAR ROAD		.761	92	0	596	688	13.3	.0	86.6

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/10/99

Direction	Street Name	Start	Peak Hr	Volumes				Percentages		
				Peak Hour	Factor	Right	Thru	Left	Total	Right	Thru	Left
EAST Southbound	MULHOLLAND DRIVE	05:00pm	.896	484	394	0	878	55.1	44.8	.0
WEST Westbound	VALMAR ROAD		.0	0	0	0	0	0.0	0.0	0.0
EAST Northbound	MULHOLLAND DRIVE		.973	0	437	143	580	.0	75.3	24.6
NORTH Eastbound	VALMAR ROAD		.936	165	0	483	648	25.4	.0	74.5

<<ACCUTEK>>
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Site Code : 00259209
 Start Date: 06/10/99
 File I.D. : 259209
 Page : 1

Start Time	VALMAR RD. Southbound					PARK ORA Westbound					Movement 1 VALMAR RD. Northbound					BENFORD ST. Eastbound					Total	Other
	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other	Rght	Thru	Left	Totl	Other		
7:00am	1	68	23	92	0	51	0	28	79	0	11	93	2	106	0	1	1	1	3	0	280	0
7:15	1	108	52	161	0	125	4	36	165	0	21	191	0	212	0	0	3	1	4	0	542	0
7:30	1	199	81	281	0	80	5	43	128	0	17	148	1	166	0	1	0	1	2	0	577	0
7:45	1	108	37	146	0	56	2	40	98	0	27	115	1	143	0	6	1	2	9	0	396	0
Hour Total	4	483	193	680	0	312	11	147	470	0	76	547	4	627	0	8	5	5	18	0	1795	0
8:00am	1	106	43	150	0	64	3	53	120	0	32	130	3	165	0	1	2	0	3	0	438	0
8:15	0	93	51	144	0	55	8	49	112	0	41	117	0	158	0	1	5	1	7	0	421	0
8:30	3	110	37	150	0	50	4	43	97	0	35	104	1	140	0	6	0	3	9	0	396	0
8:45	0	124	30	154	0	24	1	60	85	0	30	62	1	93	0	2	4	1	7	0	339	0
Hour Total	4	433	161	598	0	193	16	205	414	0	138	413	5	556	0	10	11	5	26	0	1594	0
9:00am	1	80	37	118	0	30	5	49	84	0	36	82	0	118	0	0	3	1	4	0	324	0
9:15	0	93	30	123	0	13	1	49	63	0	28	65	0	93	0	1	4	3	8	0	287	0
9:30	0	71	28	99	0	16	2	44	62	0	23	53	2	78	0	0	3	0	3	0	242	0
9:45	3	69	29	101	0	23	2	36	61	0	20	54	2	76	0	5	2	2	9	0	247	0
Hour Total	4	313	124	441	0	82	10	178	270	0	107	254	4	365	0	6	12	6	24	0	1100	0
----- *** Break *** -----																						
3:00pm	9	169	77	255	0	58	2	44	104	0	59	94	1	154	0	4	9	3	16	0	529	0
3:15	2	115	60	177	0	41	5	30	76	0	50	96	2	148	0	1	3	1	5	0	406	0
3:30	0	110	51	161	0	35	8	37	80	0	41	77	1	119	0	0	6	0	6	0	366	0
3:45	1	99	42	142	0	31	4	35	70	0	53	65	2	120	0	1	6	2	9	0	341	0
Hour Total	12	493	230	735	0	165	19	146	330	0	203	332	6	541	0	6	24	6	36	0	1642	0
4:00pm	1	105	41	147	0	27	5	39	71	0	53	71	1	125	0	3	4	2	9	0	352	0
4:15	0	94	29	123	0	23	0	52	75	0	54	80	2	136	0	2	9	2	13	0	347	0
4:30	1	101	30	132	0	38	7	43	88	0	51	82	0	133	0	2	3	1	6	0	359	0
4:45	1	71	23	95	0	35	6	47	88	0	52	83	1	136	0	1	3	0	4	0	323	0
Hour Total	3	371	123	497	0	123	18	181	322	0	210	316	4	530	0	8	19	5	32	0	1381	0
5:00pm	3	92	27	122	0	49	8	58	115	0	61	86	1	148	0	3	5	0	8	0	393	0
5:15	0	83	30	113	0	49	9	79	137	0	70	91	2	163	0	2	4	1	7	0	420	0
5:30	3	86	40	129	0	53	6	85	144	0	77	86	0	163	0	1	2	1	4	0	440	0
5:45	4	109	17	130	0	52	8	69	129	0	42	86	3	131	0	1	2	1	4	0	394	0
Hour Total	10	370	114	494	0	203	31	291	525	0	250	349	6	605	0	7	13	3	23	0	1647	0
Grand	37	2463	945	3445	0	1078	105	1148	2331	0	984	2211	29	3224	0	45	84	30	159	0	9159	0
% of Total	.4	26.9	10.3%			11.8	1.1	12.5%			10.7	24.1	.3%		.5	.9	.3%			0.0%	100.0	
Apprch %			37.6%					25.5%					35.2%							1.7%		
% of Apprch	1.1	71.5	27.4%			46.2	4.5	49.2%			30.5	68.6	.9%		28.3	52.8	18.9%					

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

Site Code : 00259209
 Start Date: 06/10/99
 File I.D. : 259209
 Page : 2

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 09:45am on 06/10/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALMAR RD.	07:15am	.657	4	521	213	738	.5	70.5	28.8
Westbound	PARK ORA		.774	325	14	172	511	63.6	2.7	33.6
Northbound	VALMAR RD.		.809	97	584	5	686	14.1	85.1	.7
Eastbound	BENFORD ST.		.500	8	6	4	18	44.4	33.3	22.2

Peak Hour Analysis By Entire Intersection for the Period: 03:00pm to 05:45pm on 06/10/99

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages		
				Right	Thru	Left	Total	Right	Thru	Left
Southbound	VALMAR RD.	05:00pm	.950	10	370	114	494	2.0	74.8	23.0
Westbound	PARK ORA		.911	203	31	291	525	38.6	5.9	55.4
Northbound	VALMAR RD.		.928	250	349	6	605	41.3	57.6	.9
Eastbound	BENFORD ST.		.719	7	13	3	23	30.4	56.5	13.0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET: North/South EL CANON AVE.

East/West CALABASAS RD.

Day: Date: 06-09-99 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259201

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	13	9:30	0	0	131	9:45	249	9:45
PM PK 15 MIN	27	4:30	0	0	269	5:15	201	5:45
AM PK HOUR	39	9:00	0	0	474	9:00	900	7:45
PM PK HOUR	75	3:45	0	0	1016	5:00	709	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	0	14	22
8-9	11	0	15	26
9-10	18	0	21	39
3-4	14	0	38	52
4-5	26	0	48	74
5-6	19	0	33	52
TOTAL	96	0	169	265

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

N-S
22
26
39
52
74
52
265

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	306	15	321
8-9	0	440	13	453
9-10	0	460	14	474
3-4	0	745	16	761
4-5	0	912	11	923
5-6	0	997	19	1016
TOTAL	0	3860	88	3948

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	494	0	547
8-9	35	865	0	900
9-10	31	691	0	722
3-4	22	687	0	709
4-5	16	675	0	691
5-6	20	669	0	689
TOTAL	177	4081	0	4258

TOTAL

E-W
868
1353
1196
1470
1614
1705
8206

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET: North/South US 101 SB(EB) RAMP

East/West CALABASAS RD.

Day: Date: 6-9-99 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259202

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	0	0	227	7:15	131	9:45	367	9:45
PM PK 15 MIN	0	0	264	5:30	282	5:15	283	3:30
AM PK HOUR	0	0	789	7:15	480	9:00	1359	8:15
PM PK HOUR	0	0	989	5:00	1037	4:30	1077	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	744	0	29	773
8-9	615	0	31	646
9-10	505	0	32	537
3-4	601	0	19	620
4-5	724	0	22	746
5-6	966	0	23	989
TOTAL	4155	0	156	4311

TOTAL

N-S
773
646
537
620
746
989
4311

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	98	220	0	318
8-9	138	318	0	456
9-10	149	331	0	480
3-4	237	545	0	782
4-5	262	697	0	959
5-6	249	775	0	1024
TOTAL	1133	2886	0	4019

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	518	563	1081
8-9	0	868	487	1355
9-10	0	691	536	1227
3-4	0	686	391	1077
4-5	0	674	316	990
5-6	0	669	286	955
TOTAL	0	4106	2579	6685

TOTAL

E-W
1399
1811
1707
1859
1949
1979
10704

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET: North/South VALLEY CIRCLE BLVD.

East/West PLATT AVE.

Day: Date: 6-10-99 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259203

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	329	7:45	402	7:30	94	7:45	242	7:30
PM PK 15 MIN	483	5:15	205	3:00	90	3:15	242	3:15
AM PK HOUR	1064	7:30	1411	7:00	269	7:30	795	7:15
PM PK HOUR	1842	4:45	738	3:00	259	3:00	768	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	524	391	950
8-9	37	486	280	803
9-10	28	436	279	743
3-4	41	1021	478	1540
4-5	64	1101	458	1623
5-6	63	1182	595	1840
TOTAL	268	4750	2481	7499

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	1198	130	1411
8-9	46	904	49	999
9-10	25	781	17	823
3-4	53	661	24	738
4-5	27	591	13	631
5-6	27	621	16	664
TOTAL	261	4756	249	5266

TOTAL

N-S
2361
1802
1566
2278
2254
2504
12765

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	120	77	232
8-9	22	145	74	241
9-10	15	96	84	195
3-4	35	148	76	259
4-5	19	111	62	192
5-6	18	105	56	179
TOTAL	144	725	429	1298

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	560	149	41	750
8-9	462	91	25	578
9-10	367	61	17	445
3-4	566	119	83	768
4-5	415	125	22	562
5-6	409	144	27	580
TOTAL	2779	689	215	3683

TOTAL

E-W
982
819
640
1027
754
759
4981

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET:

North/South VALLEY CIRCLE BLVD.

East/West

VENTURA BLVD.

Day: Date: 6-10-99 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259204

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	482	7:30	523	7:30	0	0	121	7:45
PM PK 15 MIN	564	5:45	378	3:15	0	0	127	5:15
AM PK HOUR	1545	7:15	2023	7:15	0	0	337	7:45
PM PK HOUR	2144	5:00	1327	3:00	0	0	428	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1320	107	1427
8-9	0	931	138	1069
9-10	0	766	111	877
3-4	0	1465	146	1611
4-5	0	1667	174	1841
5-6	0	1913	231	2144
TOTAL	0	8062	907	8969

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	1895	0	1942
8-9	77	1692	0	1769
9-10	81	1386	0	1467
3-4	89	1238	0	1327
4-5	50	823	0	873
5-6	54	1150	0	1204
TOTAL	398	8184	0	8582

TOTAL

N-S
3369
2838
2344
2938
2714
3348
17551

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	160	0	54	214
8-9	211	0	55	266
9-10	117	0	42	159
3-4	221	0	125	346
4-5	196	0	124	320
5-6	282	0	132	414
TOTAL	1187	0	532	1719

TOTAL

E-W
214
266
159
346
320
414
1719

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET:

North/South VALLEY CIRCLE BLVD.

East/West 101 WB OFF RAMP

Day: Date: 6-9-99 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259205

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	464	7:30	581	7:45	26	7:45	357	7:45
PM PK 15 MIN	486	5:45	419	3:15	40	5:00	362	5:45
AM PK HOUR	1536	7:15	2188	7:15	98	7:45	1262	7:30
PM PK HOUR	1851	5:00	1471	3:00	134	4:45	1371	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	370	999	0	1369
8-9	323	813	0	1136
9-10	184	663	0	847
3-4	356	1161	0	1517
4-5	274	1333	0	1607
5-6	276	1575	0	1851
TOTAL	1783	6544	0	8327

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1368	675	2043
8-9	0	1193	704	1897
9-10	0	1107	380	1487
3-4	0	1030	441	1471
4-5	0	774	441	1215
5-6	0	869	589	1458
TOTAL	0	6341	3230	9571

TOTAL

N-S
3412
3033
2334
2988
2822
3309
17898

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	0	71	87
8-9	28	0	65	93
9-10	21	0	66	87
3-4	21	0	101	122
4-5	34	0	74	108
5-6	54	0	72	126
TOTAL	174	0	449	623

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	649	71	367	1087
8-9	827	45	220	1092
9-10	532	62	200	794
3-4	603	46	433	1082
4-5	744	29	453	1226
5-6	815	43	513	1371
TOTAL	4170	296	2186	6652

TOTAL

E-W
1174
1185
881
1204
1334
1497
7275

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET: North/South MULHOLLAND DR.

East/West CALABASAS RD.

Day: Date: 6-9-99 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259206

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	360	7:30	602	7:45	274	7:15	121	8:00
PM PK 15 MIN	352	3:00	467	3:15	452	5:45	106	3:15
AM PK HOUR	1161	7:15	2228	7:30	1024	7:15	414	7:30
PM PK HOUR	1246	3:00	1743	3:00	1745	5:00	386	3:15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	941	51	1067
8-9	76	896	30	1002
9-10	82	650	17	749
3-4	150	1056	40	1246
4-5	95	956	52	1103
5-6	137	900	40	1077
TOTAL	615	5399	230	6244

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	1099	903	2086
8-9	131	848	1115	2094
9-10	54	566	1059	1679
3-4	155	794	794	1743
4-5	106	755	741	1602
5-6	123	942	663	1728
TOTAL	653	5004	5275	10932

TOTAL

N-S
3153
3096
2428
2989
2705
2805
17176

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	514	62	387	963
8-9	555	85	313	953
9-10	515	93	212	820
3-4	658	179	309	1146
4-5	943	217	257	1417
5-6	1112	262	371	1745
TOTAL	4297	898	1849	7044

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	84	214	339
8-9	41	132	205	378
9-10	19	74	98	191
3-4	55	126	195	376
4-5	48	142	172	362
5-6	62	162	158	382
TOTAL	266	720	1042	2028

TOTAL

E-W
1302
1331
1011
1522
1779
2127
9072

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET: North/South MULHOLLAND DR.

East/West SPIELBERG DRIVE

Day: Date: 6-9-99 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259207

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	311	7:45	332	7:30	5	9:45	15	7:45
PM PK 15 MIN	334	3:00	243	5:15	18	3:30	33	3:45
AM PK HOUR	1118	7:15	1247	7:15	11	9:00	57	7:30
PM PK HOUR	1073	3:00	888	5:00	48	4:30	111	4:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	998	19	1025
8-9	10	895	38	943
9-10	3	738	34	775
3-4	3	1017	53	1073
4-5	1	939	58	998
5-6	4	798	54	856
TOTAL	29	5385	256	5670

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	1124	18	1154
8-9	26	774	15	815
9-10	21	531	12	564
3-4	46	831	2	879
4-5	38	749	0	787
5-6	37	848	3	888
TOTAL	180	4857	50	5087

TOTAL

N-S
2179
1758
1339
1952
1785
1744
10757

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	0	1	5
8-9	4	1	1	6
9-10	9	1	1	11
3-4	35	6	6	47
4-5	32	1	4	37
5-6	25	2	7	34
TOTAL	109	11	20	140

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	2	11	39
8-9	25	1	26	52
9-10	19	0	24	43
3-4	62	3	37	102
4-5	62	0	35	97
5-6	87	0	21	108
TOTAL	281	6	154	441

TOTAL

E-W
44
58
54
149
134
142
581

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET: North/South MULHOLLAND DR.

East/West VALMAR ROAD.

Day: Date: 6-10-00 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259208

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	161	7:45	327	7:15	226	7:30	0	0
PM PK 15 MIN	157	3:00	268	3:15	193	3:00	0	0
AM PK HOUR	569	7:30	1097	7:15	688	7:15	0	0
PM PK HOUR	588	4:45	900	4:45	648	5:00	0	0

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	416	0	486
8-9	103	395	0	498
9-10	79	344	0	423
3-4	123	424	0	547
4-5	120	405	0	525
5-6	143	437	0	580
TOTAL	638	2421	0	3059

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	419	595	1014
8-9	0	318	463	781
9-10	0	280	299	579
3-4	0	464	433	897
4-5	0	399	444	843
5-6	0	394	484	878
TOTAL	0	2274	2718	4992

TOTAL

N-S
1500
1279
1002
1444
1368
1458
8051

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	561	0	81	642
8-9	527	0	103	630
9-10	455	0	75	530
3-4	528	0	99	627
4-5	441	0	105	546
5-6	483	0	165	648
TOTAL	2995	0	628	3623

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
642
630
530
627
546
648
3623

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

ACCUTEK

TRAFFIC COUNT SUMMARY

STREET: North/South VALMAR RD.

East/West PARK ORA

Day: Date: 6-10-00 Weather: CLEAR

Hours: 7-10 AM 3-6 PM FILE: 259209

School Day: YES District: LOS ANGELES

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL-WHEELED BIKES	0	0	0	0
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	212	7:15	281	7:30	9	7:45	165	7:15
PM PK 15 MIN	163	5:15	255	3:00	16	3:00	144	5:30
AM PK HOUR	686	7:15	738	7:15	28	7:45	511	7:15
PM PK HOUR	610	4:45	735	3:00	37	3:30	525	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	547	76	627
8-9	5	413	138	556
9-10	4	254	107	365
3-4	6	332	203	541
4-5	4	316	210	530
5-6	6	349	250	605
TOTAL	29	2211	984	3224

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	193	483	4	680
8-9	161	433	4	598
9-10	124	313	4	441
3-4	230	493	12	735
4-5	123	371	3	497
5-6	114	370	10	494
TOTAL	945	2463	37	3445

TOTAL

N-S
1307
1154
806
1276
1027
1099
6669

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	5	8	18
8-9	5	11	10	26
9-10	6	12	6	24
3-4	6	24	6	36
4-5	5	19	8	32
5-6	3	13	7	23
TOTAL	30	84	45	159

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	147	11	312	470
8-9	205	16	193	414
9-10	178	10	82	270
3-4	146	19	165	330
4-5	181	18	123	322
5-6	291	31	203	525
TOTAL	1148	105	1078	2331

TOTAL

E-W
488
440
294
366
354
548
2490

XING W/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

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

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

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

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

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

Critical Movement Analysis Characteristics

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

SERVICE LEVEL A

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

SERVICE LEVEL B

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

SERVICE LEVEL C

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

SERVICE LEVEL D

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

SERVICE LEVEL E

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

SERVICE LEVEL F

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: El Canon Avenue
 E-W St: Calabasas Road
 Project: MPTF Master Plan / 1-992837-1
 File Name: CMA1
 Counts by: Accutek

El Canon Avenue @ Calabasas Road
 Peak Hour: AM
 Annual Growth: 2% Year 1999 to 2005

Date: 11/30/2000
 Date of Count: 1999
 Projection Year: 2005

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	11	0	-	1	12	0	-	0	12	0	-	1	13	0	-	0	13	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	0	0	26	0	0	0	29	0	0	0	29	0	0	0	35	0	0	0	35
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	15	0	-	2	17	0	-	0	17	0	-	5	22	0	-	0	22	0	-
Comb. L-T-R -	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	440	1	440	53	493	1	493	182	675	1	675	0	675	1	675	0	675	1	347
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	13	1	13	2	15	1	15	0	15	1	15	5	20	1	20	0	20	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	35	1	35	4	39	1	39	0	39	1	39	20	59	1	59	0	59	1	59
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	865	1	865	104	969	1	969	114	1083	1	1083	0	1083	1	1083	0	1083	1	1083
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	15		N-S:	17			N-S:	17			N-S:	22			N-S:	22		
	E-W:	865		E-W:	969			E-W:	1083			E-W:	1083			E-W:	1083		
	SUM:	880		SUM:	986			SUM:	1100			SUM:	1105			SUM:	1105		
No. of Phases:		2			2				2				2				2		
Volume / Capacity:		0.587			0.657				0.733				0.736				0.736		
Level of Service:		A			B				C				C				C		

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

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CRITICAL MOVEMENT ANALYSIS

N-S St:	US 101 SB Ramps	US 101 SB Ramps @ Calabasas Road	Date:	11/30/2000
E-W St:	Calabasas Road	Peak Hour: AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth: 2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA2			
Counts by:	Accutek			

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Left	619	2	340	74	693	2	381	97	790	2	435	3	793	2	436	0	793	2	436	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Right	33	1	33	4	37	1	37	0	37	1	37	8	45	1	45	0	45	1	45	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Left	140	1	140	17	157	1	157	0	157	1	157	2	159	1	159	0	159	2	159	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Thru	326	1	326	39	365	1	365	131	496	1	496	2	498	1	498	0	498	2	498	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Thru	832	1	832	100	932	1	932	165	1097	1	1097	12	1109	1	1109	0	1109	1	1109	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Right	527	2	290	63	590	2	325	26	616	2	339	0	616	2	339	0	616	2	339	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S:	340		N-S:	381		N-S:	435		N-S:	436		N-S:	436		N-S:	436		N-S:	436
	E-W:	972		E-W:	1089		E-W:	1254		E-W:	1268		E-W:	1268		E-W:	1196		E-W:	1196
	SUM:	1312		SUM:	1470		SUM:	1688		SUM:	1704		SUM:	1704		SUM:	1632		SUM:	1632
No. of Phases:	3			3				3				3				3				
Volume / Capacity:	0.851 [1]			0.962 [1]				1.115 [1]				1.126 [1]				1.076				
Level of Service:	D			E				F				F				F				

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Assumes 0.07 reduction due to installation of ATSAC system.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ Burbank Boulevard	Date:	11/30/2000	
E-W St:	Burbank Boulevard	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA3				
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	35	1	35	4	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	590	2	295	71	661	2	330	76	737	2	368	1	738	2	369	0	738	2	369	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	410	1	410	49	459	1	459	21	480	1	480	1	481	1	481	0	481	1	481	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	92	1	92	11	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1152	2	576	138	1290	2	645	142	1432	2	716	4	1436	2	718	0	1436	2	718	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right [1]	147	1	147	18	165	1	165	0	165	1	165	0	165	1	165	0	165	1	165	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	42	1	42	5	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	142	2	71	17	159	2	80	0	159	2	80	0	159	2	80	0	159	2	80	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right [1]	74	1	74	9	83	1	83	0	83	1	83	1	84	1	84	0	84	1	84	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	594	2	327	71	665	2	366	40	705	2	388	4	709	2	390	0	709	2	390	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	161	2	81	19	180	2	90	0	180	2	90	0	180	2	90	0	180	2	90	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right [1]	40	1	40	5	45	1	45	0	45	1	45	0	45	1	45	0	45	1	45	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	611		N-S:	684		N-S:	755		N-S:	755		N-S:	757		N-S:	757		N-S:	757
	E-W:	398		E-W:	445		E-W:	467		E-W:	467		E-W:	470		E-W:	470		E-W:	470
	SUM:	1009		SUM:	1130		SUM:	1223		SUM:	1223		SUM:	1227		SUM:	1227		SUM:	1227
No. of Phases:		4			4			4			4			4			4			4
Volume / Capacity:		0.664 [2]			0.752 [2]			0.819 [2]			0.819 [2]			0.822 [2]			0.822 [2]			0.822 [2]
Level of Service:		B			C			D			D			D			D			D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Assumes functional right-turn only lane.
 [2] V/C ratio reflects a 0.07 reduction due to ATSAAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ Ventura Boulevard	Date:	11/30/2000	
E-W St:	Ventura Boulevard	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA4				
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Thru	1430	2	715	172	1602	2	801	328	1930	2	965	3	1933	2	966	0	1933	2	966	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Right	114	1	114	14	128	1	128	8	136	1	136	1	137	1	137	0	137	1	137	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Left	55	2	30	7	62	2	34	4	66	2	36	0	66	2	36	0	66	2	36	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Thru	1968	3	656	236	2204	3	735	167	2371	3	790	10	2381	3	794	0	2381	3	794	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Left	234	2	129	28	262	2	144	12	274	2	151	2	276	2	152	0	276	2	152	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Right	62	1	62	7	69	1	69	32	101	1	101	0	101	1	101	0	101	1	101	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S:	745		N-S:	835		N-S:	1001		N-S:	1002		N-S:	1002		N-S:	1002		N-S:	1002
	E-W:	129		E-W:	144		E-W:	151		E-W:	152		E-W:	152		E-W:	152		E-W:	152
	SUM:	874		SUM:	979		SUM:	1152		SUM:	1154		SUM:	1154		SUM:	1154		SUM:	1154
No. of Phases:		4			4			4			4			4			4			4
Volume / Capacity:		0.566 [1]			0.642 [1]			0.768 [1]			0.768 [1]			0.769 [1]			0.769 [1]			0.769
Level of Service:		A			B			C			C			C			C			C

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ US 101NB Off-Ramp/Long Valley	Date:	11/30/2000
E-W St:	US 101NB Off-Ramp/Long Valley	Peak Hour: AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth: 2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA5			
Counts by:	Accutek			

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	408	1	408	49	457	1	457	20	477	1	477	3	480	1	480	0	480	1	480
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	1128	2	564	135	1263	2	632	228	1491	2	746	4	1495	2	748	0	1495	2	748
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	1378	3	459	165	1543	3	514	169	1712	3	571	12	1724	3	575	0	1724	3	575
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	810	1	810	97	907	1	907	11	918	1	918	0	918	1	918	0	918	1	918
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	20	1	20	2	22	1	22	0	22	1	22	0	22	1	22	0	22	1	22
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	70	1	70	8	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	761	1	533	91	852	1	597	12	864	1	605	17	881	1	617	0	881	1	617
Comb. L-T	0	1	228	0	228	1	256	0	256	1	259	0	259	1	264	0	264	1	264
WB Thru	56	0	-	7	63	0	-	0	63	0	-	0	63	0	-	0	63	0	-
Comb. T-R	0	1	166	0	166	1	185	0	185	1	218	0	218	1	218	0	218	1	218
WB Right	365	1	256	44	409	1	286	108	517	1	362	0	517	1	362	0	517	2	362
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	1208				N-S:	1353			N-S:	1384			N-S:	1387			N-S:	1055
	E-W:	533				E-W:	597			E-W:	605			E-W:	617			E-W:	617
	SUM:	1741				SUM:	1950			SUM:	1989			SUM:	2004			SUM:	1672
No. of Phases:		4					4				4				4				4
Volume / Capacity:		1.196 [1]					1.348 [1]				1.377 [1]				1.387 [1]				[1], [2]
Level of Service:		F					F				F				F				F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSA operation.
 [2] Mitigation includes accommodating a free-flow southbound right-turn movement.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Mulholland Drive	Mulholland Drive @ Calabasas Road/Avenue San Luis	Date:	11/30/2000	
E-W St:	Calabasas Road/Avenue San Luis	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA6				
Counts by:	Accuthek				

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION				
	No. of Volume	Lane Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	83	1	83	10	93	1	93	69	162	1	162	0	162	1	162	0	162	1	162	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	1015	2	508	122	1137	2	568	67	1204	2	602	7	1211	2	605	0	1211	2	605	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	50	1	50	6	56	1	56	1	57	1	57	0	57	1	57	0	57	1	57	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	120	1	120	14	134	1	134	6	140	1	140	0	140	1	140	0	140	1	140	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1109	2	555	133	1242	2	621	45	1287	2	644	18	1305	2	653	0	1305	2	653	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right	999	1	999	120	1119	1	1119	106	1225	1	1225	11	1236	1	1236	0	1236	1	1236	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	536	2	295	64	600	2	330	149	749	2	412	2	751	2	413	0	751	2	413	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	58	1	58	7	65	1	65	17	82	1	82	0	82	1	82	0	82	1	82	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	418	1	418	50	468	1	468	63	531	1	531	3	534	1	534	0	534	1	534	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	54	1	54	6	60	1	60	2	62	1	62	1	63	1	63	0	63	1	63	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	134	1	134	16	150	1	150	16	166	1	166	1	167	1	167	0	167	1	167	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	226	1	226	27	253	1	253	31	284	1	284	0	284	1	284	0	284	1	284	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	935		N-S:	1047		N-S:	1181		N-S:	1191		N-S:	1191		N-S:	1191		N-S:	1191
	E-W:	461		E-W:	516		E-W:	626		E-W:	627		E-W:	627		E-W:	627		E-W:	627
	SUM:	1395		SUM:	1563		SUM:	1807		SUM:	1818		SUM:	1818		SUM:	1818		SUM:	1818
No. of Phases:		4			4			4			4			4			4			4
Volume / Capacity:		0.945 [1]			1.067 [1]			1.244 [1]			1.252 [1]			1.252 [1]			1.252 [1]			1.252 [1]
Level of Service:		E			F			F			F			F			F			F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Mulholland Drive	Mulholland Drive @ Spielberg Drive	Date:	11/30/2000	
E-W St:	Spielberg Drive	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA7				
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	10	1	10	1	11	1	11	0	11	1	11	8	19	1	19	0	19	1	19
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1074	1	554	129	1203	1	620	154	1357	1	697	1	1358	1	698	0	1358	1	698
Comb. T-R	0	1	554	0	554	1	620	0	620	1	697	0	697	1	698	0	698	1	698
NB Right	34	0	-	4	38	0	-	0	38	0	-	0	38	0	-	0	38	0	-
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	17	1	17	2	19	1	19	0	19	1	19	0	19	1	19	0	19	1	19
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1209	1	615	145	1354	1	689	93	1447	1	735	0	1447	1	744	0	1447	1	744
Comb. T-R	0	1	615	0	615	1	689	0	689	1	735	0	735	1	744	0	744	1	744
SB Right	21	0	-	3	24	0	-	0	24	0	-	17	41	0	-	0	41	0	-
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	3	0	-	0	3	0	-	0	3	0	-	6	9	1	9	0	9	1	9
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	0	0	4	0	0	0	4	0	0	0	4	0	0	0	-	0	0	0	-
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	1	3	0	3	1	3
EB Right	1	0	-	0	1	0	-	0	1	0	-	2	3	0	-	0	3	0	-
Comb. L-T-R -	0	1	-	0	1	1	-	0	1	1	-	0	1	0	-	0	1	0	-
WB Left	32	0	-	4	36	0	-	0	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	3	0	50	0	3	0	56	0	3	0	56	0	3	0	56	0	3	0	56
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	15	0	-	2	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -	0	1	-	0	1	1	-	0	1	1	-	0	1	1	-	0	1	1	-
Crit. Volumes:	N-S:	625		N-S:	700			N-S:	747			N-S:	763			N-S:	763		
	E-W:	33		E-W:	37			E-W:	37			E-W:	39			E-W:	39		
	SUM:	658		SUM:	737			SUM:	783			SUM:	802			SUM:	802		
No. of Phases:	2			2				2				2				2			
Volume / Capacity:	0.369 [1]			0.421 [1]				0.452 [1]				0.465 [1]				0.465			
Level of Service:	A			A				A				A				A			

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valmar Road	Valmar Road @ Mulholland Drive	Date:	11/30/2000	
E-W St:	Mulholland Drive	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA8				
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	596	2	328	72	668	2	367	64	732	2	402	3	735	2	404	0	735	2	404
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	0	0	-	0	0	0	-	7	7	0	-	0	7	0	-	0	7	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	92	1	92	11	103	1	103	7	110	1	110	0	110	1	110	0	110	1	110
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	0	0	-	0	0	0	-	10	10	0	-	0	10	0	-	0	10	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	467	1	467	56	523	1	523	34	557	1	557	2	559	1	559	0	559	1	559
Comb. T-R	0	1	630	0	0	1	706	0	0	1	771	0	0	1	772	0	0	1	772
EB Right	630	0	-	76	706	0	-	65	771	0	-	1	772	0	-	0	772	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	94	1	94	11	105	1	105	10	115	1	115	0	115	1	115	0	115	1	115
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	455	2	228	55	510	2	255	66	576	2	288	6	582	2	291	0	582	2	291
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	328		N-S:	367			N-S:	402			N-S:	404			N-S:	404		
	E-W:	724		E-W:	811			E-W:	886			E-W:	887			E-W:	887		
	SUM:	1052		SUM:	1178			SUM:	1288			SUM:	1291			SUM:	1291		
No. of Phases:	2			2				2				2							
Volume / Capacity:	0.631 [1]			0.715 [1]				0.789 [1]				0.791 [1]							
Level of Service:	B			C				C				C							

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valmar Road	Valmar Road @ Park Ora/Brenford Street	Date:	11/30/2000	
E-W St:	Park Ora/Brenford Street	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2005
File Name:	CMA9				
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PHASE 1				2005 W/ PHASE 1 MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		1	343			1	384			1	416			1	417			1	417
NB Thru	584	0	-	70	654	0	-	63	717	0	-	3	720	0	-	0	720	0	-
Comb. T-R		1	343			1	384			1	416			1	417			1	417
NB Right	97	0	-	12	109	0	-	0	109	0	-	0	109	0	-	0	109	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	213	0	-	26	239	0	-	4	243	0	-	0	243	0	-	0	243	0	-
Comb. L-T		1	369			1	413			1	451			1	451			1	451
SB Thru	521	0	-	63	584	0	-	71	655	0	-	1	656	0	-	0	656	0	-
Comb. T-R		1	369			1	413			1	451			1	451			1	451
SB Right	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T		0				0				0				0				0	
EB Thru	6	0	18	1	7	0	20	0	7	0	20	0	7	0	20	0	7	0	20
Comb. T-R		0				0				0				0				0	
EB Right	8	0	-	1	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	172	0	-	21	193	0	-	0	193	0	-	0	193	0	-	0	193	0	-
Comb. L-T		0				0				0				0				0	
WB Thru	14	0	511	2	16	0	572	0	16	0	578	0	16	0	578	0	16	0	578
Comb. T-R		0				0				0				0				0	
WB Right	325	0	-	39	364	0	-	6	370	0	-	0	370	0	-	0	370	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:	556		N-S:	623			N-S:	658			N-S:	660			N-S:	660		
	E-W:	343		E-W:	384			E-W:	390			E-W:	390			E-W:	390		
	SUM:	899		SUM:	1007			SUM:	1048			SUM:	1050			SUM:	1050		
No. of Phases:		U			U				U				U				U		
Volume / Capacity:		0.749			0.839				0.874				0.875				0.875		
Level of Service:		C			D				D				D				D		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 0% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 0% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 0% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: El Canon Avenue
 E-W St: Calabasas Road
 Project: MPTF Master Plan / 1-992837-1
 File Name: CMA1
 Counts by: Accutek

El Canon Avenue @ Calabasas Road
 Peak Hour: AM
 Annual Growth: 2% Year 1999 to 2005
 Annual Growth: 1% Year 2006 to 2015

Date: 11/30/2000
 Date of Count: 1999
 Projection Year: 2015

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	11	0	-	2	13	0	-	0	13	0	-	5	18	0	-	0	18	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	0	0	26	0	0	0	32	0	0	0	32	0	0	0	53	0	0	0	53
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	15	0	-	3	18	0	-	0	18	0	-	16	34	0	-	0	34	0	-
Comb. L-T-R -	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	440	1	440	97	537	1	537	182	719	1	719	0	719	1	719	0	719	1	374
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	13	1	13	3	16	1	16	0	16	1	16	13	29	1	29	0	29	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	35	1	35	8	43	1	43	0	43	1	43	52	95	1	95	0	95	1	95
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	865	1	865	190	1055	1	1055	114	1169	1	1169	0	1169	1	1169	0	1169	1	1169
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	15		N-S:	18			N-S:	18			N-S:	34			N-S:	34		
	E-W:	865		E-W:	1055			E-W:	1169			E-W:	1169			E-W:	1169		
	SUM:	880		SUM:	1074			SUM:	1188			SUM:	1204			SUM:	1204		
No. of Phases:	2			2				2				2				2			
Volume / Capacity:	0.587			0.716				0.792				0.802				0.802			
Level of Service:	A			C				C				D				D			

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

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CRITICAL MOVEMENT ANALYSIS

N-S St:	US 101 SB Ramps	US 101 SB Ramps @ Calabasas Road	Date:	11/30/2000
E-W St:	Calabasas Road	Peak Hour: AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth: 2% Year 1999 to 2005	Projection Year:	2015
File Name:	CMA2	Annual Growth: 1% Year 2006 to 2015		
Counts by:	Accutek			

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Left	619	2	340	136	755	2	415	97	852	2	469	9	861	2	474	0	861	2	474
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	33	1	33	7	40	1	40	0	40	1	40	22	62	1	62	0	62	1	62
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	140	1	140	31	171	1	171	0	171	1	171	8	179	1	179	0	179	2	179
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	326	1	326	72	398	1	398	131	529	1	529	8	537	1	537	0	537	2	537
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	832	1	832	183	1015	1	1015	165	1180	1	1180	30	1210	1	1210	0	1210	1	1210
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Right	527	2	290	116	643	2	354	26	669	2	368	0	669	2	368	0	669	2	368
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	340				N-S:	415			N-S:	469			N-S:	474			N-S:	474
	E-W:	972				E-W:	1186			E-W:	1351			E-W:	1389			E-W:	1308
	SUM:	1312				SUM:	1601			SUM:	1820			SUM:	1862			SUM:	1782
No. of Phases:		3					3				3				3				3
Volume / Capacity:		0.851 [1]					1.054 [1]				1.207 [1]				1.237 [1]				1.181
Level of Service:		D					F				F				F				F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ Burbank Boulevard	Date:	11/30/2000	
E-W St:	Burbank Boulevard	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2015
File Name:	CMA3	Annual Growth:	1% Year 2006 to 2015		
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	35	1	35	8	43	1	43	0	43	1	43	1	44	1	44	0	44	1	44	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	590	2	295	130	720	2	360	76	796	2	398	4	800	2	400	0	800	2	400	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	410	1	410	90	500	1	500	21	521	1	521	4	525	1	525	0	525	1	525	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	92	1	92	20	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1152	2	576	253	1405	2	703	142	1547	2	774	12	1559	2	780	0	1559	2	780	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right [1]	147	1	147	32	179	1	179	0	179	1	179	0	179	1	179	0	179	1	179	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	42	1	42	9	51	1	51	0	51	1	51	0	51	1	51	0	51	1	51	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	142	2	71	31	173	2	87	0	173	2	87	0	173	2	87	0	173	2	87	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right [1]	74	1	74	16	90	1	90	0	90	1	90	1	91	1	91	0	91	1	91	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	594	2	327	131	725	2	399	40	765	2	421	12	776	2	427	0	776	2	427	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	161	2	81	35	196	2	98	0	196	2	98	0	196	2	98	0	196	2	98	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right [1]	40	1	40	9	49	1	49	0	49	1	49	0	49	1	49	0	49	1	49	
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	611		N-S:	745		N-S:	816		N-S:	823		N-S:	823		N-S:	823		N-S:	823
	E-W:	398		E-W:	485		E-W:	507		E-W:	514		E-W:	514		E-W:	514		E-W:	514
	SUM:	1009		SUM:	1231		SUM:	1324		SUM:	1337		SUM:	1337		SUM:	1337		SUM:	1337
No. of Phases:		4			4			4			4			4			4			4
Volume / Capacity:		0.664 [2]			0.825 [2]			0.893 [2]			0.902 [2]			0.902 [2]			0.902 [2]			0.902 [2]
Level of Service:		B			D			D			E			E			E			E

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Assumes functional right-turn only lane.
 [2] V/C ratio reflects a 0.07 reduction due to ATSAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ Ventura Boulevard	Date:	11/30/2000	
E-W St:	Ventura Boulevard	Peak Hour:	AM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2015
File Name:	CMA4	Annual Growth:	1% Year 2006 to 2015		
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Thru	1430	2	715	315	1745	2	872	328	2073	2	1036	10	2083	2	1041	0	2083	2	1041	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Right	114	1	114	25	139	1	139	8	147	1	147	2	149	1	149	0	149	1	149	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Left	55	2	30	12	67	2	37	4	71	2	39	0	71	2	39	0	71	2	39	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Thru	1968	3	656	433	2401	3	800	167	2568	3	856	26	2594	3	865	0	2594	3	865	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Left	234	2	129	51	285	2	157	12	297	2	164	6	303	2	167	0	303	2	167	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Right	62	1	62	14	76	1	76	32	108	1	108	0	108	1	108	0	108	1	108	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S:	745		N-S:	909		N-S:	1075		N-S:	1080		N-S:	1080		N-S:	1080		N-S:	1080
	E-W:	129		E-W:	157		E-W:	164		E-W:	167		E-W:	167		E-W:	167		E-W:	167
	SUM:	874		SUM:	1066		SUM:	1239		SUM:	1247		SUM:	1247		SUM:	1247		SUM:	1247
No. of Phases:	4			4				4				4				4				
Volume / Capacity:	0.566 [1]			0.705 [1]				0.831 [1]				0.837 [1]				[1], [2] 0.807				
Level of Service:	A			C				D				D				D				

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSC operation.
 [2] V/C ratio reflects a 0.03 reduction due to installation of ATCS for project mitigation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ US 101NB Off-Ramp/Long Valley	Peak Hour:	AM	Date:	11/30/2000
E-W St:	US 101NB Off-Ramp/Long Valley	Annual Growth:	2%	Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	1%	Year 2006 to 2015	Projection Year:	2015
File Name:	CMA5					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION **			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	408	1	408	90	498	1	498	20	518	1	518	11	529	1	529	0	529	1	529
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	1128	2	564	248	1376	2	688	228	1604	2	802	12	1616	2	808	0	1616	2	808
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	1378	3	459	303	1681	3	560	169	1850	3	617	32	1882	3	627	0	1882	3	627
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	810	1	810	178	988	1	988	11	999	1	999	0	999	1	999	0	999	1	999
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	20	1	20	4	24	1	24	0	24	1	24	0	24	1	24	0	24	1	24
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	70	1	70	15	85	1	85	0	85	1	85	0	85	1	85	0	85	1	85
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	761	1	533	167	928	1	650	12	940	1	658	43	983	1	688	0	983	1	688
Comb. L-T	0	1	228	0	228	1	279	0	279	1	282	0	282	1	295	0	295	1	363
WB Thru	56	0	-	12	68	0	-	0	68	0	-	0	68	0	-	0	68	0	-
Comb. T-R	0	1	166	0	166	1	202	0	202	1	234	0	234	1	234	0	234	0	-
WB Right	365	1	256	80	445	1	312	108	553	1	387	0	553	1	387	0	553	2	304
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	1208				N-S:	1474			N-S:	1505			N-S:	1516			N-S:	1156
	E-W:	533				E-W:	650			E-W:	658			E-W:	688			E-W:	688
	SUM:	1741				SUM:	2124			SUM:	2163			SUM:	2204			SUM:	1845
No. of Phases:		4					4				4				4				4
Volume / Capacity:		1.196 [1]					1.474 [1]				1.503 [1]				1.533 [1]			[1], [2]	1.271
Level of Service:		F					F				F				F				F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSA operation.
 [2] Mitigation includes accommodating a free-flow southbound right-turn movement.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Mulholland Drive	Mulholland Drive @ Calabasas Road/Avenue San Luis	Date:	11/30/2000	
E-W St:	Calabasas Road/Avenue San Luis	Peak Hour:	AM		
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
File Name:	CMA6	Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	83	1	83	18	101	1	101	69	170	1	170	0	170	1	170	0	170	1	170
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1015	2	508	223	1238	2	619	67	1305	2	653	23	1328	2	664	0	1328	2	664
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	50	1	50	11	61	1	61	1	62	1	62	1	63	1	63	0	63	1	63
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	120	1	120	26	146	1	146	6	152	1	152	0	152	1	152	0	152	1	152
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1109	2	555	244	1353	2	676	45	1398	2	699	46	1444	2	722	0	1444	2	722
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	999	1	999	220	1219	1	1219	106	1325	1	1325	29	1354	1	1354	0	1354	1	1354
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	536	2	295	118	654	2	360	149	803	2	442	7	810	2	445	0	810	2	445
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	58	1	58	13	71	1	71	17	88	1	88	1	89	1	89	0	89	1	89
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	418	1	418	92	510	1	510	63	573	1	573	9	582	1	582	0	582	1	582
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	54	1	54	12	66	1	66	2	68	1	68	1	69	1	69	0	69	1	69
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	134	1	134	29	163	1	163	16	179	1	179	1	180	1	180	0	180	1	180
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	226	1	226	50	276	1	276	31	307	1	307	0	307	1	307	0	307	1	307
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	935				N-S:	1140			N-S:	1274			N-S:	1301			N-S:	1301
	E-W:	461				E-W:	562			E-W:	672			E-W:	676			E-W:	676
	SUM:	1395				SUM:	1702			SUM:	1946			SUM:	1977			SUM:	1977
No. of Phases:		4					4				4				4				4
Volume / Capacity:		0.945 [1]					1.168 [1]				1.346 [1]				1.368 [1]			[1], [2]	1.338
Level of Service:		E					F				F				F				F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSSAC operation.
 [2] V/C ratio reflects a 0.03 reduction due to installation of ATCS for project mitigation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Mulholland Drive	Mulholland Drive @ Spielberg Drive	Date:	11/30/2000	
E-W St:	Spielberg Drive	Peak Hour:	AM		
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
File Name:	CMA7	Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	10	1	10	2	12	1	12	0	12	1	12	20	32	1	32	0	32	1	32
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1074	1	554	236	1310	1	676	154	1464	1	753	3	1467	1	754	0	1467	1	754
Comb. T-R	0	1	554	0	554	1	676	0	676	1	753	0	753	1	754	0	754	1	754
NB Right	34	0	-	7	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	17	1	17	4	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1209	1	615	266	1475	1	750	93	1568	1	797	1	1569	1	820	0	1569	2	784
Comb. T-R	0	1	615	0	615	1	750	0	750	1	797	0	797	1	820	0	820	0	-
SB Right	21	0	-	5	26	0	-	0	26	0	-	45	71	0	-	0	71	1	71
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	3	0	-	1	4	0	-	0	4	0	-	20	24	1	24	0	24	1	24
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	0	0	4	0	0	0	5	0	0	0	5	0	0	0	-	0	0	0	-
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	1	8	0	8	1	8
EB Right	1	0	-	0	1	0	-	0	1	0	-	7	8	0	-	0	8	0	-
Comb. L-T-R -	0	1	-	0	-	1	-	0	-	1	-	0	-	0	-	0	-	0	-
WB Left	32	0	-	7	39	0	-	0	39	0	-	0	39	0	-	0	39	0	-
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	3	0	50	1	4	0	61	0	4	0	61	0	4	0	61	0	4	0	61
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	15	0	-	3	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Comb. L-T-R -	0	1	-	0	-	1	-	0	-	1	-	0	-	1	-	0	-	1	-
Crit. Volumes:	N-S:	625		N-S:	763			N-S:	809			N-S:	852			N-S:	817		
	E-W:	33		E-W:	40			E-W:	40			E-W:	47			E-W:	47		
	SUM:	658		SUM:	803			SUM:	849			SUM:	899			SUM:	864		
No. of Phases:	2			2				2				2				2			
Volume / Capacity:	0.369 [1]			0.465 [1]				0.496 [1]				0.530 [1]				0.506			
Level of Service:	A			A				A				A				A			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valmar Road	Valmar Road @ Mulholland Drive	Peak Hour:	AM	Date:	11/30/2000
E-W St:	Mulholland Drive	Annual Growth:	2%	Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	1%	Year 2006 to 2015	Projection Year:	2015
File Name:	CMA8					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	596	2	328	131	727	2	400	64	791	2	435	9	800	2	440	0	800	2	440	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Thru	0	0	-	0	0	0	-	7	7	0	-	0	7	0	-	0	7	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Right	92	1	92	20	112	1	112	7	119	1	119	0	119	1	119	0	119	1	119	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Thru	0	0	-	0	0	0	-	10	10	0	-	0	10	0	-	0	10	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Thru	467	1	467	103	570	1	570	34	604	1	604	5	609	1	609	0	609	1	609	
Comb. T-R	0	1	630	0	0	1	769	0	0	1	834	0	0	1	837	0	0	1	837	
EB Right	630	0	-	139	769	0	-	65	834	0	-	3	837	0	-	0	837	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Left	94	1	94	21	115	1	115	10	125	1	125	0	125	1	125	0	125	1	125	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Thru	455	2	228	100	555	2	278	66	621	2	311	14	635	2	318	0	635	2	318	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S:	328		N-S:	400		N-S:	435		N-S:	440		N-S:	440		N-S:	440		N-S:	440
	E-W:	724		E-W:	883		E-W:	958		E-W:	961		E-W:	961		E-W:	961		E-W:	961
	SUM:	1052		SUM:	1283		SUM:	1393		SUM:	1401		SUM:	1401		SUM:	1401		SUM:	1401
No. of Phases:	2			2				2				2				2				
Volume / Capacity:	0.631 [1]			0.785 [1]				0.859 [1]				0.864 [1]				0.864				
Level of Service:	B			C				D				D				D				

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valmar Road	Valmar Road @ Park Ora/Brenford Street	Peak Hour:	AM	Date:	11/30/2000
E-W St:	Park Ora/Brenford Street	Annual Growth:	2%	Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	1%	Year 2006 to 2015	Projection Year:	2015
File Name:	CMA9					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		1	343			1	418			1	450			1	454			1	454
NB Thru	584	0	-	128	712	0	-	63	775	0	-	9	784	0	-	0	784	0	-
Comb. T-R		1	343			1	418			1	450			1	454			1	454
NB Right	97	0	-	21	118	0	-	0	118	0	-	0	118	0	-	0	118	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	213	0	-	47	260	0	-	4	264	0	-	0	264	0	-	0	264	0	-
Comb. L-T		1	369			1	450			1	488			1	489			1	489
SB Thru	521	0	-	115	636	0	-	71	707	0	-	3	710	0	-	0	710	0	-
Comb. T-R		1	369			1	450			1	488			1	489			1	489
SB Right	4	0	-	1	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	4	0	-	1	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T		0				0				0				0				0	
EB Thru	6	0	18	1	7	0	22	0	7	0	22	0	7	0	22	0	7	0	22
Comb. T-R		0				0				0				0				0	
EB Right	8	0	-	2	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	172	0	-	38	210	0	-	0	210	0	-	0	210	0	-	0	210	0	-
Comb. L-T		0				0				0				0				0	
WB Thru	14	0	511	3	17	0	623	0	17	0	629	0	17	0	629	0	17	0	629
Comb. T-R		0				0				0				0				0	
WB Right	325	0	-	72	397	0	-	6	403	0	-	0	403	0	-	0	403	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:	556		N-S:	678	N-S:	714	N-S:	718	N-S:	718	N-S:	718	N-S:	718	N-S:	718	N-S:	718
	E-W:	343		E-W:	418	E-W:	424	E-W:	424	E-W:	424	E-W:	424	E-W:	424	E-W:	424	E-W:	424
	SUM:	899		SUM:	1097	SUM:	1138	SUM:	1143	SUM:	1143	SUM:	1143	SUM:	1143	SUM:	1143	SUM:	1143
No. of Phases:		U			U		U		U		U		U		U		U		U
Volume / Capacity:		0.749			0.914		0.949		0.952		0.952		0.952		0.952		0.952		0.952
Level of Service:		C			E		E		E		E		E		E		E		E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 0% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 0% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 0% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valmar Road	Valmar Road @ Park Ora/Brenford Street	Peak Hour:	PM	Date:	11/30/2000
E-W St:	Park Ora/Brenford Street	Annual Growth:	2%	Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	1%	Year 2006 to 2015	Projection Year:	2015
File Name:	CMA9					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T		1	303			1	369			1	383			1	386			1	386
NB Thru	349	0	-	77	426	0	-	27	453	0	-	6	459	0	-	0	459	0	-
Comb. T-R		1	303			1	369			1	383			1	386			1	386
NB Right	250	0	-	55	305	0	-	0	305	0	-	0	305	0	-	0	305	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	114	0	-	25	139	0	-	7	146	0	-	0	146	0	-	0	146	0	-
Comb. L-T		1	247			1	301			1	320			1	326			1	326
SB Thru	370	0	-	81	451	0	-	31	482	0	-	11	493	0	-	0	493	0	-
Comb. T-R		1	247			1	301			1	320			1	326			1	326
SB Right	10	0	-	2	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	3	0	-	1	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T		0				0				0				0				0	
EB Thru	13	0	23	3	16	0	28	0	16	0	28	0	16	0	28	0	16	0	28
Comb. T-R		0				0				0				0				0	
EB Right	7	0	-	2	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	291	0	-	64	355	0	-	0	355	0	-	0	355	0	-	0	355	0	-
Comb. L-T		0				0				0				0				0	
WB Thru	31	0	525	7	38	0	641	0	38	0	646	0	38	0	646	0	38	0	646
Comb. T-R		0				0				0				0				0	
WB Right	203	0	-	45	248	0	-	5	253	0	-	0	253	0	-	0	253	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:	417				N-S:	508			N-S:	529			N-S:	532			N-S:	532
	E-W:	311				E-W:	379			E-W:	379			E-W:	379			E-W:	379
	SUM:	728				SUM:	888			SUM:	908			SUM:	911			SUM:	911
No. of Phases:		U				U				U				U				U	
Volume / Capacity:		0.606				0.740				0.757				0.759				0.759	
Level of Service:		B				C				C				C				C	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 0% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 0% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 0% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valmar Road	Valmar Road @ Mulholland Drive	Peak Hour:	PM	Date:	11/30/2000
E-W St:	Mulholland Drive		Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1		Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
File Name:	CMA8					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	483	2	266	106	589	2	324	30	619	2	341	6	625	2	344	0	625	2	344
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	0	0	-	0	0	0	-	10	10	0	-	0	10	0	-	0	10	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	165	1	165	36	201	1	201	2	203	1	203	0	203	1	203	0	203	1	203
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	394	0	-	87	481	0	-	8	489	0	-	0	489	0	-	0	489	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	484	0	-	106	590	0	-	0	590	0	-	0	590	0	-	0	590	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	394	1	394	87	481	1	481	69	550	1	550	19	569	1	569	0	569	1	569
Comb. T-R	0	1	484	0	590	1	590	0	625	1	625	0	636	1	636	0	636	1	636
EB Right	484	0	-	106	590	0	-	35	625	0	-	11	636	0	-	0	636	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	143	1	143	31	174	1	174	1	175	1	175	0	175	1	175	0	175	1	175
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	437	2	219	96	533	2	267	40	573	2	287	10	583	2	292	0	583	2	292
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	266		N-S:	324			N-S:	341			N-S:	344			N-S:	344		
	E-W:	627		E-W:	765			E-W:	801			E-W:	812			E-W:	812		
	SUM:	893		SUM:	1089			SUM:	1142			SUM:	1156			SUM:	1156		
No. of Phases:	2			2				2				2				2			
Volume / Capacity:	0.525 [1]			0.656 [1]				0.691 [1]				0.701 [1]				0.701			
Level of Service:	A			B				B				C				C			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Mulholland Drive	Mulholland Drive @ Spielberg Drive	Date:	11/30/2000	
E-W St:	Spielberg Drive	Peak Hour:	PM		
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
File Name:	CMA7	Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	3	1	3	1	4	1	4	0	4	1	4	14	18	1	18	0	18	1	18	
Comb. L-T		0	-			0	-			0	-			0	-			0	-	
NB Thru	1017	1	535	224	1241	1	653	75	1316	1	690	2	1318	1	691	0	1318	1	691	
Comb. T-R		1	535			1	653			1	690			1	691			1	691	
NB Right	53	0	-	12	65	0	-	0	65	0	-	0	65	0	-	0	65	0	-	
Comb. L-T-R -		0				0				0				0				0		
SB Left	46	1	46	10	56	1	56	0	56	1	56	0	56	1	56	0	56	1	56	
Comb. L-T		0	-			0	-			0	-			0	-			0	-	
SB Thru	831	1	417	183	1014	1	508	118	1132	1	567	4	1136	1	585	0	1136	2	568	
Comb. T-R		1	417			1	508			1	567			1	585			0	-	
SB Right	2	0	-	0	2	0	-	0	2	0	-	31	33	0	-	0	33	1	33	
Comb. L-T-R -		0				0				0				0				0		
EB Left	35	0	-	8	43	0	-	0	43	0	-	69	112	1	112	0	112	1	112	
Comb. L-T		0	-			0	-			0	-			0	-			0	-	
EB Thru	6	0	47	1	7	0	57	0	7	0	57	0	7	0	-	0	7	0	-	
Comb. T-R		0	-			0	-			0	-			1	41			1	41	
EB Right	6	0	-	1	7	0	-	0	7	0	-	26	33	0	-	0	33	0	-	
Comb. L-T-R -		1				1				1				0				0		
WB Left	62	0	-	14	76	0	-	0	76	0	-	0	76	0	-	0	76	0	-	
Comb. L-T		0	-			0	-			0	-			0	-			0	-	
WB Thru	3	0	102	1	4	0	124	0	4	0	124	0	4	0	124	0	4	0	124	
Comb. T-R		0	-			0	-			0	-			0	-			0	-	
WB Right	37	0	-	8	45	0	-	0	45	0	-	0	45	0	-	0	45	0	-	
Comb. L-T-R -		1				1				1				1				1		
Crit. Volumes:	N-S:	581			N-S:	709			N-S:	746			N-S:	747			N-S:	747		
	E-W:	75			E-W:	92			E-W:	92			E-W:	161			E-W:	161		
	SUM:	656			SUM:	800			SUM:	838			SUM:	908			SUM:	908		
No. of Phases:	2			2			2			2			2							
Volume / Capacity:	0.367 [1]			0.464 [1]			0.489 [1]			0.535 [1]			0.535							
Level of Service:	A			A			A			A			A							

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Mulholland Drive	Mulholland Drive @ Calabasas Road/Avenue San Luis	Peak Hour:	PM	Date:	11/30/2000
E-W St:	Calabasas Road/Avenue San Luis		Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1		Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
File Name:	CMA6					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	137	1	137	30	167	1	167	51	218	1	218	0	218	1	218	0	218	1	218	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	900	2	450	198	1098	2	549	25	1123	2	562	82	1205	2	603	0	1205	2	603	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	40	1	40	9	49	1	49	3	52	1	52	2	54	1	54	0	54	1	54	
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	123	1	123	27	150	1	150	21	171	1	171	0	171	1	171	0	171	1	171	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	942	2	471	207	1149	2	575	40	1189	2	595	32	1221	2	611	0	1221	2	611	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right	663	1	663	146	809	1	809	169	978	1	978	20	998	1	998	0	998	1	998	
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	1112	2	612	245	1357	2	746	106	1463	2	804	26	1489	2	819	0	1489	2	819	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	262	1	262	58	320	1	320	32	352	1	352	2	354	1	354	0	354	1	354	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	371	1	371	82	453	1	453	71	524	1	524	6	530	1	530	0	530	1	530	
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	62	1	62	14	76	1	76	2	78	1	78	1	79	1	79	0	79	1	79	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	162	1	162	36	198	1	198	14	212	1	212	1	213	1	213	0	213	1	213	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	158	1	158	35	193	1	193	17	210	1	210	0	210	1	210	0	210	1	210	
Comb. L-T-R -	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	608		N-S:	742		N-S:	813		N-S:	829		N-S:	829		N-S:	829		N-S:	829
	E-W:	774		E-W:	944		E-W:	1016		E-W:	1031		E-W:	1031		E-W:	1031		E-W:	1031
	SUM:	1382		SUM:	1686		SUM:	1829		SUM:	1860		SUM:	1860		SUM:	1860		SUM:	1860
No. of Phases:		4			4			4			4			4			4			4
Volume / Capacity:		0.935 [1]			1.156 [1]			1.260 [1]			1.283 [1]			[1], [2]			1.253			
Level of Service:		E			F			F			F			F			F			F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSSAC operation.
 [2] V/C ratio reflects a 0.03 reduction due to installation of ATCS for project mitigation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ US 101NB Off-Ramp/Long Valley	Peak Hour:	PM	Date:	11/30/2000
E-W St:	US 101NB Off-Ramp/Long Valley	Annual Growth:	2%	Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	1%	Year 2006 to 2015	Projection Year:	2015
File Name:	CMA5					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION **			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	276	1	276	61	337	1	337	14	351	1	351	39	390	1	390	0	390	1	390
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	1575	2	788	347	1922	2	961	145	2067	2	1033	41	2108	2	1054	0	2108	2	1054
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	869	3	290	191	1060	3	353	244	1304	3	435	22	1326	3	442	0	1326	3	442
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	589	1	589	130	719	1	719	70	789	1	789	0	789	1	789	0	789	1	789
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	54	1	54	12	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	72	1	72	16	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	815	1	571	179	994	1	696	5	999	1	700	30	1029	1	721	0	1029	1	721
Comb. L-T	0	1	245	0	0	1	298	0	0	1	300	0	0	1	309	0	0	1	361
WB Thru	43	0	-	9	52	0	-	0	52	0	-	0	52	0	-	0	52	0	-
Comb. T-R	0	1	197	0	0	1	240	0	0	1	252	0	0	1	252	0	0	1	365
WB Right	513	1	359	113	626	1	438	38	664	1	465	0	664	1	465	0	664	2	365
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	838				N-S:	1022			N-S:	1106			N-S:	1145			N-S:	1054
	E-W:	571				E-W:	696			E-W:	700			E-W:	721			E-W:	721
	SUM:	1409				SUM:	1718			SUM:	1806			SUM:	1866			SUM:	1774
No. of Phases:		4					4				4				4				4
Volume / Capacity:		0.954 [1]					1.180 [1]				1.243 [1]				1.287 [1]			[1], [2]	1.220
Level of Service:		E					F				F				F				F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATISAC operation.
 [2] Mitigation includes accommodating a free-flow southbound right-turn movement.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ Ventura Boulevard	Peak Hour:	PM	Date:	11/30/2000
E-W St:	Ventura Boulevard		Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1		Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
File Name:	CMA4					
Counts by:	Accutek					

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1913	2	957	421	2334	2	1167	170	2504	2	1252	34	2538	2	1269	0	2538	2	1269
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	231	1	231	51	282	1	282	14	296	1	296	7	303	1	303	0	303	1	303
Comb. L-T-R -		0				0				0				0				0	
SB Left	54	2	30	12	66	2	36	28	94	2	52	0	94	2	52	0	94	2	52
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1150	3	383	253	1403	3	468	304	1707	3	569	18	1725	3	575	0	1725	3	575
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	282	2	155	62	344	2	189	10	354	2	195	4	358	2	197	0	358	2	197
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	132	1	132	29	161	1	161	6	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:	986				N-S:	1203			N-S:	1304			N-S:	1321			N-S:	1321
	E-W:	155				E-W:	189			E-W:	195			E-W:	197			E-W:	197
	SUM:	1141				SUM:	1392			SUM:	1498			SUM:	1517			SUM:	1517
No. of Phases:		4					4				4				4				4
Volume / Capacity:		0.760 [1]					0.943 [1]				1.020 [1]				1.034 [1]				[1], [2]
Level of Service:		C					E				F				F				F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSC operation.
 [2] V/C ratio reflects a 0.03 reduction due to installation of ATCS for project mitigation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	Valley Circle Boulevard	Valley Circle Boulevard @ Burbank Boulevard	Date:	11/30/2000	
E-W St:	Burbank Boulevard	Peak Hour:	PM	Date of Count:	1999
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Projection Year:	2015
File Name:	CMA3	Annual Growth:	1% Year 2006 to 2015		
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	41	1	41	9	50	1	50	0	50	1	50	2	52	1	52	0	52	1	52
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1021	2	511	225	1246	2	623	136	1382	2	691	15	1397	2	698	0	1397	2	698
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	478	1	478	105	583	1	583	31	614	1	614	15	629	1	629	0	629	1	629
Comb. L-T-R -		0				0				0				0				0	
SB Left	53	1	53	12	65	1	65	0	65	1	65	0	65	1	65	0	65	1	65
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	661	2	331	145	806	2	403	84	890	2	445	8	898	2	449	0	898	2	449
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right [1]	24	1	24	5	29	1	29	0	29	1	29	0	29	1	29	0	29	1	29
Comb. L-T-R -		0				0				0				0				0	
EB Left	35	1	35	8	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	148	2	74	33	181	2	90	0	181	2	90	0	181	2	90	0	181	2	90
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	76	1	76	17	93	1	93	0	93	1	93	1	94	1	94	0	94	1	94
Comb. L-T-R -		0				0				0				0				0	
WB Left	566	2	311	125	691	2	380	19	710	2	390	8	718	2	395	0	718	2	395
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	119	2	60	26	145	2	73	0	145	2	73	0	145	2	73	0	145	2	73
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	83	1	83	18	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:	564		N-S:		687		N-S:		755		N-S:		763		N-S:		763	
	E-W:	385		E-W:		470		E-W:		481		E-W:		485		E-W:		485	
	SUM:	949		SUM:		1158		SUM:		1236		SUM:		1248		SUM:		1248	
No. of Phases:	4			4				4				4				4			
Volume / Capacity:	0.620 [2]			0.772 [2]				0.829 [2]				0.838 [2]				0.838 [2]			
Level of Service:	B			C				D				D				D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Assumes functional right-turn only lane.
 [2] V/C ratio reflects a 0.07 reduction due to ATISAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	US 101 SB Ramps	US 101 SB Ramps @ Calabasas Road	Date:	11/30/2000	
E-W St:	Calabasas Road	Peak Hour:	PM		
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
File Name:	CMA2	Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0	-			0	-			0	-			0	-			0	-
SB Left	966	2	531	213	1179	2	648	31	1210	2	665	6	1216	2	669	0	1216	2	669
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	23	1	23	5	28	1	28	0	28	1	28	15	43	1	43	0	43	1	43
Comb. L-T-R -		0	-			0	-			0	-			0	-			0	-
EB Left	249	1	249	55	304	1	304	0	304	1	304	28	332	1	332	0	332	2	182
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	775	1	775	171	946	1	946	177	1123	1	1123	28	1151	1	1151	0	1151	2	575
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0	-			0	-			0	-			0	-			0	-
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	669	1	669	147	816	1	816	140	956	1	956	21	977	1	977	0	977	1	977
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	286	2	157	63	349	2	192	94	443	2	244	0	443	2	244	0	443	2	244
Comb. L-T-R -		0	-			0	-			0	-			0	-			0	-
Crit. Volumes:	N-S:	531				N-S:	648			N-S:	665			N-S:	669			N-S:	669
	E-W:	918				E-W:	1120			E-W:	1260			E-W:	1309			E-W:	1160
	SUM:	1449				SUM:	1768			SUM:	1925			SUM:	1977			SUM:	1828
No. of Phases:		3					3				3				3				3
Volume / Capacity:		0.947 [1]					1.171 [1]				1.281 [1]				1.318 [1]				1.213
Level of Service:		E					F				F				F				F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] V/C ratio reflects a 0.07 reduction due to ATSSAC operation.

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CRITICAL MOVEMENT ANALYSIS

N-S St:	El Canon Avenue	El Canon Avenue @ Calabasas Road	Date:	11/30/2000	
E-W St:	Calabasas Road	Peak Hour:	PM		
Project:	MPTF Master Plan / 1-992837-1	Annual Growth:	2% Year 1999 to 2005	Date of Count:	1999
File Name:	CMA1	Annual Growth:	1% Year 2006 to 2015	Projection Year:	2015
Counts by:	Accutek				

Movement	1999 EXIST. TRAFFIC			2015 W/ AMBIENT GROWTH				2015 W/ OTHER PROJECTS				2015 W/ PROJECT BUILDOUT				2015 W/ BUILDOUT MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	29	0	-	6	35	0	-	0	35	0	-	17	52	0	-	0	52	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Thru	0	0	74	0	0	0	90	0	0	0	90	0	0	0	163	0	0	0	163	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Right	45	0	-	10	55	0	-	0	55	0	-	56	111	0	-	0	111	0	-	
Comb. L-T-R -	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Thru	992	1	992	218	1210	1	1210	129	1339	1	1339	0	1339	1	1339	0	1339	1	683	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	683	
EB Right	14	1	14	3	17	1	17	0	17	1	17	9	26	1	26	0	26	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Left	20	1	20	4	24	1	24	0	24	1	24	36	60	1	60	0	60	1	60	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Thru	663	1	663	146	809	1	809	188	997	1	997	0	997	1	997	0	997	1	997	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Crit. Volumes:	N-S:	45		N-S:	55		N-S:	55		N-S:	111		N-S:	111		N-S:	111		N-S:	111
	E-W:	1012		E-W:	1235		E-W:	1364		E-W:	1400		E-W:	1400		E-W:	997		E-W:	997
	SUM:	1057		SUM:	1290		SUM:	1419		SUM:	1511		SUM:	1511		SUM:	1108		SUM:	1108
No. of Phases:	2			2				2				2				2				
Volume / Capacity:	0.705			0.860				0.946				1.007				0.739				
Level of Service:	C			D				E				F				C				

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

